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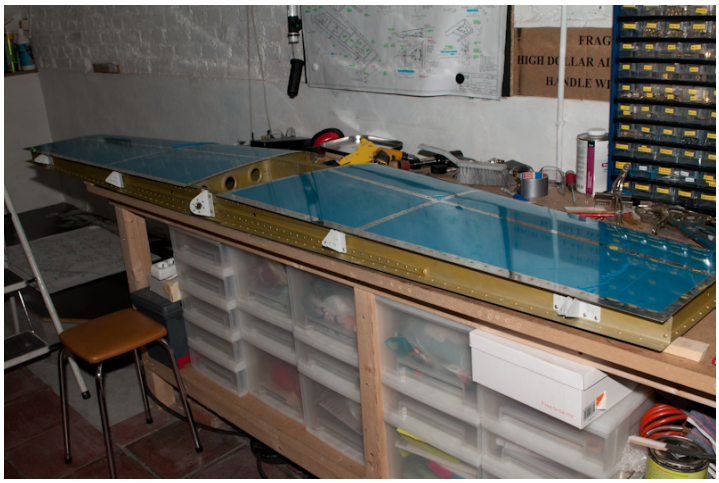
After the inspection of the DGLV, I received the green light to close the rear spar of the stabilo.

First, while the rear spar could still be removed, I removed a part of the flange to give clearance for the elevator hinges. This is marked on plan DWG-3 exploded iso view. It is quite small on the drawing and a lot of people forget this step until they realise the elevators can't get the full motion. It is much more difficult to do this once the rear spar is rivetted.

I took out 1 inch on both sides of the HS411-BPP. Marked it on the flange using a sharpie pen, then drilled a #30 hole in the corners on the bench drill. Then used the dremel with a cutting wheel to remove the material.
Jacques finished it of using a key-file and some sandpaper. Make sure you don't go too deep. You should not touch the HS411BPP, nor the reinforcement spar.I did eye-ball this as there are no depth measurements on the plan.

Then finished rivetting the rear spar to the skeleton and skin.



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Set the blind rivets (BSPQ-5-4) that connect HS603-PP, HS-609PP to HS708. These are massive pop rivets. Make sure you press them firmly against the reinforcement spar so the fit tight.

Finally installed some inspection lacquer on the elevator hinge.

The stabilo is finished !

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The only remaining thing to do is cut away a bit of the side skin when test fitting the elevators. I'll report on that in the section on assembling the empennage section.

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