

The F-706 bulkhead forms the separation between the cabin and the tail section. This is the bulkhead that separates the baggage compartment from the start of the tail cone.

The tail bulkheads are definitely simpler than the ones in the main cabin.

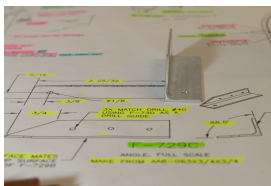
Like on all the previous bulkheads, you need to updrill the pilot holes for the rudder cables to 5/8 for the snap bushings that will guide the rudder cables left and right.



Secondly, measure the location of the electricity wire pass-throughs as per the plans. You can drill an additional hole on the left side (symmetrical to the centerline) but I only need to run the wires for the electric trim to the back so I imagine one hole is going to be sufficient.



The F-706 connects to F-707 with some reinforcement channels as shown bottom left on plan DWG26. There is a small aluminum angle that connects F-729A with F728A. You have to make this angle yourself (F729-C) and then bend the angle about 1.5 degree to compensate for the up-hill incline of the cone.



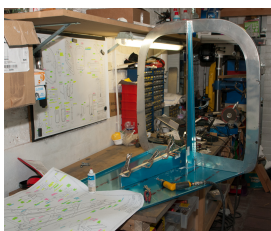
Next clecoed all parts to get a better understanding and clamped the F-729B angle in place for matchdrilling through the holes in F-729A.



Here is a view from the back illustrating the positioning of the F729-C angle. Then drill F-729C to F-729B angle.



To ensure that everything matches to the correct location, I clecoed the bottom skin of the tail cone to the assembly.



Matchdrilled F729-B



Matchdrill also F728-B to F728-A bellcrank channel.

Both the bellcrank channel and the bellcrank rib are used to support the bulkhead, but also serve as connection point for the elevator bellcrank.

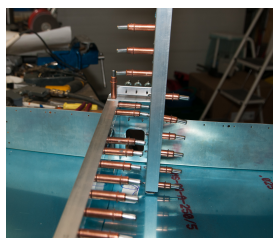
Don't forget to drill the tooling holes for the elevator bellcrank pivot point for AN4 bolts as illustrated on DWG26 top left (F635 installation)

F706 Prep work - 27/01/2012

Category: 3.4. F-706 bulkhead

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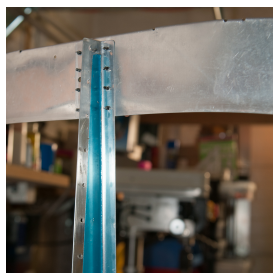
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The channel connects to the F706 bulkhead sides. Matchdrilled these as well



View from the back.



Then removed the F-730 plate and cut out a section for the snap bushings. The same will have to be done in the flange of the F729-A belcrank rib.

