

With the upper and lower empennage fairing drilled, it's now time to cut out the opening in the epoxy fairing to give sufficient clearance for the elevator horns.

Before doing that, I made a modification to the pilot side elevator for the trim motor wiring pass-through. Initially I had drilled an extra bushing in the elevator rear spar and routed the wiring through the horizontal stabiliser.

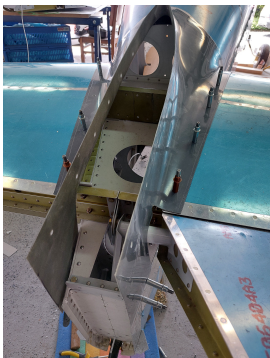
I wasn't really satisfied with this routing and after visiting Gordon in Australia, I saw that he had a different method for routing in his RV7.

He made a hole in the side of the elevator in the lightning hole of the elevator horns. From there, the wiring will run through the opening in the empennage fairing. A much cleaner approach with less chance of chafing.

I removed the wiring from the back and drilled the new hole in the elevator inner side rib.



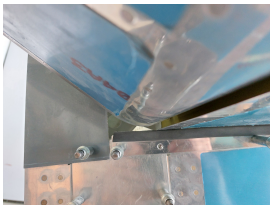
Next I reinstalled the stabilo and clecoed the fairing onto it. This gives me access and visibility on the relation between the elevator horns and fairing gap in all positions of the elevator. And it would also allow me to evaluate the clearance of the new wire and the fairing gap.



The passenger side was quite easy. I cut and sanded the gap in the fairing and reinstalled the elevator for clearance check.



Also installed the lower fairing and rubber channel to check the alignment between the forward side of upper epoxy fairing and the lower aluminum fairing.



Very nice gap covering using the rubber channel.



Ran the wiring through the new side hole in the elevator and secured the wire with 2 adelclamps on the elevator bellcank. This is the inside look.



This is how it will look from the outside. The cutout of the empennage fairing for the elevator horns is slightly larger than on the passenger side because of clearance to this extra wire so that there can not be chafing. Ensured that I had the same minimal 1/4" clearance between horns/wire and the F-794B fairing.

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