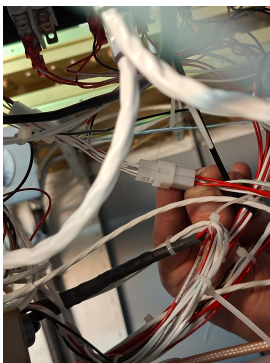


I'm in the last preparation steps in order to place the top fuselage skin on for good.

Accessibility under the panel is very difficult once it's on so I spend the last week reorganising wiring, putting on a zillion tyrap and making sure there is a blob of RTV where wires could be chafing against some structure.

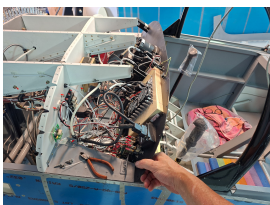
In the process of reorganising, I merges 2 connectors to 1 single molex. I had separate connectors for elevator and roll trim but in the end the wires connect to the same place so I might as well have made it easier with a single connector.



All this work is thinking about 1 thing : Can I still get behind the panel easily if I would have to tilt it over. It showed that a some of the cabling has to be disconnected before the panel can tilt far enough forward.

I tried to reorganise wiring accordingly so that I have to disconnect the minimum possible in order for the instrument panel to be unscrewed and tilted over.

I made a longer static line hose as wel which will tilt forward far enough.



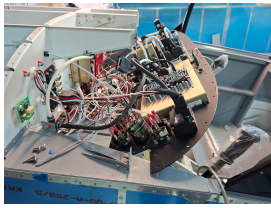
I will have to disconnect some connector and the static lines of the analog instruments to get it tilted as far as below. That's the price you pay for minimising the excess long service loops in wiring.

03/08/26 - Panel tilting efforts - 7h

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Published: Tuesday, 08 September 2026 10:27

Hits: 136



I also placed the connectors on the Dynon skyview boxes and on the connectors on the VPX.



Finally I connected the alternator low voltage warning light to the led behind the panel.



Another step closer to starting rivetting the top fuselage skin.