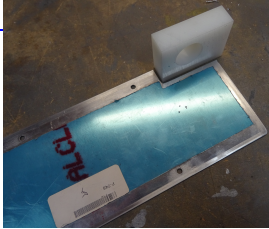


Second day on the flap motor structure.

You need to notch a rectangular part out of the baggage tunner cover F-748 to clear the F-680 center flap bearing block.



Next I reamed the F-758 flap actuator brackets to the F-766A channel.



I also reamed #40 the ears for the nutplates along the channel flanges.

After deburring all the drilled holes, , dimpled them.



The F-766C plate needs to be countersunk #30 for AN426AD4 rivets.



Fine tuned the earlier made F-785B attach angle. This angle needs to be thightened to 87.5°

It's sometimes funny to read these measurements. .5°. Half of a degree, and how do you close an angle ?

Oh well yes, you either tap the angle with a hammer, or you squeeze it in a vise. Both techniques ensure you can work to a half degree close...

In case you didn't notice, yes, I was being cynical.

Well I got close.

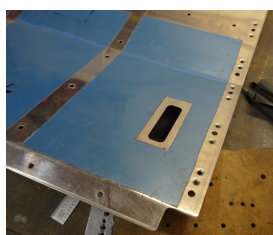


Aligned and drilled the holes after having verified the top of the back channel sits high enough to have enough edge distance on the top of F-705.

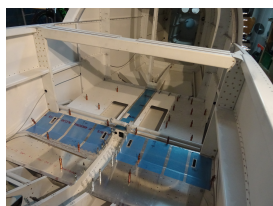
The line you see drawn on the channel is the min edge distance line. So plenty of space there even after lifting the channel a bit.



As I had the dimple dies in the squeezer, I also did the sides of the back seat pans. As you can see, I notched the aft seat floor as well to clear the center teflon block. As mentioned earlier, the plan states to notch the corner of the teflon block but I saw this not too late.



Seat pans and turner cover in place



Then I checked the position of the flap actuator covers. I had to grind off a little bit of the top as it was touching the horizontal top

bar of the F-705 bulkhead.



Positioned F-767 and drilled it. This is the final version. I had to remake the F-767 as I didn't clamp it wel the first time and the covers didn't fit.



Here is the final version with one of the covers attached.



Drilled the angle floor attach holes using the tunnelcover as template.

