

F711 - tail bulkheads - 2/3/2013

Category: 3.5. Tail bulkheads

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The two aft most bulkheads are remaining. The picture above shows the F711-A and F711-B. Both bulkheads will be placed back to back. The most important function of this bulkhead is to support the rear spar of the horizontal stabilisor and to hold the forward part of the tailwheel fork assembly.

A stock piece of aluminum has to be cut in 2, deburred and corners rounded.



Draw a centerline on both F711-C aluminum bars.



Clamped bulkheads back to back and put clecoes in bottom holes and AN3 cleco in the tooling hole. This will ensure the parts are nicely flush back to back.



Next, position the aluminum bar under the bulkhead so that you see the centerline through the bulkhead.



Here is my setup with lots of clamps.

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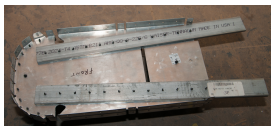
Matchdrill all bulkhead to aluminum bar to #30 and cleco as you go.



Both sides done.



Back view after matchdrilling. Use this occasion with all bars clecoed to mark a line next to the bars on the spot where the top part of the bulkhead web needs to be trimmed away.



Trim away the top part of the web. This needs to be removed as this is the spot where the elevator pushrod will pass through.



Marked the two small holes on top of the aluminum bars. I pilot drilled these holes. These 4 holes will hold the rear spar of the horizontal stabilo.

You will use the pilot holes you drill now as matchdrill holes once you position the horizontal stabilo. I didn't make them full size yet as I think it is safer to still have some playground later once the

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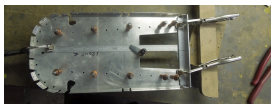
real attachment is done.



As last step, you need to make F711-D from some stock angle.

Mark the center line on the angle and center the angle with the centerline on the web of the bulkhead. I used a steel ruler to extend my centerline.

Thinking about it later, it would be better to have drilled this angle before you trim away the web. In that case you can draw the centerline using the two tooling holes.



Align top of angle with top of web and center also vertically.



Two holes drilled.



That completes the work on the F711 bulkhead.

