

Category: 3.9b. Top Fuselage

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I just couldn't resist and had to make this picture :)

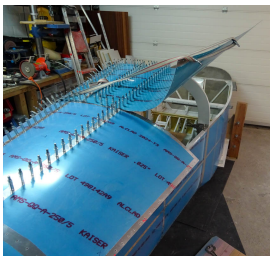


Ok, back to serious business. I matchdrilled the aft top skin earlier and now it's time to drill the F-656-L and R gusset plates in place. Kind of like the same process on the others.

With everything matchdrilled, first position the gusset where it should be, cleco to the F-706 bulkhead and clamp it firmly to the longeron.

Then you remove the cleco's from the skin along the longeron line and until the bend in the bulkhead and peel the skin up. I used some rope and clecoes to keep it up.

Now you have easy access to the clamped gusset and you can drill it #30 to the longeron and matchdrill in the bulkhead using a #30 reamer. Repeat process on the other side but first cleco it all back so positioning of the bulkhead is guaranteed.



The F-787 stiffener web has to be attached to the F-707 fuselage bulkhead. This is done by manufacturing first a small piece of angle clip (F-707B) as illustrated on the top right hand corner of plan DWG26.

Some tweaking was necessary to give clearance on the stiffener web side as there is a bit of an angle on the top skin.

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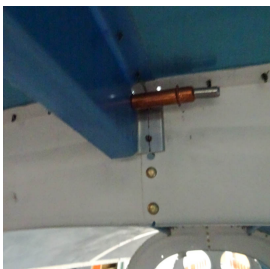
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The angle sits on the passenger side touching the web of the F-787 stiffener. It's not easy to clamp this little angle in place and then drill the first holes. In the picture below the first hole is drilled and clecoed.



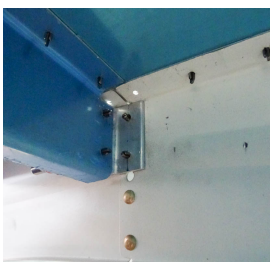
I have drawn a center line according to the specs on plan to be able to position the other side of the angle over the existing holes. Drilled those two holes. (looking from the back you should see the centerline through the already existing holes in the bulkhead but reaching in there is not as easy as it sounds)



Drilled the other remaining hole on the stiffener web.



Done.



11/08/2017 - work on stiffener web and gusset plates

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Side view with the top skin removed

