27/07/2018 - Rivetting aft deck - 3.5h

Category: 3.9b. Top Fuselage
Published: Wednesday, 01 August 2018 16:11
Hits: 1117

Before starting on the aft deck, I saw that the F-711D angle was still not rivetted on the F-711 bulkhead. I had to search for a while where to find the rivet sizes but finally found it on DWG-21 at the center near the description of the F-711D dimensions.

The plans call for length 9 rivets but as usual, the gauge of my primer make the original length being a bit to small. So I had to go for the next size.

Checked my hardware box and found only 11 length rivets. As usual with airplane work, what you don't have you can make so I took 2 -11 length rivets and sized them down on the scotchbrite wheel.

Ending up with two middle length rivets. A rivet cutter would be perfect here but it works also like this. The two center ones are the modified ones.

Squeezed both with the pneumatic squeezer en ended up nicely. Since the squeezer can't be on the other side, I had to invert these top two rivets. Believe me, the rivet doesn't know what it's head and tail are.

Left and right view.

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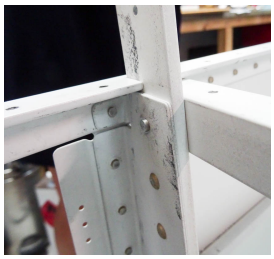
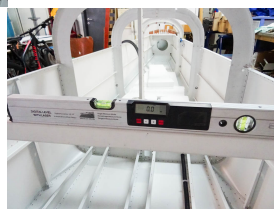
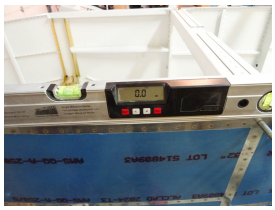


Next up is measuring once more the twist of the fuselage before final rivetting. This was already done when drilling the aft deck (which is the critical moment for the twist) but I learned my lesson well and they always tell you to measure, measure again and then measure once more. And when you're absolutly sure. Measure one last time before you start doing something.

At firewall, on wingspar F-704 and on F-705 seats bulkhead, all reads level 0.0



Lengthwise my spar also reads 0.0



just behind F-708 and on the aft deck itself at F-710 (this is where the manual tells you to check), it all reads 0.0

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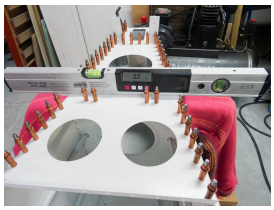
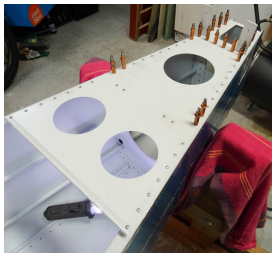


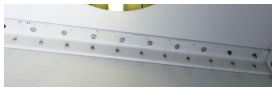
Couldn't be any better so went ahead and clecoed the F-714 aft deck on .

All the rivets set here can be reached and squeezed with the pneumatic squeezer. There are some more near the aft end but I didn't get to that point in this session. The clecoes in the front will need to be shot and bucked later.



View from the inside, surely a lot of rivets in there already.

And some views in front of f-711



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