

I started work on the aileron gap fairings and the flap braces. These are 2 long ribs of aluminum that are rivetted to the rear spar of the main wing structure.

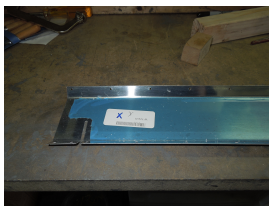
The aileron gap fairing connects to the top skin. It actually makes sure the top skin overhang stays stiff so that it does not create interference with the aileron.

The flap brace is the brace that enforces the aft side of the bottom skin so that it can carry the loads by the flaps via the flap hinge.

I started deburring all 4 parts and discovered a problem in one of the pieces. It's actually a production problem in my kit.

The holes on the bent flange are not well aligned and are too close to the edge. On the other hand it's nicely in the middle so it means the part was slightly shifted while punching.

Look at the holes on the left on the picture below, the hole is very close to the edge. Way less than is acceptable for edge distance. Moreover, as this is part of the aileron system, I really don't want to take any risk here.



We should have at least 0.17 here and the measured 0.11 is far off. I documented and sent the pictures to Vans Support and they promised to send me a replacement piece free of cost.

On the flap fairing, you have to cut away a part of the aluminum. If not, you can't install it as the flange interferes with the rear spar reinforcement fork.

Aileron fairings - 13/09/2012

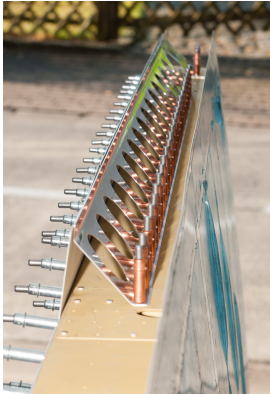
Category: 2.4. Main Wings

Published: Friday, 14 September 2012 12:49

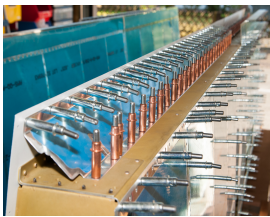
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When the three others were deburred, I clecoed and installed the parts to the rear spar.

The flap brace W-721:



The aileron gap fairing W-724 :



Length wise view of both : you clearly see the opposite directions of the parts.



Now next step here is matchdrilling