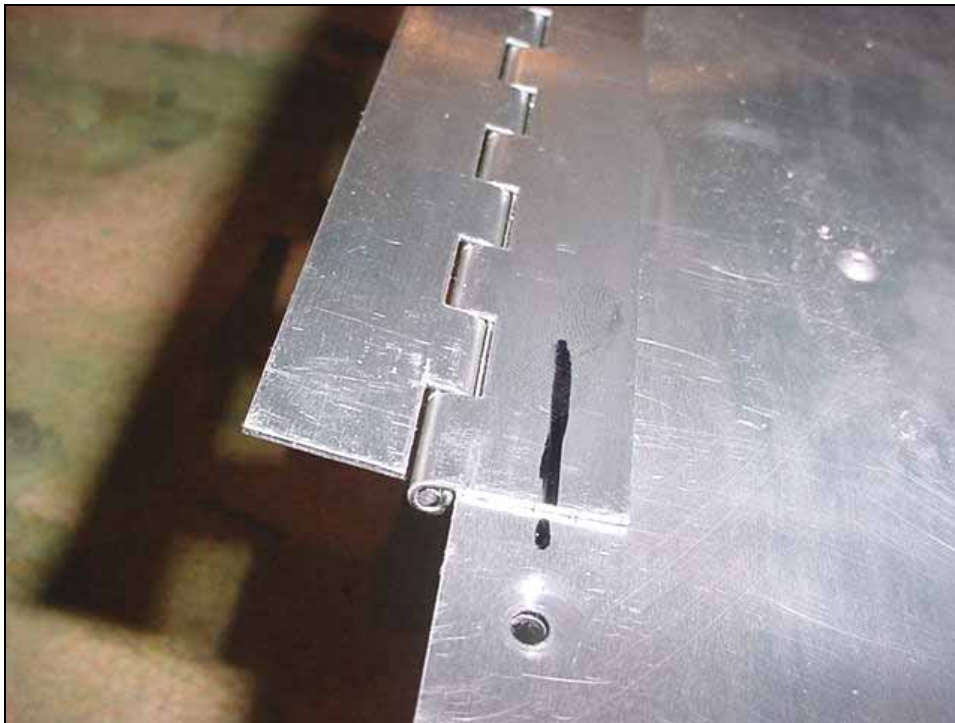




The aft edge of the skin is flush with the aft edge of the top flange.

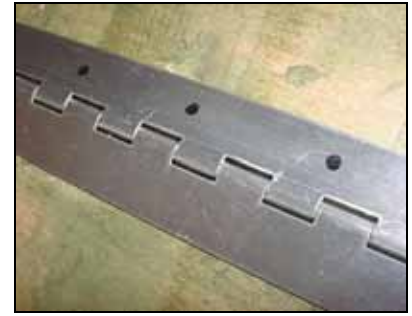
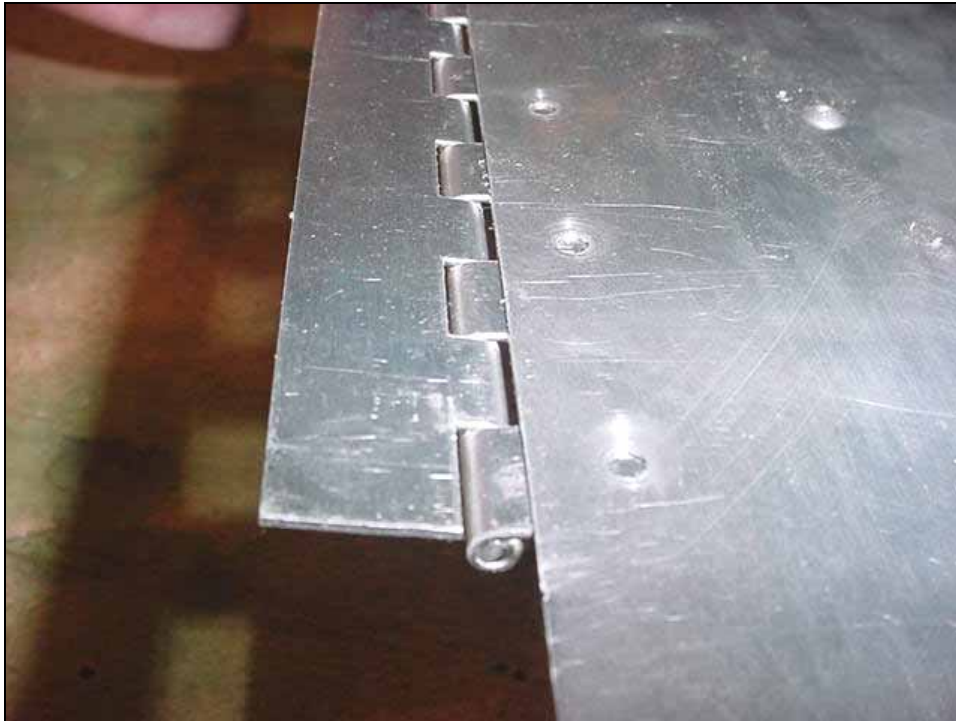
Before installing the piano hinge: If necessary, mark & trim any overhang of the topside of the stabilizer skin past the aft edge of the rear flange.



**PIANO HINGE
6T2-5**

**CHECK:
Pin = stainless steel**

First layout the rivet line on the hinge, edge distance = approximately 7.5mm. Position the hinge on top of the Stabilizer; line up the aft edge of the skin even with the front edge of the flange, transfer the rivet line from the hinge flange to the skin.

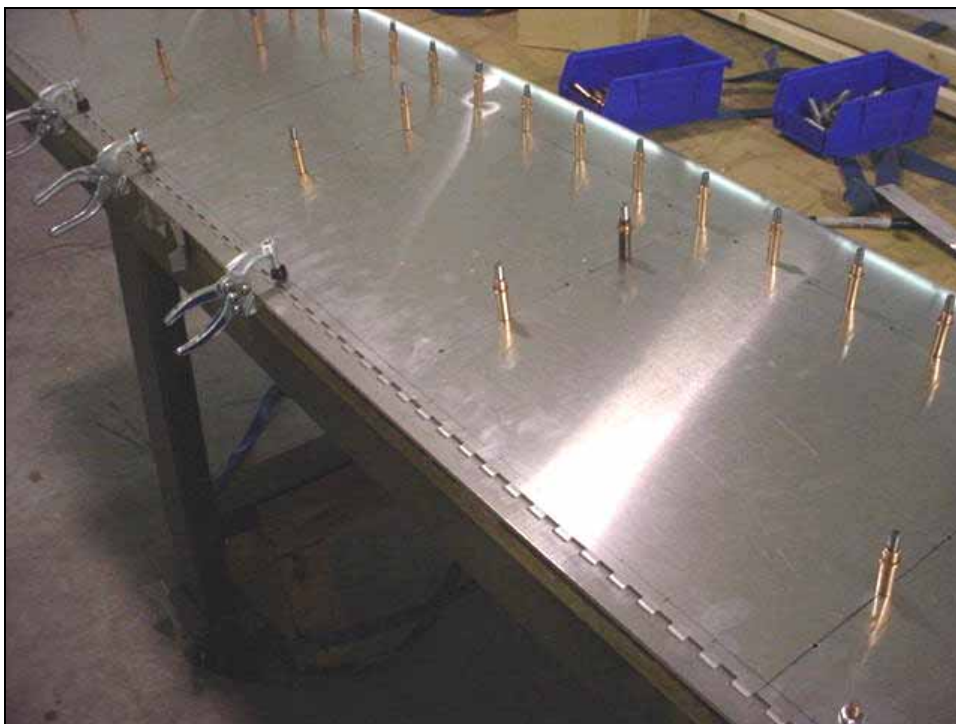


Edge distance: check the position of the rivet line on the hinge. Plan to have the rivet line in the middle of the 15mm wide hinge flange.

ORIENTATION: The hinge spine points down.

ALIGNMENT: Center of piano hinge is in lined with the aircraft center line.

Line up the aft edge of the hinge flange with the aft edge of the skin.

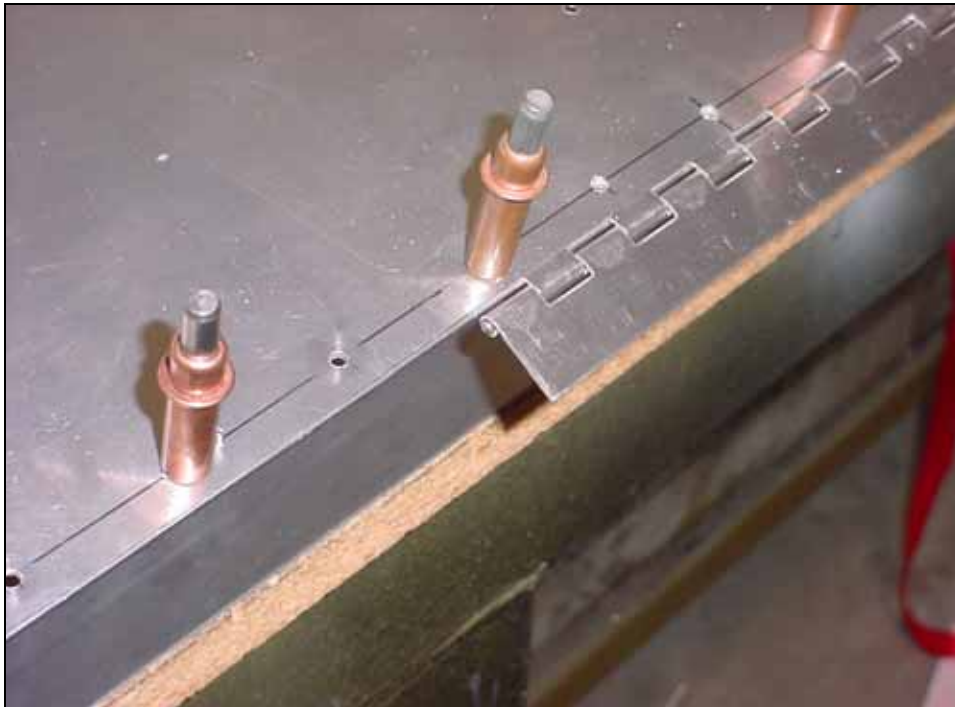


Clamp the hinge between the spar and the skin.



Layout the rivet pitch between the intersection of the rib rivet line with the aft rivet line through the hinge.

Before drilling: **CHECK** there is no twist in the stabilizer.



A4 PITCH 40
(6T2-4, 6T2-5, 6T1-4)

Drill & Cleco the piano hinge to the stabilizer.

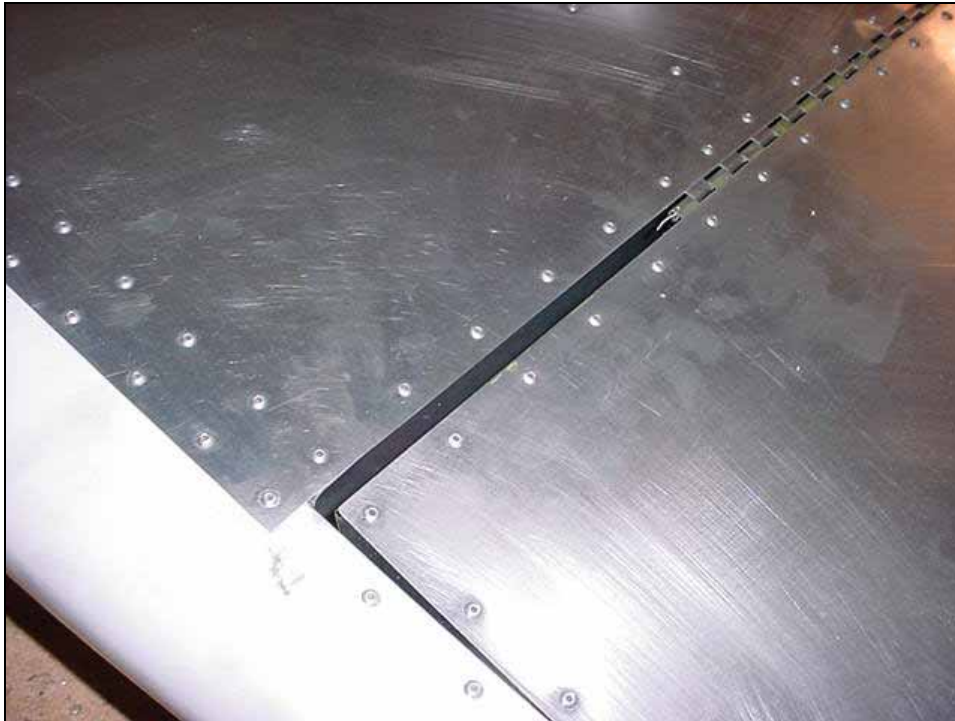


Deburr and re-assemble.



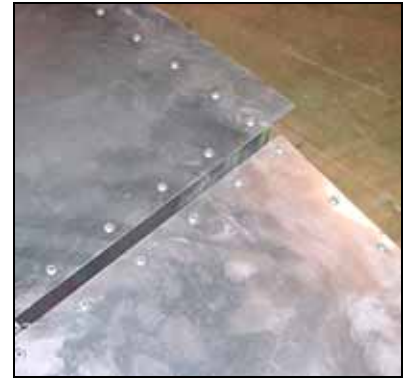
SUGGESTION: Wait to rivet the piano hinge to the stabilizer until after the other half of the hinge is drilled to the elevator. If the hinge is taken apart it will be difficult to insert the pin with the fiberglass tips on the end of the stabilizer.

Rivet



Left side with fiberglass tip installed.
Finish the rivet line between the end of the piano hinge and the End Rib.

Note: The 6ft piano hinge does not extend the full length of the stabilizer.



Right side before the fiberglass tip is installed.

5 RIVETS A4

Between the end of the piano hinge and the Tip Rib.



Center the FTT Rib 6T1-8 on the End Rib 6T1-1; overlaps on the outside.

TIP: If the width of the fiberglass tail tip is narrower than the stabilizer, use a heat gun to soften the fiberglass, flex it open and let cool.



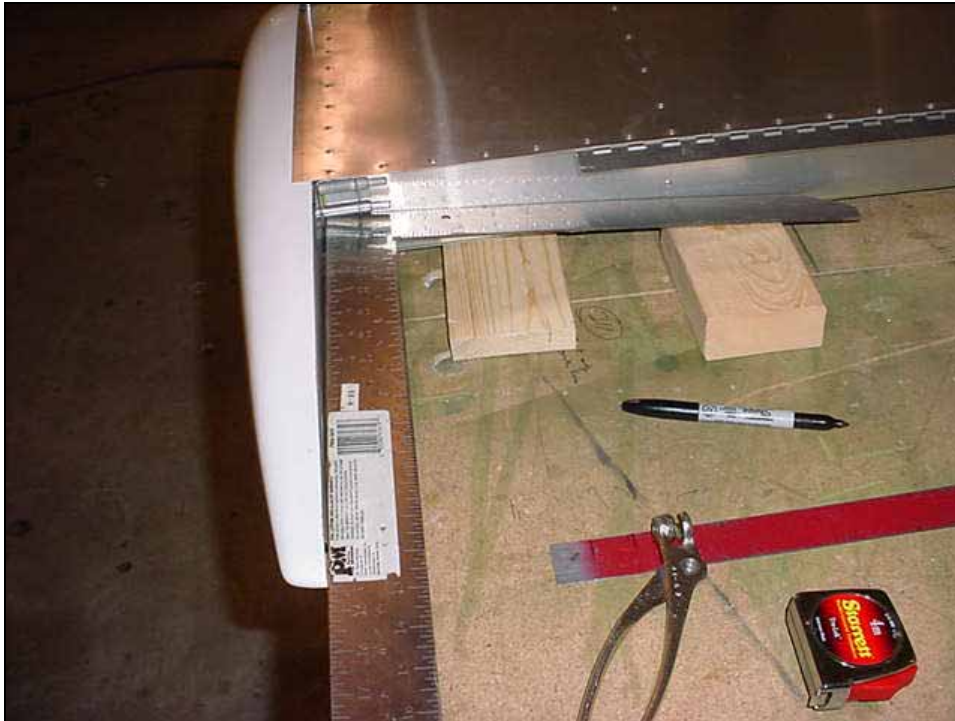
4 RIVETS A4
6T1-8 to 6T1-1

Check: The elevator will fit between FTT ribs. The inside distance between the left and right is approximately 2205mm, the length of the elevator skin is 2200mm for approximately 2 to 3mm clearance on each side.



CHECK: The vertical distance from the work bench to the end of the FTT rib is the same on both the left and right side.

Photo of left side. Note the gap between the top flange and the skin for the thickness of the fiberglass tip.



Check that the FTT Rib is square to the spar. Drill & Cleco the fiberglass to the rib.



Fiberglass tail tip FTT



Photo looking back at the right end of the FTT

The inside edge of the fiberglass tip is even with the rib web.



Do NOT rivet the FTT ribs or the fiberglass tips onto the stabilizer. This will be done after mounting stabilizer onto fuselage.

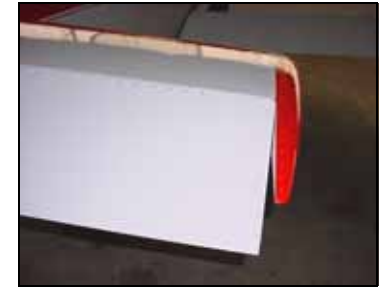


A4 PITCH 40

Fiberglass Tail Tip in 6T1-8 and Skin 6T2-4

No backing plate or washer is used on the backside of the rivets in the fiberglass.

Wait to rivet the Tips on until after the stabilizer is drilled to the fuselage H.T. Attachments 6B1-8 and 6B1-9 Ref 6-S-4 (see next section 6-T-2C).



Elevator and stabilizer were painted as an assembly with the piano hinge riveted to each section with the hinge pin in place.

Note: When the elevator is held in the neutral position, the trailing edge does not line up with the end of the fiberglass tip: the end of the fiberglass tail tip is approximately 15mm shorter.



Paint scheme on demo: the leading edge of the stabilizer is painted red even with the aft edge of the top flange of the front spar. The FFT is painted red even with the web of the Tip Rib 6T1-1.

There are no counter weights or springs in the elevator control system. On the ground the elevator will rest on the lower elevator stop (full down elevator deflection).