

Category: 3.9. Forward and Center fuselage

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In this session, I countersunk some remaining drilled holes.

4 of them are located in the bottom flange of the F704A. If you dimpled the skin before - which you obviously did - then the remaining undimpled ones are the ones you are looking for.

To cross check, count the holes on DWG28 (bottom left).

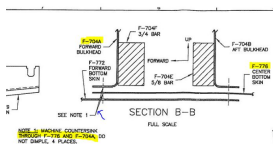
The holes to be countersunk are the ones where the bottom floor stiffeners meet the F704A.



I was a bit confused at first since I saw lot of different ways of doing this on builder sites. Some people countersink through bottom skin into the F704A.

The correct procedure is however described on DWG28 on the top in section B-B :

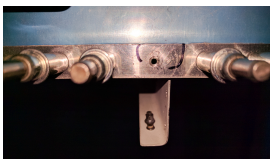
Note that the arrows only point to the centerbottom skin and the F704A flange.



It clearly states to countersink through F776 and F704A. That means that you first take the F772 forward bottom skin off before you countersink. Then you countersink the center bottom skin in assembly with F704A.

The F772 forward bottom skin must be dimpled at those locations and nest in the countersinks. (to make sure I verified with VANS support and that's what they do as well).

Here is how it looks without the bottom skin.



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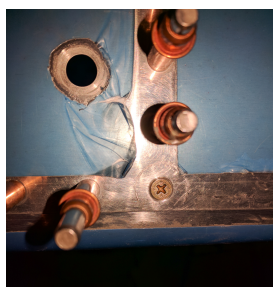
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Here is a shot of the left side with the countersink made.



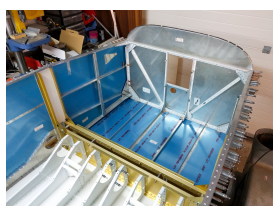
The screw now goes in and sits flush.



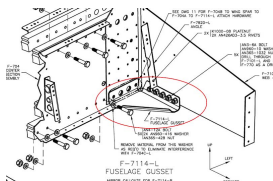
Did the same on the right side with good result



Then continued assembly of all the last parts including longerons and doublers.



Feels good to see her all together again.



Important update 9/12/2018 : This is a great point to final fit the

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F-7114 fuselage gussets. They are never mentioned in the manual when to install and when you realise you need them, it will be a more difficult fit.

If you read my earlier notes while mating the F-7101, you already edge deburred the F-7114 L and R and checked the fit on the mating with the F-704 wing mount holes and the F7101 gear attach webs. (I started mine when the bottom skin and side skin where already fitted on and had a lot of work getting them in good alignment). Do yourself a favor and fit them again now and matchdrill the 5 AN3 bolt holes through F-7101 and side skin.



Off course... I found some more stuff to do which I missed earlier. This proofs that it's a good idea to take the time to put it back together again before priming.

Reminder to self:

- last 2 holes on tail cone not dimpled both sides
- check open hole in bottom of tail cone
- trim away part of seat rib at F706 bulkhead
- enlarge hole to 1 inch for fuel line pass through in gear attach doubler both sides