

It has been a long time since there was a "Make From" moment in the plans but today was part making day again.

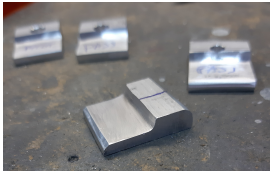
You have to make some spacers or clamps that hold the rollbar clamped behind the longeron.

Gently grind down the inside and round the corners to that the spacers fit nicely within the longeron corner on the outside and the canopy bend on the inside.

Then draw centerlines on the spacer so that you can fit and matchdrill through the already drilled holes in the canopy decks. I "start drilled" them and finished it off on the bench drill.

The canopy decks are too thin and the risk is too high to wander in the predrilled holes to fully drill them on the plane.

Don't forget there are two sizes for and AN4 and AN3 bolt.



Here is the result of the drilling. Mark the pilot and passenger side



I did not like the idea of drilling from the bottom through the pilot hole through the still foot of the roll bar. Same worries here on enlarging the holes in the canopy deck.

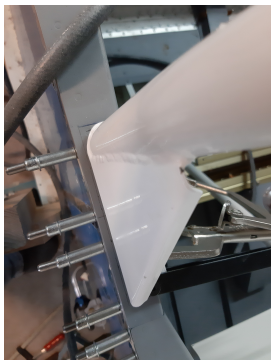
I found the method illustrated in the image below a better practice. These are still pilot holes #40. I used the hole duplicator, then clamped the roll bar in place and drilled from the top. This worked out perfectly.



The roll bar has to sit in a location measured from a rivet on the fuselage side skin.



The side of the rollbar has to be $7/32$ off the edge of the side skin (canopy deck outer edge).



Same trick with the duplicator on the front side. At same time ensuring the distance from the edge.





After drilling clecoed the roll bar to the canopy deck and re-checked spacing.



Up drilled to #30 t from the top through the base of the roll bar.



Same exercise on the passenger side checking the spacing from the outer edge.

