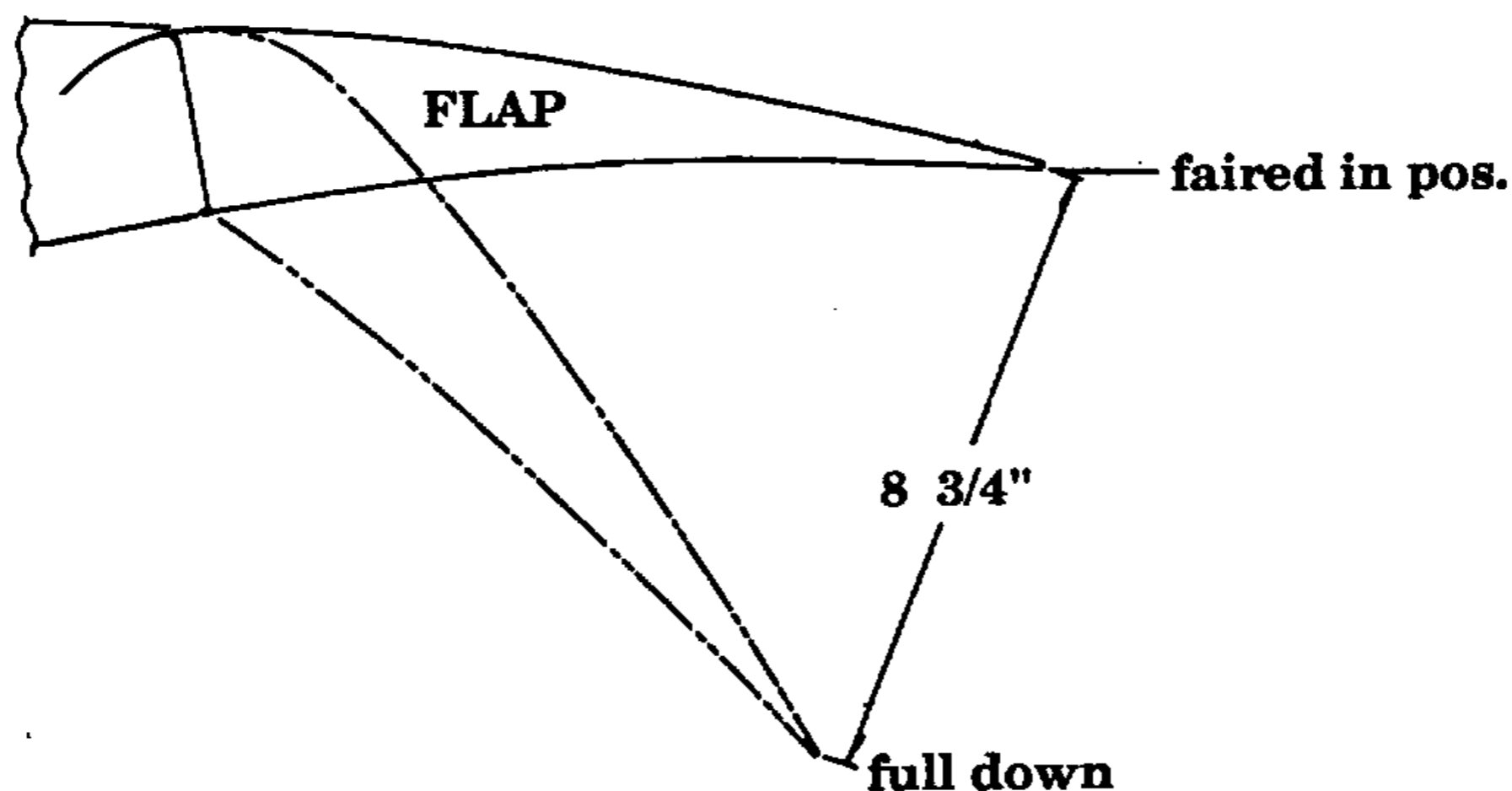


13. When the fit is correct, you're ready to permanently bond the top skin on.
14. Drill for the attach bolts which anchor the push rod brackets. These should be installed with K1000-3 anchor nuts.

FLAP MOVEMENT RANGE

Figure 10-12



15. Bond the upper skin in position, use epoxy/flox along all joints (structural adhesive can be used along the T.E. joint). Use light clamping pressure on the T.E. to set the gap.
16. Check the flap travel for clearance freedom. There should be no rubbing or interference.

NOTE: Make a special note to check the aileron through full travel ranges with the flap in all positions, there must be no contact between the two.

WARNING: Adequate clearances must be established and sufficient stiffness established such that the flaps upper rolled L.E., when fully deployed, will not have a tendency to flex upward and snag on the upper wing skin T.E. Such a condition could jam the flap and thus not allow retraction of the flap. This could be dangerous on an aborted landing and subsequent "go-around". Check this closely.

17. If the above warning condition exists, a little extra roll can be induced into the extreme FWD section of that roll. Note any amount of added roll desired and remove the flap from the wing.

