

Pre-Paint>Wings>General

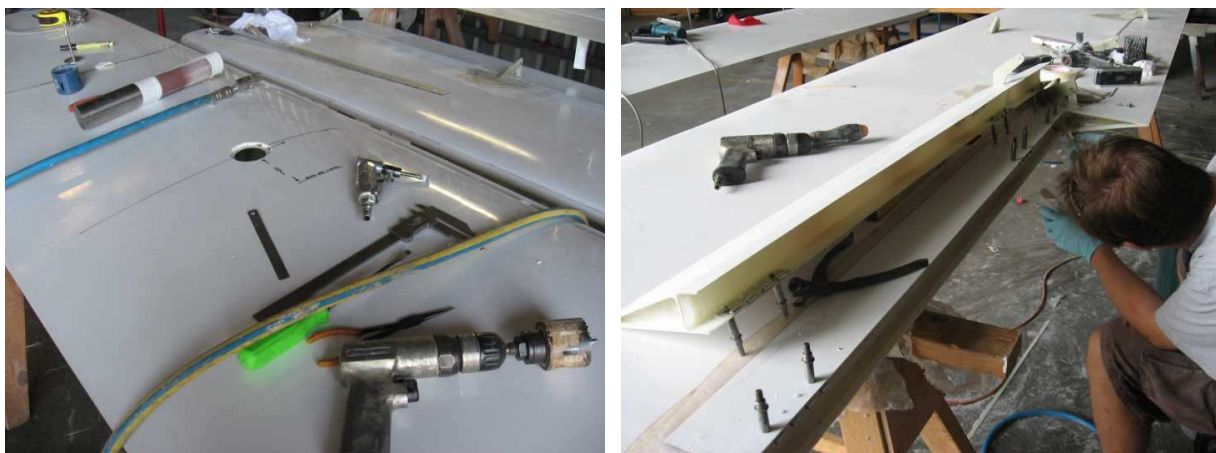
In our factory we combine several smaller tasks on the wing into the one three day operation: we work on the top surface first, starting with the fuel filler body and then the winglet, then we move to the wing root and install the fuel fittings, fit the breather tube and cut the recess for the flap arm. The next day we turn the wing over and work on the bottom surface, cutting the aileron cable mount inspection hole, fitting the flaps and the quick drains, and then on the third day we fit the ailerons. Other minor tasks, such as fitting the strobe mounts, can be done at any time.

In this section of the manual each step of the operation is broken out as one of a series of tasks that are ordered in the sequence that we would normally perform them.

The homebuilder could (and should) follow the same sequence but with the whole operation spread over several days, perhaps at a rate of one task per day.



We support each wing on a pair of trestles that place the wing at a convenient height for working, about 900mm high or bench height, and we cover the tops of the trestles in carpet to protect the wing surface. When working on the bottom of the wing we use a foam wedge on each trestle under the rear of the wing to stop the wing from rocking when the curved surface is facing downwards.



Tools *may* be placed on the wing surface while you are working but you *must* take care not to *drop* anything onto the wing surface – the surface is not designed for that type of loading, so treat it with respect and place your tools carefully and gently onto it.