

JULY 2, 1947

5. Remove elevators and form leading edge skin by hand so that forward edge of the skins gap approximately $1/4$ inch.

6. If the leading edge skins gap at the forward edge more than $1/4$ inch, they should be formed by hand so the gap is $1/4$ inch or less.

7. Lay out the elevator leading edge for rib installation using following dimensions. See Figure 1.

(a) 145-22001-34 rib located $6 \frac{1}{4}$ inches from inboard end of elevator skin.

(b) 145-22001-35 rib located $2 \frac{7}{8}$ inches inboard from center hinge bracket.

(c) 145-22001-36 rib located $1 \frac{7}{8}$ inches outboard from center hinge bracket.

(d) 145-22001-37 rib located 2 inches inboard of outboard hinge bracket.

NOTE: Dimensions may be varied to allow the ribs to pick up existing skin rivets.

8. Drill out skin to spar rivets on top and bottom skins at each rib location with a #40 (.098) drill.

9. Position new ribs in the leading edge and drill #29 (.136) holes through elevator skin and rib flanges. Install skin fasteners.

NOTE: Ribs have consecutive dash numbers and must be installed at specified stations. All rib flanges face the hinge cutouts. Elevator skin must follow contour of rib when drilling and riveting, to maintain approximately $1/4$ inch gap at forward edge.

10. Install DR134A-6 explosive rivets at the beam and DR134A-4 rivets forward of the beam.

11. Reinstall elevators on airplane.

NOTE: The $1/8$ inch clearance between the stabilizer trailing edge and elevator leading edge must be maintained. If rib rivets hit the horizontal stabilizer trailing edge rub strip, when elevators are operated, file a small groove in rub strip to clear the rivet head.