

## ELEVATOR CONTROL LIMITS

29° UP TRAVEL  
15° DOWN TRAVEL

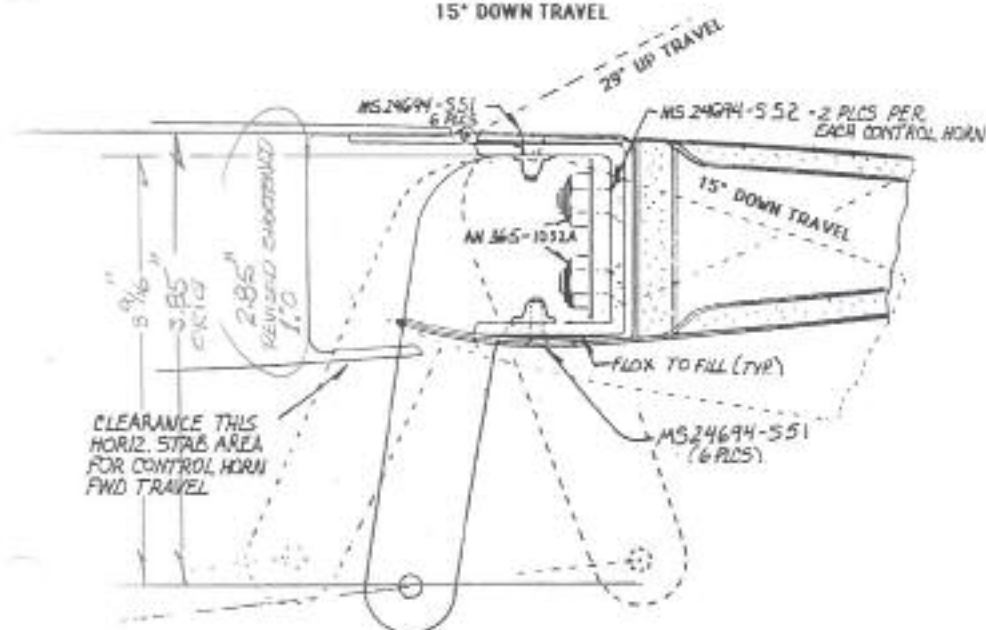


fig.179

5. Drill a small (1/8" approx.) hole in each rib. This is to provide a small vent hole for the otherwise sealed compartments formed inside the part. Also drill a small vent hole through the outer skin in the center bottom which will vent to the tail cone of the fsig. This approach should be taken with any areas on the plane that would otherwise be totally sealed up and thus be capable of pressurizing during climbs in altitude. (Obviously, a slightly different approach is however taken with the fuel tanks!)

Once cured, fit the lower surface of the elevator to the above assembly. This lower skin will be compression bonded to the upper skin, spar and ribs using epoxy/flox along all mating surfaces.