

- G11. When satisfied with the trim tab elevator gap, apply 1 BID to the curved surface, overlapping the bottom tab skin by 1/2". Light model airplane fiberglass cloth works well for this application.
- G12. Sand the excess Clark foam from the inside of the tab. Lay 1 BID onto the inside surface of the bottom tab skin, lapping it around the foam L.E. and onto the outside surface previously glassed.
- G13. Finish the trim tab by smoothing the curved foam area with micro. If you wish, you could block off the outboard edge of the trim tab with Clark foam and sand it flush so it won't bind at travel extremes.
- G14. Carefully finish the segmented cut of the servo inspection panel. Use a sharp mat knife or carefully cut with a Dremel rotary blade. The panel should pop off the flange.
- G15. Trim the inspection panel flange to 5/16".
- G16. Drill four #29 holes through the panel and the flange for the MS24693S26 mounting screws. Countersink the panel to fit the screws.
- G17. Mount four MK1000-06 nutplates to the flange using AN426A3-5 rivets.
- G18. With 40 grit, sand the inside surface of the top elevator skin in the inspection panel area.
- G19. Cut a 3" x 3" piece of 1/8" thick phenolic to be used as a servo mount.
- G20. Center the servo on the phenolic. Use the servo as a guide to drill four #29 mounting holes in the phenolic.
- G21. Countersink the holes on the underside of the phenolic to accept MS24693-S26 screws. Trim the screw heads so they can be potted into the phenolic. See Figure 7b:G:5.