



Step 1: Identify the tailcone skins. The F-1278 Top Skin does not have a J-stiffener formed on either of the long edges. The F-1282-L Bottom Left Skin has J-stiffeners formed on both of the long edges, while the F-1282-R Bottom Right Skin has only one. The remaining tailcone skins have a J-stiffener formed on one edge, and each left skin is mirrored by a right.

Step 2: Prepare the skins shown in Figure 1 for a lap joint by deburring and breaking (Section 5K) the edges. The edges to be lap joints are called out in Figure 1. Both edges of the F-1278 Top skin must break in the same direction. The remaining skins must break in the same direction as the J-stiffener. Begin with the F-1282-R Bottom Right skin, since it is least likely to be seen. When breaking the edges of the F-1278 Top Skin gradually increase the break angle toward the aft end.

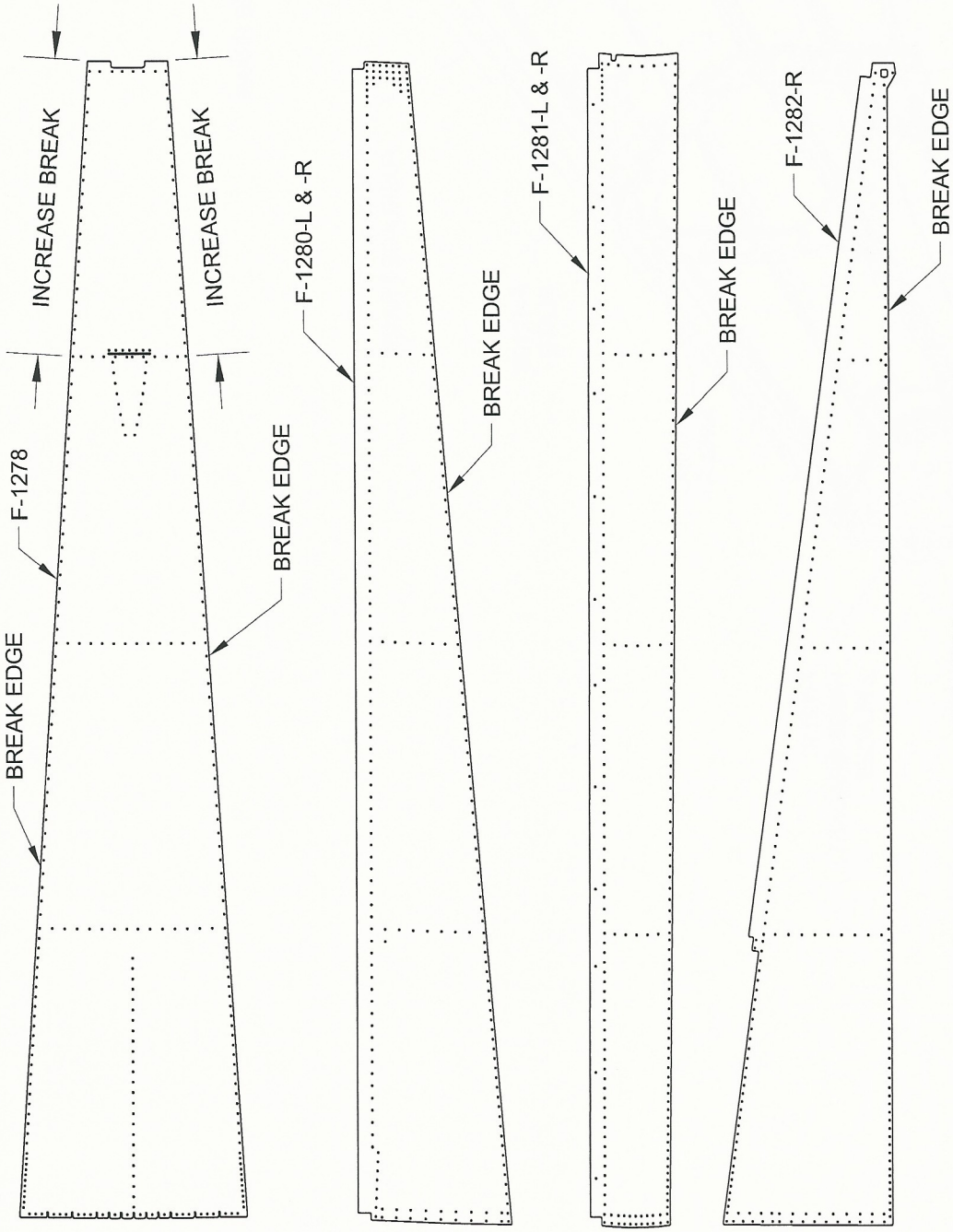


FIGURE 1:
TAILCONE SKINS (SHOWN FLAT)

Step 3: Flute the F-1210C Angle at the places called out in Figure 2. Each flute needs to 'hump' in the same direction as the five-hole flange. With the five-hole flange pointing up, align the holes in the four-hole flange of the angle to the full scale illustration in Figure 2. Increase the two flutes until the five-hole flange matches the curve shown in Figure 2.

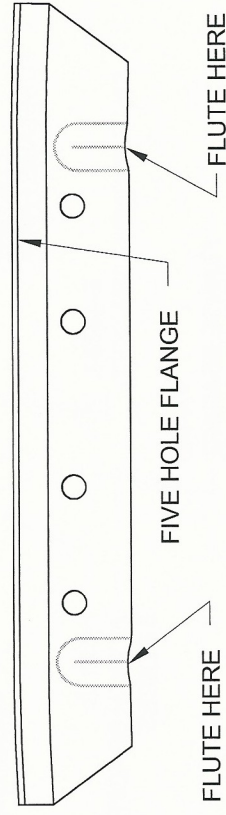


FIGURE 2:
F-1210C FLUTES (FULL SCALE)

Step 4: Flute the F-1208-L & -R, F-1209-L & -R, and F-1210A-L & -R Fuselage Frames to align the flange holes. Flute the 'hump' of any humped flanges toward the web of each fuselage frame.

NOTE: The F-1208A Wear Plate may be rotated 180° once prior to replacement.

Step 5: Rivet the F-1208A Wear Plate to the F-1208-R Fuselage Frame as shown in Figure 3.

Step 6: Cleco, then rivet the F-1208-L to the F-1208-R. Cleco, then rivet the F-1209-L to F-1209-R as shown, using rivets called out in Figure 3.

Hereafter, refer to the riveted F-1208-L & -R as the F-1208 Frame, and the F-1209-L & -R as the F-1209 Frame.

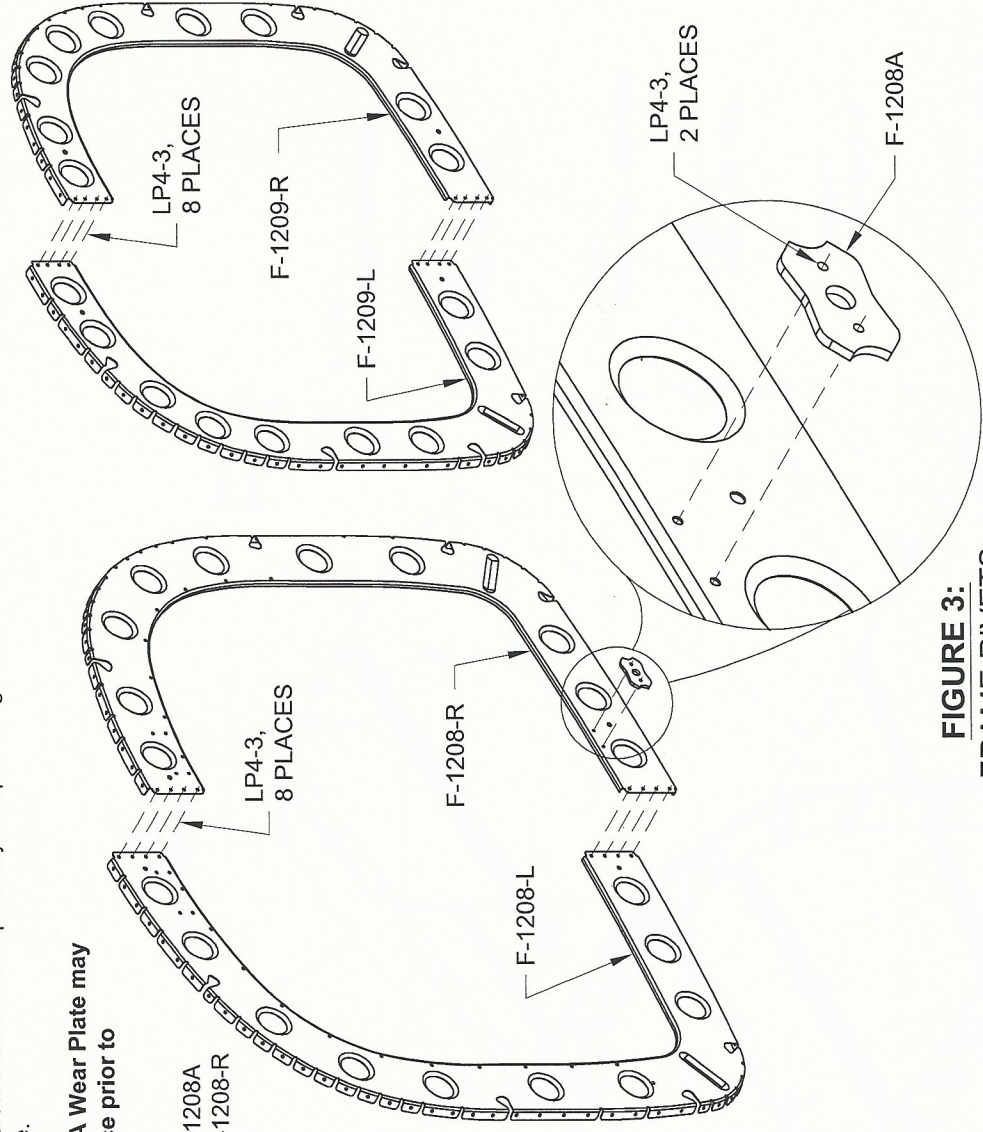


FIGURE 3:
FRAME RIVETS

Step 7: Cleco the F-1210B Plate, and F-1210C Angle to the F-1210A-L & -R Fuselage Frames, as shown in Figure 4.

Step 8: Match-Drill #30 the two holes from the F-1210A-L & -R Fuselage Frames into the F-1210C Angle as called out in Figure 4. Disassemble and deburr.

Step 9: Final-Drill #12 the F-1210B Plate at the holes called out in Figure 4.

Step 10: Rivet the F-1210A-L to the F-1210A-R Fuselage Frame, the F-1210B Plate, and the F-1210C Angle together using rivets called out in Figure 4.

Hereafter, refer to the riveted F-1210A-L & -R, F-1210B, and F-1210C as the F-1210 Frame.

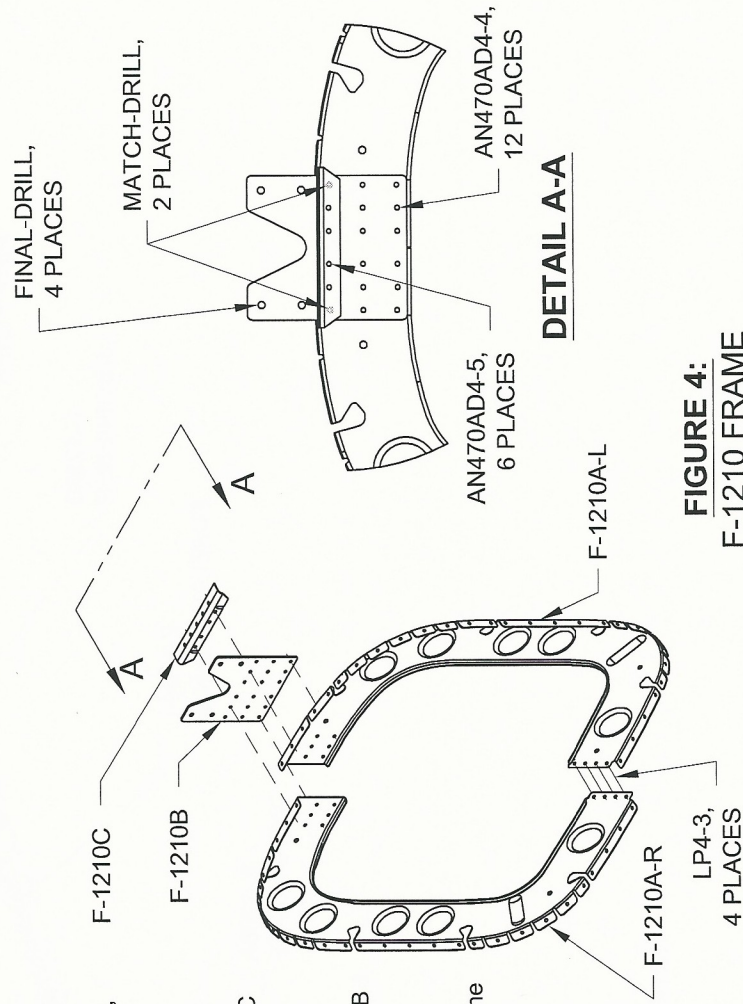


FIGURE 4:
F-1210 FRAME