

Step 1: Lay the W-1206-L Spar Assembly on the work surface with the flanges facing up. Select one of the W-1210-R Main Ribs and cleco then rivet to the furthest outboard attach angle on the spar assembly as shown in Figure 1.

Step 2: Take one W-1210-R Main Rib which was match-drilled to the W-1216B-L Hinge Rib and cleco then rivet to the next inboard attach angle on the W-1206-L Spar Assembly as shown in Figure 1.

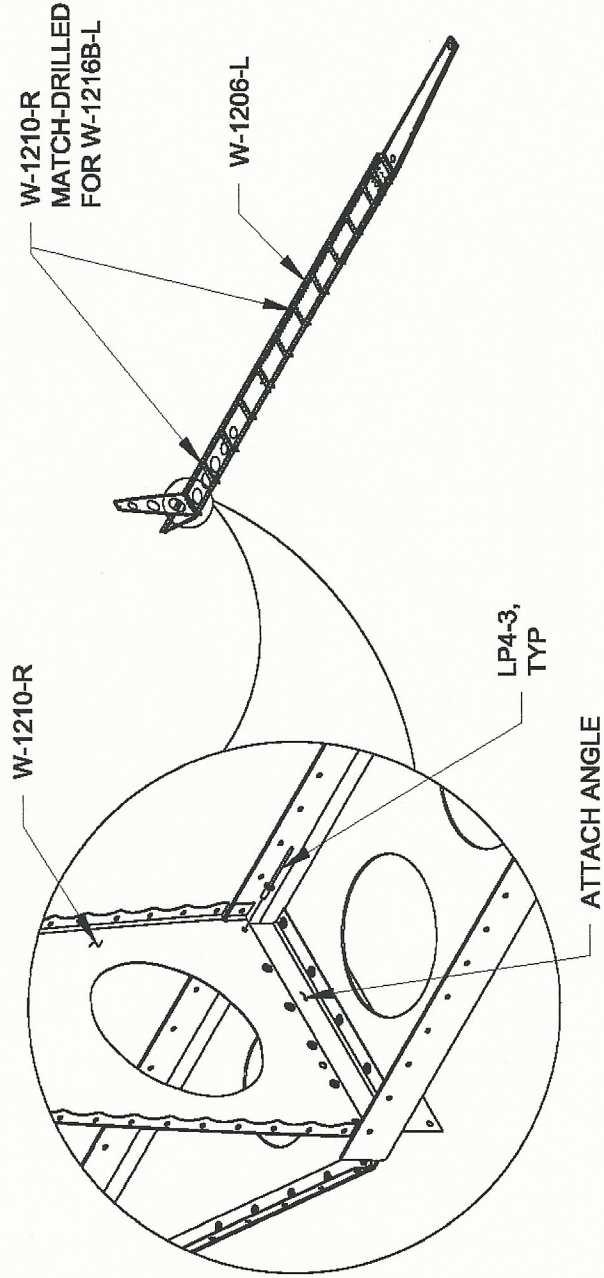


FIGURE 1: ATTACHING THE MAIN RIBS

Step 3: Select four more of the W-1210-R Main Ribs and cleco then rivet to the next inboard attach angles on the W-1206-L Spar Assembly.

Step 4: Cleco then rivet the remaining W-1210-R Main Rib which was match-drilled to the W-1216B-L Hinge Rib to the next inboard attach angle on the W-1206-L Spar Assembly as shown Figure 1.

Step 5: Select five more of the W-1210-R Main Ribs and cleco then rivet to the next inboard attach angles on the W-1206-L Spar Assembly.

Step 6: Cleco then rivet the W-1210-L Main Rib with the attached W-1210B-L Rib Doubler to the remaining attach angle on the W-1206-L Spar Assembly. See Figure 2.

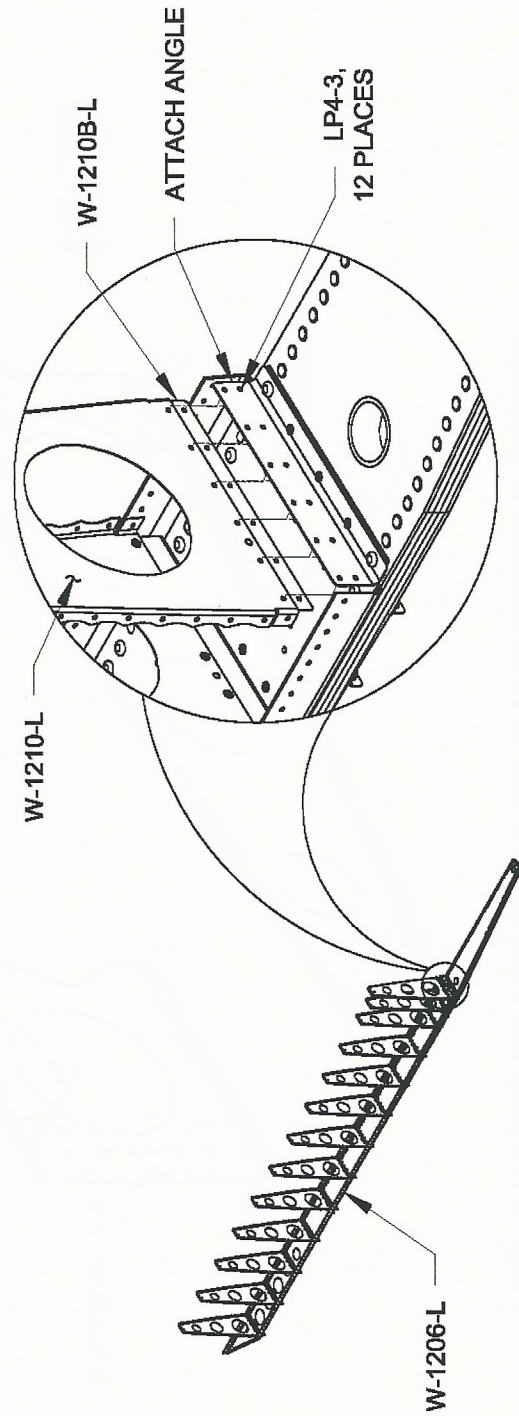


FIGURE 2: ATTACHING THE MAIN RIB AND DOUBLER

Step 7: Cleco the Left Rear Spar Assembly to the aft flanges of the W-1210 Main Ribs as shown in Figure 3.

Step 8: Match-drill #30 the hole locations in the aft flange of the main rib as shown in Figure 3. Remove the clecos and the Left Rear Spar Assembly and deburr match-drilled holes as required.

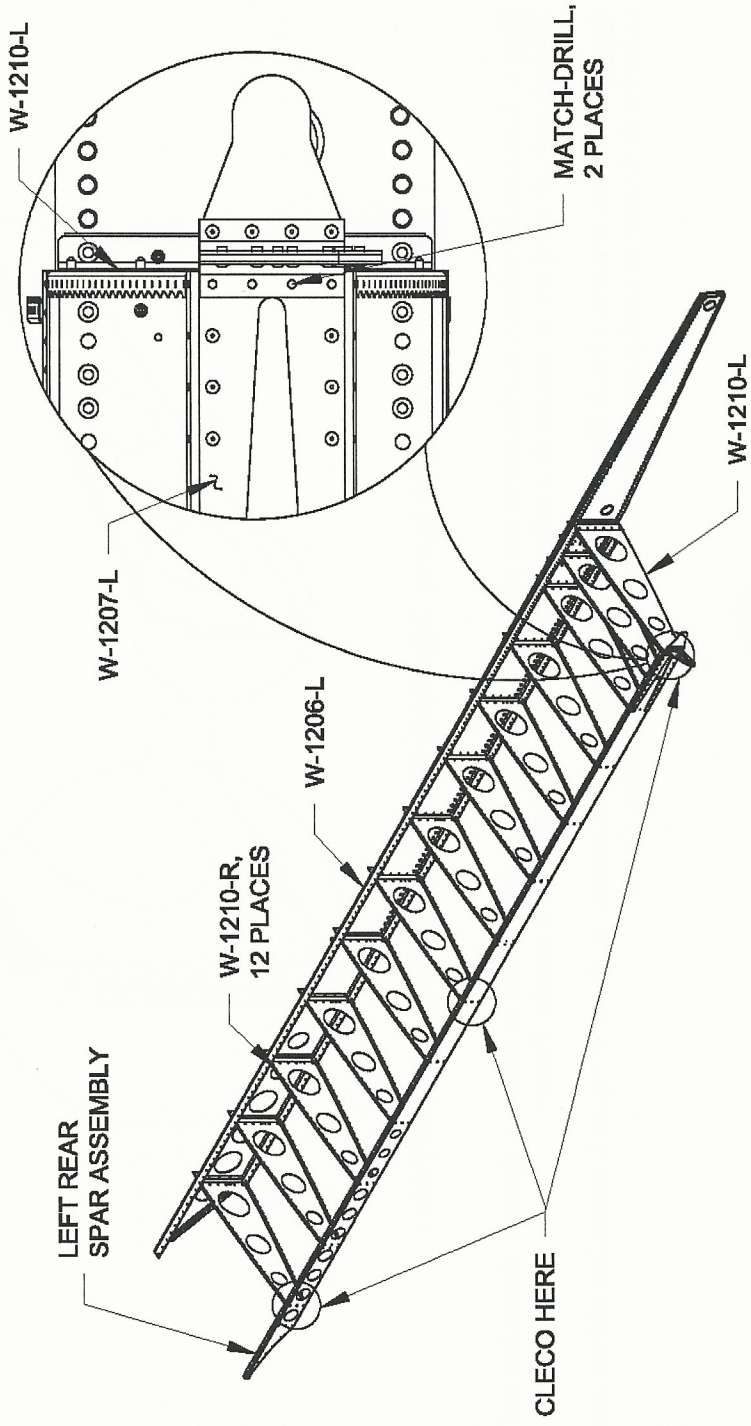


FIGURE 3: MATCH-DRILLING MAIN RIB AFT FLANGE

Step 9: Cleco then rivet the Left Rear Spar Assembly to the aft flanges of the W-1210 Main Ribs as shown in Figure 4.

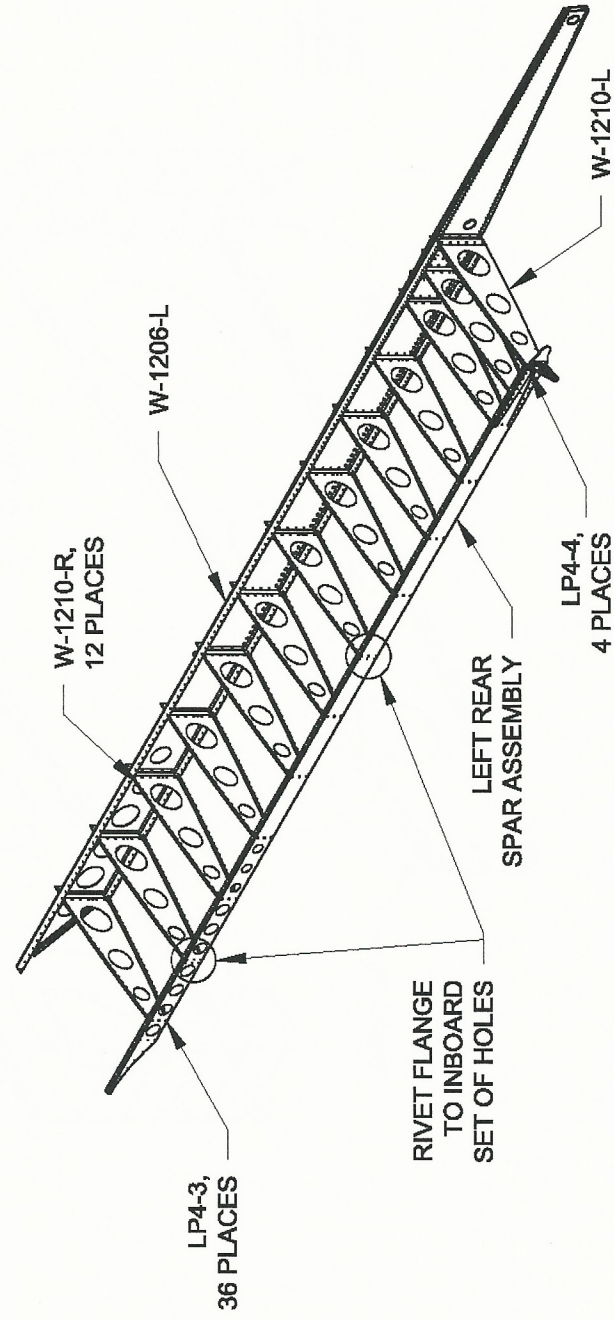


FIGURE 4: ATTACHING THE REAR SPAR