

**Fill in this information to identify the case:**

Debtor 1 Van`s Aircraft, Inc.

Debtor 2 \_\_\_\_\_  
(Spouse, if filing)

United States Bankruptcy Court for the: District of Oregon, Eugene Division

Case number 23-62260-dwh11

E-Filed on 01/25/2024  
Claim # 267

## Official Form 410

## Proof of Claim

04/25

**Read the instructions before filling out this form. This form is for making a claim for payment in a bankruptcy case. Do not use this form to make a request for payment of an administrative expense. Make such a request according to 11 U.S.C. § 503.**

**Filers must leave out or redact** information that is entitled to privacy on this form or on any attached documents. Attach redacted copies of any documents that support the claim, such as promissory notes, purchase orders, invoices, itemized statements of running accounts, contracts, judgments, mortgages, and security agreements. **Do not send original documents;** they may be destroyed after scanning. If the documents are not available, explain in an attachment.

A person who files a fraudulent claim could be fined up to \$500,000, imprisoned for up to 5 years, or both. 18 U.S.C. §§ 152, 157, and 3571.

**Fill in all the information about the claim as of the date the case was filed. That date is on the notice of bankruptcy (Form 309) that you received.**

**Part 1:** Identify the Claim

|  |   |   |
|--|---|---|
| 1. Who is the current creditor?  | <u>Pierre Levy</u><br>Name of the current creditor (the person or entity to be paid for this claim)<br><br>Other names the creditor used with the debtor _____  |   |
| 2. Has this claim been acquired from someone else?   | <input checked="" type="checkbox"/> No<br><input type="checkbox"/> Yes. From whom? _____  |   |
| 3. Where should notices and payments to the creditor be sent?<br><br>Federal Rule of Bankruptcy Procedure (FRBP) 2002(g) | <b>Where should notices to the creditor be sent?</b><br><br><u>Pierre Levy</u><br>Name<br><u>1072 Mansion Ridge Road</u><br>Number Street<br><u>Santa Fe</u> <u>NM</u> <u>87501</u><br>City State ZIP Code<br><br>Contact phone <u>(505) 490-1944</u><br>Contact email <u>pierre@levylaw.net</u><br><br>Uniform claim identifier for electronic payments in chapter 13 (if you use one):<br>_____ | <b>Where should payments to the creditor be sent? (if different)</b><br><br>_____<br>Name<br>_____<br>Number Street<br>_____<br>City State ZIP Code<br><br>Contact phone _____<br>Contact email _____ |
| 4. Does this claim amend one already filed?  | <input checked="" type="checkbox"/> No<br><input type="checkbox"/> Yes. Claim number on court claims registry (if known) _____ Filed on _____<br>MM / DD / YYYY   |   |
| 5. Do you know if anyone else has filed a proof of claim for this claim?   | <input checked="" type="checkbox"/> No<br><input type="checkbox"/> Yes. Who made the earlier filing? _____  |   |

**Part 2:** Give Information About the Claim as of the Date the Case Was Filed

6. Do you have any number you use to identify the debtor? ☒ No  
☐ Yes. Last 4 digits of the debtor's account or any number you use to identify the debtor: \_\_\_\_\_

7. How much is the claim? \$\_\_\_\_\_ 10,000.00. Does this amount include interest or other charges?  
☒ No  
☐ Yes. Attach statement itemizing interest, fees, expenses, or other charges required by Bankruptcy Rule 3001(c)(2)(A).

8. What is the basis of the claim? Examples: Goods sold, money loaned, lease, services performed, personal injury or wrongful death, or credit card.  
Attach redacted copies of any documents supporting the claim required by Bankruptcy Rule 3001(c).  
Limit disclosing information that is entitled to privacy, such as health care information.  
  
Goods Sold \_\_\_\_\_

9. Is all or part of the claim secured? ☒ No  
☐ Yes. The claim is secured by a lien on property.  
**Nature of property:**  
☐ Real estate. If the claim is secured by the debtor's principal residence, file a *Mortgage Proof of Claim Attachment* (Official Form 410-A) with this *Proof of Claim*.  
☐ Motor vehicle  
☐ Other. Describe: \_\_\_\_\_  
  
**Basis for perfection:** \_\_\_\_\_  
Attach redacted copies of documents, if any, that show evidence of perfection of a security interest (for example, a mortgage, lien, certificate of title, financing statement, or other document that shows the lien has been filed or recorded.)  
  
**Value of property:** \$\_\_\_\_\_  
**Amount of the claim that is secured:** \$\_\_\_\_\_  
**Amount of the claim that is unsecured:** \$\_\_\_\_\_ (The sum of the secured and unsecured amounts should match the amount in line 7.)  
  
**Amount necessary to cure any default as of the date of the petition:** \$\_\_\_\_\_  
  
**Annual Interest Rate** (when case was filed) \_\_\_\_\_ %  
☐ Fixed  
☐ Variable

10. Is this claim based on a lease? ☒ No  
☐ Yes. Amount necessary to cure any default as of the date of the petition. \$\_\_\_\_\_ 0.00

11. Is this claim subject to a right of setoff? ☒ No  
☐ Yes. Identify the property: \_\_\_\_\_

12. Is all or part of the claim entitled to priority under 11 U.S.C. § 507(a)?

A claim may be partly priority and partly nonpriority. For example, in some categories, the law limits the amount entitled to priority.

☒ No

☐ Yes. Check one:

☐ Domestic support obligations (including alimony and child support) under 11 U.S.C. § 507(a)(1)(A) or (a)(1)(B).

Amount entitled to priority

\$ 0.00

☐ Up to \$3,350\* of deposits toward purchase, lease, or rental of property or services for personal, family, or household use. 11 U.S.C. § 507(a)(7).

\$ 0.00

☐ Wages, salaries, or commissions (up to \$15,150\* ) earned within 180 days before the bankruptcy petition is filed or the debtor's business ends, whichever is earlier. 11 U.S.C. § 507(a)(4).

\$ 0.00

☐ Taxes or penalties owed to governmental units. 11 U.S.C. § 507(a)(8).

\$ 0.00

☐ Contributions to an employee benefit plan. 11 U.S.C. § 507(a)(5).

\$ 0.00

☐ Other. Specify subsection of 11 U.S.C. § 507(a)( ) that applies.

\$ 0.00

\* Amounts are subject to adjustment on 4/01/25 and every 3 years after that for cases begun on or after the date of adjustment.

Part 3: Sign Below

The person completing this proof of claim must sign and date it. FRBP 9011(b).

If you file this claim electronically, FRBP 5005(a)(2) authorizes courts to establish local rules specifying what a signature is.

A person who files a fraudulent claim could be fined up to \$500,000, imprisoned for up to 5 years, or both. 18 U.S.C. §§ 152, 157, and 3571.

Check the appropriate box:

☒ I am the creditor.

☐ I am the creditor's attorney or authorized agent.

☐ I am the trustee, or the debtor, or their authorized agent. Bankruptcy Rule 3004.

☐ I am a guarantor, surety, endorser, or other codebtor. Bankruptcy Rule 3005.

I understand that an authorized signature on this *Proof of Claim* serves as an acknowledgment that when calculating the amount of the claim, the creditor gave the debtor credit for any payments received toward the debt.

I have examined the information in this *Proof of Claim* and have a reasonable belief that the information is true and correct.

I declare under penalty of perjury that the foregoing is true and correct.

Executed on date 01/25/2024  
MM / DD / YYYY

Pierre Levy

Signature

Print the name of the person who is completing and signing this claim:

Name Pierre Levy  
First name Middle name Last name

Title

Company  
Identify the corporate servicer as the company if the authorized agent is a servicer.

Address  
Number Street

City State ZIP Code

Contact phone Email

Attachment 1 - Proof of Claim - with Exhibits -Builder 141235.pdf

Description - proof of claim with exhibits

**UNITED STATES BANKRUPTCY COURT  
DISTRICT OF OREGON**

In re

Case No. 23-62260-dwh11

Van's Aircraft, Inc.

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**PROOF OF CLAIM, PIERRE LEVY, BUILDER 141235**

**Background**

1. My name is Pierre Levy. I was assigned Builder Number 141235 by Van's Aircraft upon purchase of an initial RV-14A empennage kit.

2. I paid an initial deposit for the empennage kit on or about February 22, 2022. Order Acknowledgment, attached hereto as Exhibit "1."

3. I made a second, and final, payment for the empennage kit on or about October 13, 2022 for a total payment of \$ 5,561.12. Receipt, attached hereto as Exhibit "2."

4. Thereafter, Van's Aircraft shipped this kit, freight collect. I received the kit on or about the end of October, 2022, and paid the freight company \$ 770.00.

5. On or about May 6, 2022, I paid a deposit on a wing kit for the RV14-A. Payment Form, attached hereto as Exhibit "3."

6. On or about May 28, 2022, I made a supplemental payment on the wing kit. Payment Form, attached hereto as Exhibit "4."

7. On or about March 8, 2023, I made a final payment for the wing kit, for a total payment of \$ 12,126.17. Receipt, attached hereto as Exhibit "5."

8. Thereafter, Van's Aircraft shipped this kit, freight collect. I received the kit on or about March 22, 2023, and paid the freight company \$ 1,102.90.

9. By the time Van's announced issues with its laser cut parts in the summer of 2023, and informed me some time later that I had received some laser cut parts, I had already assembled the empennage kit.

10. On or about January 7, 2024, Van's Aircraft issued VAD-10041 R7.1, a Laser

Cut Parts List, which detailed the parts in various kits Van's recommended for replacement, and which parts Van's recommended as acceptable for use. VAD-10041 R7.1, attached hereto as Exhibit "6."

11. Some of the parts in the empennage kit Van's recommends for replacement cannot be replaced, as a practical matter, without destroying the entire assembly. For example, the R-00902-1 spar cannot be replaced without destroying the entire rudder assembly. See Pages 7-01 and 7-07 from Van's Aircraft plans, attached hereto as Exhibit "7." Similarly, the E-00902-1 elevator spar cannot be replaced without destroying the elevator assembly. See Pages 8-01, 8-04, 8-05, and 9-25 from the Van's Aircraft plans, attached hereto as Exhibit "8."

12. Other parts similarly cannot be replaced without destroying an entire assembly. For example, the F-01410 through F-01414 bulkheads and aft deck cannot be replaced without destroying the tail cone assembly. See Pages 10-01 and 10-10 of the Van's Aircraft plans, attached hereto as Exhibit "9."

13. While Van's Aircraft appears to have made significant efforts at analyzing the laser-cut parts, and while Van's Aircraft has recently published videos concluding that the laser-cut parts do not present a risk to the builder or operators of planes built with those parts, Van's Aircraft has not retracted or modified its recommendations with respect to the replacement of laser-cut parts. The most reasonable approach, with safety as the paramount concern, is that those laser-cut parts should be replaced.

14. With respect to the assembly of the wings, I have not reached a point where I would need to use laser-cut parts in the assembly, with the exception of the W-1010-L and W-1010-R ribs and W-1011-L and W-1011-R ribs. However, I am not able to see at this time whether those parts were laser-cut parts and do not see any cracking in those parts at this time.

15. Any other affected wing kit parts can easily be replaced, as I have not yet installed them on the wing structures and have suspended building at this time.

#### **CLAIM**

16. I make the following claim:

A. Replacement, at Van's Aircraft's sole expense, of all the parts necessary to rebuild the complete empennage kit for a RV-14A.

B. Shipping, at Van's Aircraft's sole expense, of all the parts necessary to rebuild the complete empennage kit for a RV-14A.

C. Replacement, at Van's Aircraft's sole expense, of all the parts listed in VAD-10041 R7.1 as recommended to be replaced for the wing kit of an RV14A, including all parts coded as "red" or "yellow" in that document.

D. Shipping, at Van's Aircraft's sole expense, of all the parts listed in VAD-10041 R7.1 as recommended to be replaced for the wing kit of an RV14A, including all parts coded as "red" or "yellow" in that document.

Respectfully Submitted:



Pierre Levy,  
1072 Mansion Ridge Road  
Santa Fe, New Mexico 87501  
(505) 490-1944  
[plevy@cybermesa.com](mailto:plevy@cybermesa.com)  
[pierre@levylaw.net](mailto:pierre@levylaw.net)



**VAN'S AIRCRAFT**  
TOTAL PERFORMANCE

VANS AIRCRAFT, INC.

14401 N.E. KEIL RD.  
AURORA, OR 97002

## Order Acknowledgement

199932



**Customer:** 141235  
LEVY, PIERRE  
1072 MANSION RIDGE RD

SANTA FE, NM  
UNITED STATES

**Telephone:** 505 490 1944  
**Email:** plevy@cybermesa.com

**Shipping address:** LEVY, PIERRE  
1072 MANSION RIDGE RD

SANTA FE, NM  
UNITED STATES

**Shipping Instructions:** TRUCK

| Sales Order | Order Date | Order Terms | Salesperson | Purchase Order |
|-------------|------------|-------------|-------------|----------------|
| 199932      | 02/22/22   | NET B4 DEL  | Jake        | EMP            |

| Stock code          | Description | Bin | Order quantity | Unit price | Gross amount |
|---------------------|-------------|-----|----------------|------------|--------------|
| RV-14A EMP/CONE KIT | KIT=====    |     | 1              | 5,140.00   | 5,140.00     |
| CRATING CHARGE      |             |     | 1              | 150.00     | 150.00       |

----- Deposit Receipt -----

Deposit amount : 1322.50

Paid as : WEB CREDIT CARD PAYMENTS

### SALES ORDER NOTES

### WEB ORDER NOTES

|                    |          |
|--------------------|----------|
| Total gross:       | 5,290.00 |
| Total discount:    | 0.00     |
| Total tax:         | 271.12   |
| Total freight:     | 0.00     |
| Less all deposits: | 1,322.50 |
| Net amount due:    | 4,238.62 |

CURRENCY USD





**VAN'S AIRCRAFT**  
TOTAL PERFORMANCE

VANS AIRCRAFT, INC.

14401 N.E. KEIL RD.  
AURORA, OR 97002

## Deposit Receipt

256267

**Customer:** 141235  
LEVY, PIERRE  
1072 MANSION RIDGE RD  
UNITED STATES

**Telephone:** 505 490 1944  
**Email:** plevy@cybermesa.com

**Shipping address:** LEVY, PIERRE  
1072 MANSION RIDGE RD  
SANTA FE  
NM  
UNITED STATES

**Shipping Instructions:** TRUCK  
**Tracking Number:**

| Sales Order | Invoice Date | Order Date | Salesperson | Purchase Order |
|-------------|--------------|------------|-------------|----------------|
| 199932      | 10/14/22     | 02/22/22   | Jake        | EMP            |

| Stock code | Description | Warehouse | Ship quantity | Unit price | Gross amount |
|------------|-------------|-----------|---------------|------------|--------------|
|------------|-------------|-----------|---------------|------------|--------------|

----- Deposit Receipt -----

Deposit amount : 4238.62

Paid as : WEB CREDIT CARD PAYMENTS

Total deposit : 5561.12

## NOTES



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# ***PAYMENT FORM***

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Thanks for submitting your payment. If you provided an email address, please check your email account for a transaction receipt from our payment processor, Authorize.net.

Print or save a copy of this page for your records. The information shown below has been submitted to Van's Aircraft.

**What is the purpose of this payment?**

25% deposit on a kit

**Kit serial number**

141235

**Notes**

This payment is for a wing kit for a RV-14A. I have already ordered the tail kit

**Your Name**

Pierre Levy

**Email**

[plevy@cybermesa.com](mailto:plevy@cybermesa.com)

**Phone**

(505) 490-1944

**Credit Card Billing Address**

BUILDER 141235 PROOF OF CLAIM EXHIBIT 3

1072 Mansion Ridge Road  
Santa Fe, New Mexico 87501  
United States  
[Map It](#)

**Credit Card**

Visa  
XXXXXXXXXXXX1960

**Order**

| Product                                | Qty | Unit Price       | Price             |
|--|-----|------------------|-------------------|
| <b>Amount to authorize and charge:</b> | 1   | \$2,487.50       | \$2,487.50        |
|  |     | <b>Sub Total</b> | <b>\$2,487.50</b> |
|  |     | <b>Total</b>     | <b>\$2,487.50</b> |

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[Van's Update: Manufacturing Changes, Price Increases, and More](#)

[QuickBuild Kits: Overseas Freight Increases and Kit Deposits](#)

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**Jul 25 – 31, 2022**

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# ***PAYMENT FORM***

---

Thanks for submitting your payment. If you provided an email address, please check your email account for a transaction receipt from our payment processor, Authorize.net.

Print or save a copy of this page for your records. The information shown below has been submitted to Van's Aircraft.

**What is the purpose of this payment?**

25% deposit on a kit

**Kit serial number**

141235

**Notes**

I previously paid for a 25% deposit (\$2487.50) on a RV-14A wing kit. You told me I had to send in an order form. I sent in an order form today, and am paying the balance of 25% of the price on the order form, which is a greater amount than the \$ 9950 price of the wing kit.

**Your Name**

Pierre Levy

**Email**

[plevy@cybermesa.com](mailto:plevy@cybermesa.com)

**Phone**

(505) 490-1944

**Credit Card Billing Address**

**BUILDER 141235 PROOF OF CLAIM EXHIBIT 4**

1072 Mansion Ridge Road  
Santa Fe, New Mexico 87501  
United States  
[Map It](#)

**Credit Card**

Visa  
XXXXXXXXXXXX1960

**Order**

| Product                         | Qty | Unit Price | Price    |
|---------------------------------|-----|------------|----------|
| Amount to authorize and charge: | 1   | \$396.25   | \$396.25 |
|                                 |     | Sub Total  | \$396.25 |
|                                 |     | Total      | \$396.25 |

**LATEST NEWS**

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Jul 25 – 31, 2022

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**VAN'S AIRCRAFT**  
TOTAL PERFORMANCE

VANS AIRCRAFT, INC.

14401 N.E. KEIL RD.  
AURORA, OR 97002

## Deposit Receipt

275882

**Customer:** 141235  
LEVY, PIERRE  
1072 MANSION RIDGE RD  
SANTA FE, NM 87501  
UNITED STATES

**Telephone:** 505 490 1944  
**Email:** plevy@cybermesa.com

**Shipping address:** LEVY, PIERRE  
1072 MANSION RIDGE RD  
SANTA FE  
NM  
UNITED STATES  
87501

**Shipping Instructions:** TRUCK  
**Tracking Number:**

| Sales Order | Invoice Date | Order Date | Salesperson | Purchase Order |
|-------------|--------------|------------|-------------|----------------|
| 209532      | 03/08/23     | 06/01/22   | Jake        | WING           |

| Stock code | Description | Warehouse | Ship quantity | Unit price | Gross amount |
|------------|-------------|-----------|---------------|------------|--------------|
|------------|-------------|-----------|---------------|------------|--------------|

----- Deposit Receipt -----

Deposit amount : 9242.42

Paid as : WEB CREDIT CARD PAYMENTS

Total deposit : 12126.17

## NOTES

## VAD-10041 R7.1

Laser Cut Parts List. (1/7/2024)

### Status Key:

|               |  |
|---------------|--|
| <b>Red</b>    | <b>Replacement recommended:</b> certain Principal Structural Elements: <ul style="list-style-type: none"> <li>• That are difficult to inspect</li> <li>• Integrated to Primary Flight Controls</li> <li>• That have any reasonable chance of fatigue cracks developing in service</li> </ul>   |
| <b>Yellow</b> | <b>Replacement recommended:</b> Primary or Secondary Structure somewhat susceptible to fatigue damage with a moderate load and high number of loading cycles. <ul style="list-style-type: none"> <li>• Some structure has been classified as yellow because of high point loads such as boarding steps or cockpit rails.</li> <li>• Not all aircraft will require replacement, such as taildragger RV's that are commonly built without boarding steps.</li> </ul> |
| <b>Purple</b> | <b>Replacement recommended only where applicable:</b> Parts that are classified as Red for one aircraft landing gear configuration and Blue for the other. <ul style="list-style-type: none"> <li>• For example: The F-01451-L Tunnel Side ribs of an RV-14 are highly loaded in the tricycle configuration, and very lightly loaded in the taildragger configuration.</li> </ul>  |
| <b>Blue</b>   | <b>Acceptable for Use:</b> Primary Structure or Secondary structure, very low loads or load cycles leading to a part that is not susceptible to fatigue damage within many aircraft lifespans.   |
| <b>Green</b>  | <b>Acceptable for Use:</b> Inconsequential structure, or non structural covers or panels. Very low loads or load cycles lead to a part that is not susceptible to fatigue damage within many aircraft lifespans. <ul style="list-style-type: none"> <li>• Some parts classified as green include secondary structure that contain no fastener holes as produced; the holes are match drilled during assembly.</li> </ul>   |

-Part classifications have been developed through an analysis of the airworthiness and service life of these parts. A summary of this investigation, "Laser-Cut Parts Engineering Evaluation", is available on the Van's Aircraft website.

-As of R6 of this document the "First Date in Inventory" has been updated to a highly conservative date that represents the first point in time that a Laser-cutting vendor was directed to make that specific part number. This date is before parts made it to the shelf. With certainty, for any given part number, a kit packed before this date contains a punched version of that part. After this date there is a possibility a part is laser cut.

-R7, clarifications of the parts classification Status Key. RV-12IS Empennage Part Classification Revisions.

-R7.1, Corrected missing Flap and Aileron components in the RV-14 Wing Section.

-For kits assembled as quickbuild kits or to the quickbuild stage, or beyond, Van's is evaluating and will be providing alternate means of repair where disassembly is impractical or overly burdensome.

## RV-14 TAIL KIT

## Laser Status

| First Date In Inventory | QTY per kit | PARTS PRODUCED ON LASER THROUGH JUNE 2023 | Description           | Material                     | Status                  | Inspectable | External_Notes |
|-------------------------|-------------|---|-----------------------|------------------------------|-------------------------|-------------|----------------|
| 1/16/2022               | 1           | E-00906-1                                 | R ELEVATOR ROOT RIB   | T3 .032                      | Replacement Recommended | Partial     |                |
| 1/16/2022               | 1           | E-01402                                   | ELEVATOR TRIM COVER   | T3 .032                      | Replacement Recommended | Yes         |                |
| 1/16/2022               | 1           | E-01405                                   | SPAR ELEVATOR TRIMTAB | T3 .032                      | Replacement Recommended | Yes         |                |
| 1/16/2022               | 1           | E-01410                                   | DBLR,TRIM ACCESS      | T3 .032                      | Replacement Recommended | Yes         |                |
| 1/16/2022               | 1           | E-01411                                   | BRACE,REINF.DOUBLER   | T3 .025                      | Replacement Recommended | Yes         |                |
| 1/16/2022               | 1           | E-905                                     | LEFT ELE. RIB 9/10    | T3 .032                      | Replacement Recommended | Yes         |                |
| 1/16/2022               | 1           | F-01406B                                  | BULKHEAD              | T3 .025                      | Acceptable for Use      | Yes         |                |
| 1/16/2022               | 1           | F-01408-L-1                               | SIDE FRAME            | T3 .025                      | Acceptable for Use      | Yes         |                |
| 1/16/2022               | 1           | F-01408-R-1                               | SIDE FRAME            | T3 .025                      | Acceptable for Use      | Yes         |                |
| 1/16/2022               | 1           | F-01409                                   | FRAME                 | T3 .025                      | Acceptable for Use      | Yes         |                |
| 1/16/2022               | 1           | F-01410                                   | BULKHEAD              | T3 .025                      | Replacement Recommended | Partial     |                |
| 1/16/2022               | 1           | F-01410A                                  | DOUBLER BULKHEAD      | T3 .032                      | Replacement Recommended | Yes         |                |
| 1/16/2022               | 1           | F-01410B                                  | BULKHEAD DOUBLER      | T3 .040                      | Replacement Recommended | Yes         |                |
| 1/16/2022               | 1           | F-01411A                                  | BULKHEAD              | T3 .032                      | Replacement Recommended | Partial     |                |
| 1/16/2022               | 1           | F-01411B                                  | BULKHEAD              | T3 .032                      | Replacement Recommended | Yes         |                |
| 1/16/2022               | 1           | F-01412A                                  | BULKHEAD              | T3 .032                      | Replacement Recommended | Yes         |                |
| 1/16/2022               | 1           | F-01412B                                  | BULKHEAD              | T3 .032                      | Replacement Recommended | Partial     |                |
| 1/16/2022               | 1           | F-01414                                   | AFT DECK              | T3 .040                      | Replacement Recommended | Yes         |                |
| 1/16/2022               | 1           | F-01429                                   | RIB, BELLCRANK        | T3 .025                      | Acceptable for Use      | Yes         |                |
| 1/16/2022               | 1           | F-01473A                                  | ANGLE,STIFFENER       | T3 .025                      | Acceptable for Use      | Yes         |                |
| 1/16/2022               | 1           | F-01475A                                  | SKIN DOUBLER          | T3 .025                      | Acceptable for Use      | Yes         |                |
| 1/16/2022               | 1           | F-01486A-L                                | J-STIFFNER, AFT FUSE  | T3 .025                      | Acceptable for Use      | Yes         |                |
| 1/16/2022               | 1           | F-01486A-R                                | J-STIFFNER, AFT FUSE  | T3 .025                      | Acceptable for Use      | Yes         |                |
| 1/16/2022               | 1           | F-01486B-L                                | J-STIFFNER, AFT FUSE  | T3 .025                      | Acceptable for Use      | Yes         |                |
| 1/16/2022               | 1           | F-01486B-R                                | J-STIFFNER, AFT FUSE  | T3 .025                      | Acceptable for Use      | Yes         |                |
| 1/16/2022               | 1           | F-01486C-L                                | J-STIFFNER, AFT FUSE  | T3 .025                      | Acceptable for Use      | Yes         |                |
| 1/16/2022               | 1           | F-01486C-R                                | J-STIFFNER, AFT FUSE  | T3 .025                      | Acceptable for Use      | Yes         |                |
| 1/16/2022               | 1           | F-01486FG                                 | J-Stiffener           | T3 .025                      | Acceptable for Use      | Yes         |                |
| 1/16/2022               | 1           | F-14115-1                                 | BRACKET, RUDDER CABLE | T3 .025                      | Acceptable for Use      | Yes         |                |
| 1/16/2022               | 1           | F-14131                                   | RIB, UPPER AFT FUSE   | T3 .032                      | Acceptable for Use      | Yes         |                |
| 1/16/2022               | 1           | F-14147                                   | Clip,Stiffener        | T3 .025                      | Acceptable for Use      | Yes         |                |
| 1/16/2022               | 1           | HS-00916                                  | STRINGER WEB          | T3 .025                      | Acceptable for Use      | Yes         |                |
| 1/16/2022               | 1           | R-00902-1                                 | SPAR                  | T3 .032                      | Replacement Recommended | Difficult   |                |
| 1/16/2022               | 1           | R-00904-1                                 | RIB, BOTTOM           | T3 .032                      | Replacement Recommended | No          |                |
| 1/16/2022               | 1           | R-00910                                   | HORN BRACE            | T3 .040                      | Replacement Recommended | No          |                |
| 1/16/2022               | 1           | R-00914                                   | STIFF SHEAR CLIP      | T3 .020                      | Acceptable for Use      | No          |                |
| 1/16/2022               | 1           | R-00915A-1                                | STIFFENER             | T3 .020                      | Acceptable for Use      | No          |                |
| 1/16/2022               | 1           | R-00915B-1                                | STIFFENER             | T3 .020                      | Acceptable for Use      | No          |                |
| 1/16/2022               | 1           | R-00915C-1                                | STIFFENER             | T3 .020                      | Acceptable for Use      | No          |                |
| 1/16/2022               | 1           | R-00915D-1                                | STIFFENER             | T3 .020                      | Acceptable for Use      | No          |                |
| 1/16/2022               | 1           | R-00915E-1                                | STIFFENER             | T3 .020                      | Acceptable for Use      | No          |                |
| 1/16/2022               | 1           | R-00915F-1                                | STIFFENER             | T3 .020                      | Acceptable for Use      | No          |                |
| 1/16/2022               | 1           | R-00915G-1                                | STIFFENER             | T3 .020                      | Acceptable for Use      | No          |                |
| 1/16/2022               | 1           | R-00917-00918                             | SHIM/ATTACH STRIP     | T3 .032                      | Replacement Recommended | Yes         |                |
| 1/16/2022               | 1           | R-903                                     | RUDDER TOP RIB        | T0 .032 heat treated         | Replacement Recommended | Yes         |                |
| 1/16/2022               | 1           | VS-704                                    | ROOT RIB              | T0 .032 heat treated         | Acceptable for Use      | Yes         |                |
| 1/16/2022               | 1           | VS-705                                    | NOSE RIB              | T0 .032 heat treated         | Acceptable for Use      | Yes         |                |
| 1/16/2022               | 1           | VS-706                                    | TIP RIB               | T0 .025 heat treated         | Acceptable for Use      | Yes         |                |
| 2/4/2022                | 12          | E-1008                                    | ELEVATOR RIB          | T3 .020                      | Replacement Recommended | Difficult   |                |
| 2/9/2022                | 2           | E-904                                     | ELEVATOR TIP RIB      | T0 .032 heat treated,T3 .032 | Replacement Recommended | Yes         |                |
| 2/9/2022                | 1           | R-912                                     | RUDDER C.BALANCE RIB  | T0 .032 heat treated         | Replacement Recommended | Yes         |                |
| 2/9/2022                | 1           | VS-707                                    | TIP RIB               | T0 .025 heat treated         | Acceptable for Use      | Yes         |                |
| 4/13/2022               | 2           | E-903                                     | ELEVATOR TIP RIB      | T0 .032                      | Replacement Recommended | No          |                |
| 8/1/2022                | 2           | E-00902-1                                 | SPAR, ELEVATOR        | T3 .032                      | Replacement Recommended | Yes         |                |
| 8/1/2022                | 2           | E-00907-1                                 | SPAR,ELEVATOR REAR    | T3 .032                      | Replacement Recommended | Partial     |                |
| 8/1/2022                | 1           | E-01409-L                                 | CHANNEL,SERVO SUPPORT | T3 .025                      | Replacement Recommended | Yes         |                |
| 8/1/2022                | 1           | E-01409-R                                 | CHANNEL,SERVO SUPPORT | T3 .025                      | Replacement Recommended | Yes         |                |
| 8/1/2022                | 1           | F-01407-L                                 | SIDE FRAME            | T3 .025                      | Acceptable for Use      | Yes         |                |
| 8/1/2022                | 1           | F-01407-R                                 | SIDE FRAME            | T3 .025                      | Acceptable for Use      | Yes         |                |
| 8/1/2022                | 2           | F-14111                                   | COVER, EMPENNAGE GAP  | T3 .025                      | Acceptable for Use      | Yes         |                |
| 8/1/2022                | 2           | F-14112                                   | PLATE, COVER          | T3 .025                      | Acceptable for Use      | Yes         |                |
| 8/1/2022                | 6           | HS-1004                                   | HORIZ.STAB INSPAR RIB | T3 .025                      | Acceptable for Use      | Yes         |                |
| 8/1/2022                | 6           | HS-904                                    | HORIZONTAL STAB RIB   | T3 .025                      | Acceptable for Use      | Yes         |                |
| 8/1/2022                | 8           | HS-905                                    | HORIZ.STAB NOSE RIB   | T3 .025                      | Acceptable for Use      | Difficult   |                |
| 8/1/2022                | 1           | VS-702                                    | VERT. STAB FRONT SPAR | T3 .032                      | Replacement Recommended | Difficult   |                |
| 8/1/2022                | 1           | VS-803PP                                  | VERT. STAB REAR SPAR  | T3 .032                      | Replacement Recommended | Partial     |                |
| 3/10/2023               | 1           | F-14129CD                                 | SHIM, GEAR .025       | T3 .025                      | Acceptable for Use      | No          |                |



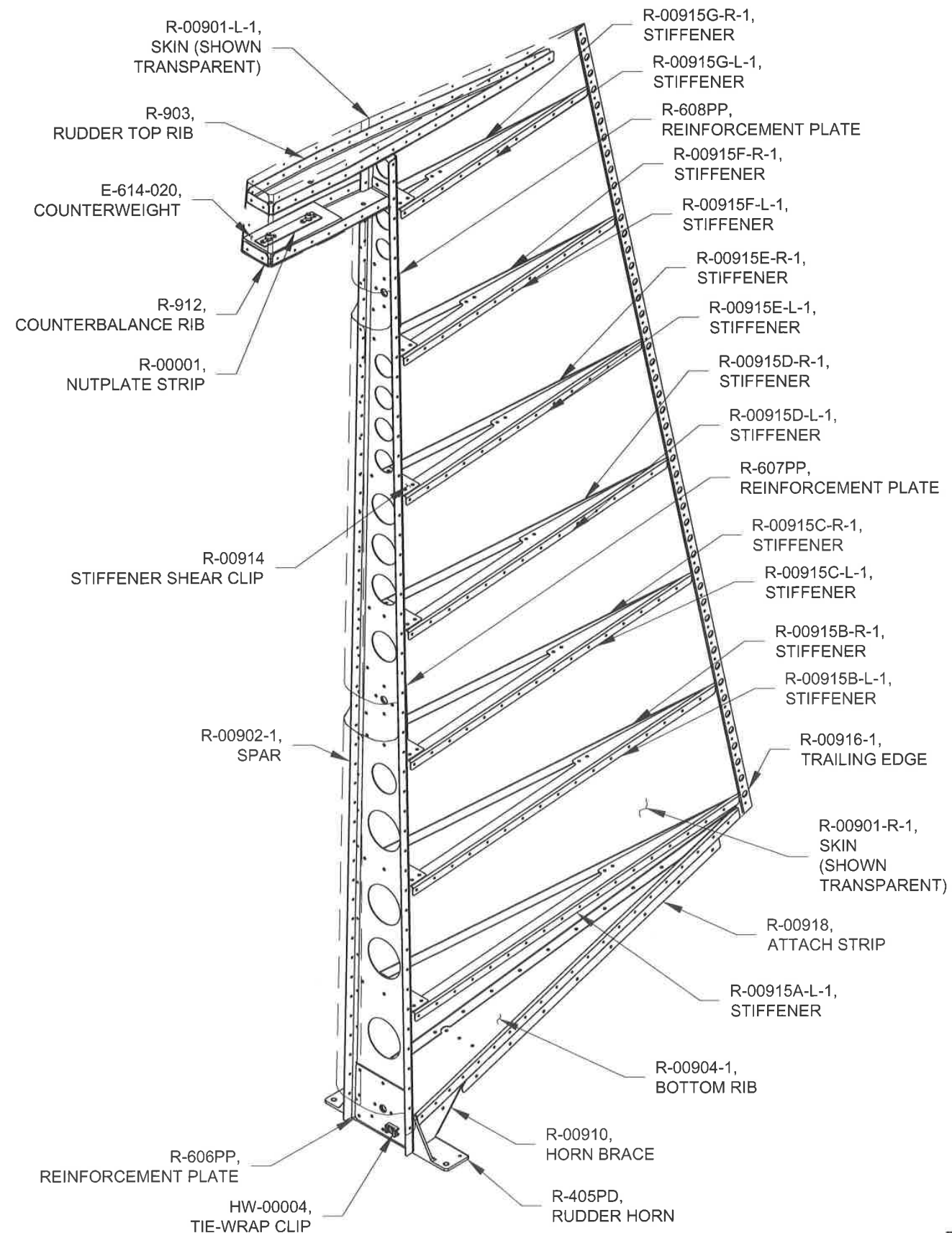
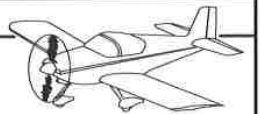
## RV-14 WING

## Laser Status

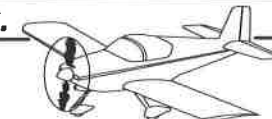
| First Date In Inventory | QTY per kit | PARTS PRODUCED ON LASER THROUGH JUNE 2023 | Description           | Material             | Status   | Inspectable        | External_Notes   |
|-------------------------|-------------|---|-----------------------|----------------------|--|--------------------|--|
| 12/23/2021              | 1           | T-1003B-L                                 | TANK INBOARD MAIN RIB | T0 .032 heat treated | Acceptable for Use                                     | Yes                |  |
| 12/23/2021              | 1           | T-1003B-R                                 | TANK INBOARD MAIN RIB | T0 .032 heat treated | Acceptable for Use                                     | Yes                |  |
| 12/23/2021              | 1           | T-1003-L                                  | FUEL TANK END RIB     | T0 .032 heat treated | Acceptable for Use                                     | Difficult          |  |
| 12/23/2021              | 1           | T-1003-R                                  | FUEL TANK END RIB     | T0 .032 heat treated | Acceptable for Use                                     | Difficult          |  |
| 12/23/2021              | 5           | T-1004-L                                  | FUEL TANK RIB         | T0 .025 heat treated | Acceptable for Use                                     | No                 |  |
| 12/23/2021              | 5           | T-1004-R                                  | FUEL TANK RIB         | T0 .025 heat treated | Acceptable for Use                                     | No                 |  |
| 12/23/2021              | 1           | W-1008-L                                  | LEADING EDGE RIB      | T3 .032              | Acceptable for Use                                     | Difficult          |  |
| 12/23/2021              | 1           | W-1008-R                                  | LEADING EDGE RIB      | T3 .032              | Acceptable for Use                                     | Difficult          |  |
| 12/23/2021              | 6           | W-1009-L                                  | LEADING EDGE RIB      | T3 .025              | Acceptable for Use                                     | Yes                |  |
| 12/23/2021              | 6           | W-1009-R                                  | LEADING EDGE RIB      | T3 .025              | Acceptable for Use                                     | Yes                |  |
| 12/23/2021              | 1           | W-1010-L                                  | INBD WING RIB         | T0 .032              | Replacement Recommended                                | Yes                |  |
| 12/23/2021              | 1           | W-1010-R                                  | INBD WING RIB         | T0 .032              | Replacement Recommended                                | Yes                |  |
| 12/23/2021              | 10          | W-1011-L                                  | INBD.WING RIB .025    | T3 .025              | Replacement Recommended or Wait for Alternate Solution | Difficult          | Note: Only the rib connected to the inboard flap bracket is affected. This part may be difficult to replace on a completed assembly. Van's Aircraft will have service information. |
| 12/23/2021              | 10          | W-1011-R                                  | INBD.WING RIB .025    | T3 .025              | Replacement Recommended or Wait for Alternate Solution | Difficult          | Note: Only the rib connected to the inboard flap bracket is affected. This part may be difficult to replace on a completed assembly. Van's Aircraft will have service information. |
| 12/23/2021              | 3           | W-1012-L                                  | OUTBOARD WING RIB     | T3 .025              | Acceptable for Use                                     | Yes                |  |
| 12/23/2021              | 3           | W-1012-R                                  | OUTBOARD WING RIB     | T3 .025              | Acceptable for Use                                     | Yes                |  |
| 12/23/2021              | 1           | W-1016-L                                  | WING TIP RIB          | T3 .025              | Acceptable for Use                                     | Yes                | Status changed no holes  |
| 12/23/2021              | 1           | W-1016-R                                  | WING TIP RIB          | T3 .025              | Acceptable for Use                                     | Yes                | Status changed no holes  |
| 1/4/2022                | 1           | T-1003C-L                                 | TANK INBD.NOSE RIB    | T0 .032 heat treated | Acceptable for Use                                     | Yes                |  |
| 1/4/2022                | 1           | T-1003C-R                                 | TANK INBD.NOSE RIB    | T0 .032 heat treated | Acceptable for Use                                     | Yes                |  |
| 2/2/2022                | 1           | A-1003-1L                                 | SPAR                  | T3 .040              | Replacement Recommended                                | No                 |  |
| 2/2/2022                | 1           | A-1003-1R                                 | SPAR                  | T3 .040              | Replacement Recommended                                | No                 |  |
| 2/2/2022                | 2           | A-1004-1L                                 | NOSE RIB              | T3 .040              | Replacement Recommended                                | No                 |  |
| 2/2/2022                | 2           | A-1004-1R                                 | NOSE RIB              | T3 .040              | Replacement Recommended                                | No                 |  |
| 2/2/2022                | 1           | FL-00003-L                                | SPAR                  | T3 .040              | Replacement Recommended                                | Difficult          |  |
| 2/2/2022                | 1           | FL-00003-R                                | SPAR                  | T3 .040              | Replacement Recommended                                | Difficult          |  |
| 2/2/2022                | 1           | W-00010-L                                 | FLAP GAP FAIRING      | T3 .020              | Acceptable for Use                                     | Yes                |  |
| 2/2/2022                | 1           | W-00010-R                                 | FLAP GAP FAIRING      | T3 .020              | Acceptable for Use                                     | Yes                |  |
| 2/2/2022                | 1           | W-00011-L                                 | AILERON GAP FAIRING   | T3 .020              | Acceptable for Use                                     | Yes                |  |
| 2/2/2022                | 1           | W-00011-R                                 | AILERON GAP FAIRING   | T3 .020              | Acceptable for Use                                     | Yes                |  |
| 2/2/2022                | 2           | W-00017                                   | MOUNT BRACKET         | T3 .040              | Acceptable for Use                                     | Yes                |  |
| 2/2/2022                | 1           | W-1029A-L                                 | TORQUE TUBE BRACKET   | T3 .040              | Replacement Recommended                                | Yes                |  |
| 2/2/2022                | 1           | W-1029A-R                                 | TORQUE TUBE BRACKET   | T3 .040              | Replacement Recommended                                | Yes                |  |
| 2/2/2022                | 1           | W-1029B-L                                 | TORQUE TUBE BRACKET   | T3 .040              | Replacement Recommended                                | Yes                |  |
| 2/2/2022                | 1           | W-1029B-R                                 | TORQUE TUBE BRACKET   | T3 .040              | Replacement Recommended                                | Yes                |  |
| 2/2/2022                | 1           | W-1029C                                   | ANGLE                 | T3 .040              | Replacement Recommended                                | Yes                |  |
| 2/3/2022                | 2           | A-1005-1L                                 | MAIN RIB              | T3 .025              | Replacement Recommended                                | Partial            |  |
| 2/3/2022                | 2           | A-1005-1R                                 | MAIN RIB              | T3 .025              | Replacement Recommended                                | Partial            |  |
| 2/3/2022                | 8           | A-710                                     | STIFFENER             | T3 .025              | Acceptable for Use                                     | No                 |  |
| 2/3/2022                | 8           | FL-1004-L                                 | FLAP NOSE RIB         | T3 .025              | Replacement Recommended                                | No                 |  |
| 2/3/2022                | 8           | FL-1004-R                                 | FLAP NOSE RIB         | T3 .025              | Replacement Recommended                                | No                 |  |
| 2/3/2022                | 8           | FL-1005-L                                 | FLAP MAIN RIB         | T3 .025              | Acceptable for Use                                     | Difficult          |  |
| 2/3/2022                | 8           | FL-1005-R                                 | FLAP MAIN RIB         | T3 .025              | Acceptable for Use                                     | Difficult          |  |
| 2/3/2022                | 2           | T-00002                                   | TANK BAFFLE           | T3 .032              | Acceptable for Use                                     | Difficult          |  |
| 2/3/2022                | 4           | T-00004                                   | TANK STIFFENER        | T3 .032              | Acceptable for Use                                     | No                 |  |
| 2/3/2022                | 1           | T-00005                                   | TANK STIFFENER INBRD. | T3 .032              | Acceptable for Use                                     | No                 |  |
| 2/3/2022                | 1           | T-10058C                                  | SHIM                  | T3 .032              | Acceptable for Use                                     | Yes                |  |
| 2/3/2022                | 1           | VA-195C                                   | ACCESS HATCH DOUBLER  | T3 .025              | Acceptable for Use                                     | Yes                |  |
| 2/3/2022                | 1           | W-00012A                                  | ADAHRS MOUNT PLATE    | T3 .032              | Acceptable for Use                                     | Yes                |  |
| 2/3/2022                | 1           | W-00012E                                  | ADAHRS MOUNT ZEE      | T3 .025              | Acceptable for Use                                     | Yes                |  |
| 2/3/2022                | 4           | W-00018                                   | BACKING PLATE         | T3 .032              | Acceptable for Use                                     | Yes                |  |
| 2/3/2022                | 1           | W-1021B                                   | FLAP GAP STIFFENER    | T3 .032              | Acceptable for Use                                     | No                 | Status changed very low loads  |
| 2/3/2022                | 2           | W-1025B                                   | FLAP HINGE RIB        | T3 .032              | Replacement Recommended or Wait for Alternate Solution | Difficult          | Note: Only the rib connected to the inboard flap bracket is affected. This part may be difficult to replace on a completed assembly. Van's Aircraft will have service information. |
| 2/3/2022                | 2           | W-1027A                                   | WING WALK DOUBLER-FWD | T3 .025              | Acceptable for Use                                     | Partial, Difficult | Very low loads   |
| 2/3/2022                | 2           | W-1027B                                   | WING WALK DOUBLER-AFT | T3 .025              | Acceptable for Use                                     | Partial, Difficult | Very low loads   |
| 4/22/2022               | 1           | A-1015-1L                                 | INBRD.NOSE RIB        | T3 .025              | Replacement Recommended                                | Partial            |  |
| 4/22/2022               | 1           | A-1015-1R                                 | INBRD.NOSE RIB        | T3 .025              | Replacement Recommended                                | Partial            |  |
| 2/15/2023               | 5           | T-1004-L-1                                | FUEL TANK RIB         | T3 .025              | Acceptable for Use                                     | Partial            |  |
| 2/15/2023               | 5           | T-1004-R-1                                | FUEL TANK RIB         | T3 .025              | Acceptable for Use                                     | Partial            |  |
| 2/15/2023               | 6           | W-1009-L-3                                | LEADING EDGE RIB      | T3 .025              | Acceptable for Use                                     | Yes                |  |
| 2/15/2023               | 6           | W-1009-R-3                                | LEADING EDGE RIB      | T3 .025              | Acceptable for Use                                     | Yes                |  |
| 2/15/2023               | 1           | W-1010-L-1                                | INBD. WING RIB .032   | T3 .032              | Replacement Recommended                                | Yes                |  |
| 2/15/2023               | 1           | W-1010-R-1                                | INBD. WING RIB .032   | T3 .032              | Replacement Recommended                                | Yes                |  |

# SECTION 7: RUDDER ASSEMBLY

VAN'S AIRCRAFT, INC.



|                           |             |       |            |
|---------------------------|-------------|-------|------------|
| DATE OF COMPLETION: _____ |             |       |            |
| PARTICIPANTS: _____       |             |       |            |
| DATE: 11/08/16            | REVISION: 1 | RV-14 | PAGE 07-01 |



Step 1: Cleco the VA-140 Trailing Edge to the R-00901-R-1 Skin. The end of the trailing edge extends beyond the skin as shown in Figure 1.

Mark the locations of the skin edges on the trailing edge.

Make a mark along the forward edge of the trailing edge on the skin. See Figure 2.

Remove the trailing edge and trim to the marked length to make the R-00916-1 Trailing Edge.

Step 2: Cleco the R-00916-1 Trailing Edge to the R-00901-L-1 Skin and mark the location of the forward edge of the trailing edge on the skin as done in Step 1.

**NOTE: Drill the holes of the R-00916-1 Trailing Edge perpendicular to the chord line of the rudder as shown in Figure 2.**

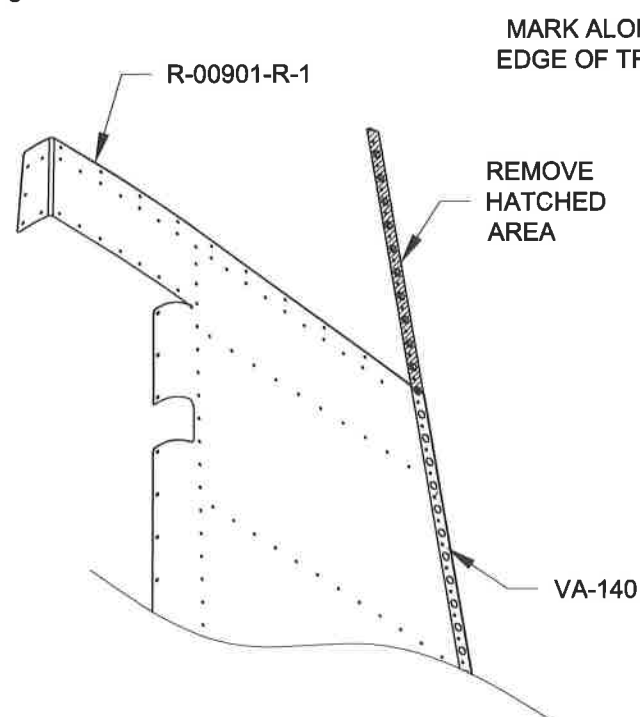
Step 3: Cleco the R-00910 Rudder Horn Brace, R-00901-R-1 Skin and the right R-00918 Attach Strip to the Rudder Skeleton Assembly. See Figure 3.

Cleco the left R-00918 Attach Strip, R-00901-L-1 and attached R-00916 Trailing Edge to the rudder skeleton assembly. Lay the leading edge bend of the left skin over the outside of the right skin.

Final-Drill #40 all the holes common to the skins and trailing edge. Start drilling at the middle of the span and work toward the ends; drill and cleco every hole.

Final-Drill #40 all holes common to the skins and flanges of the R-903 Tip Rib and R-912 Counterbalance Rib.

Step 4: Match-Drill #40 the hole in the forward flange of the R-00901-L-1 Skin into the R-00901-R-1 Skin as shown in Figure 3.



**FIGURE 1: TRIMMING TRAILING EDGE**

**NOTE: Be very careful when deburring the holes in the R-00901-L-1 and R-00901-R-1 Rudder Skins to use minimal force. It is easy to remove too much material.**

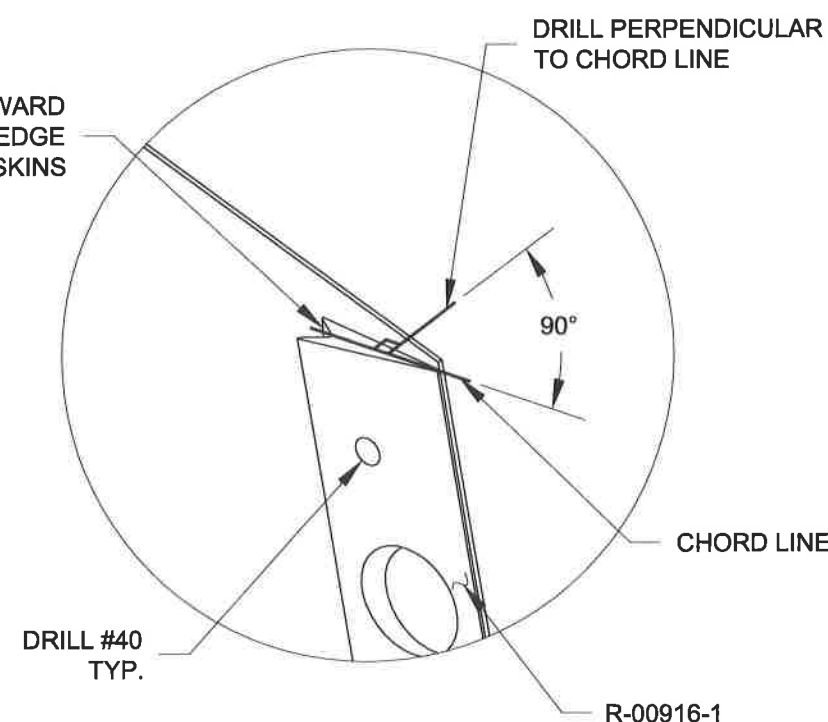
Step 5: Remove the R-00901-L-1 Skin and R-00901-R-1 Skin from the Rudder Skeleton Assembly. Remove the R-00916-1 Trailing Edge. Scuff the marked areas on both skins (where the trailing edge and skins contact each other) with a scotchbrite pad.

Put a slight break in the trailing edge of both skins so that they will lay down flat on the R-00916-1 Trailing Edge after riveting. See Section 5.10.

Step 6: Disassemble the remaining clecoed parts and deburr all holes and edges that have not yet been deburred.

**NOTE: Do not dimple the holes called out in Figure 3 at the top of the R-00901-L-1 and R-00901-R-1 Skins. These will be drilled and dimpled in a later section. Tape over holes to avoid dimpling. See Section 5.5 for more information on dimpling parts.**

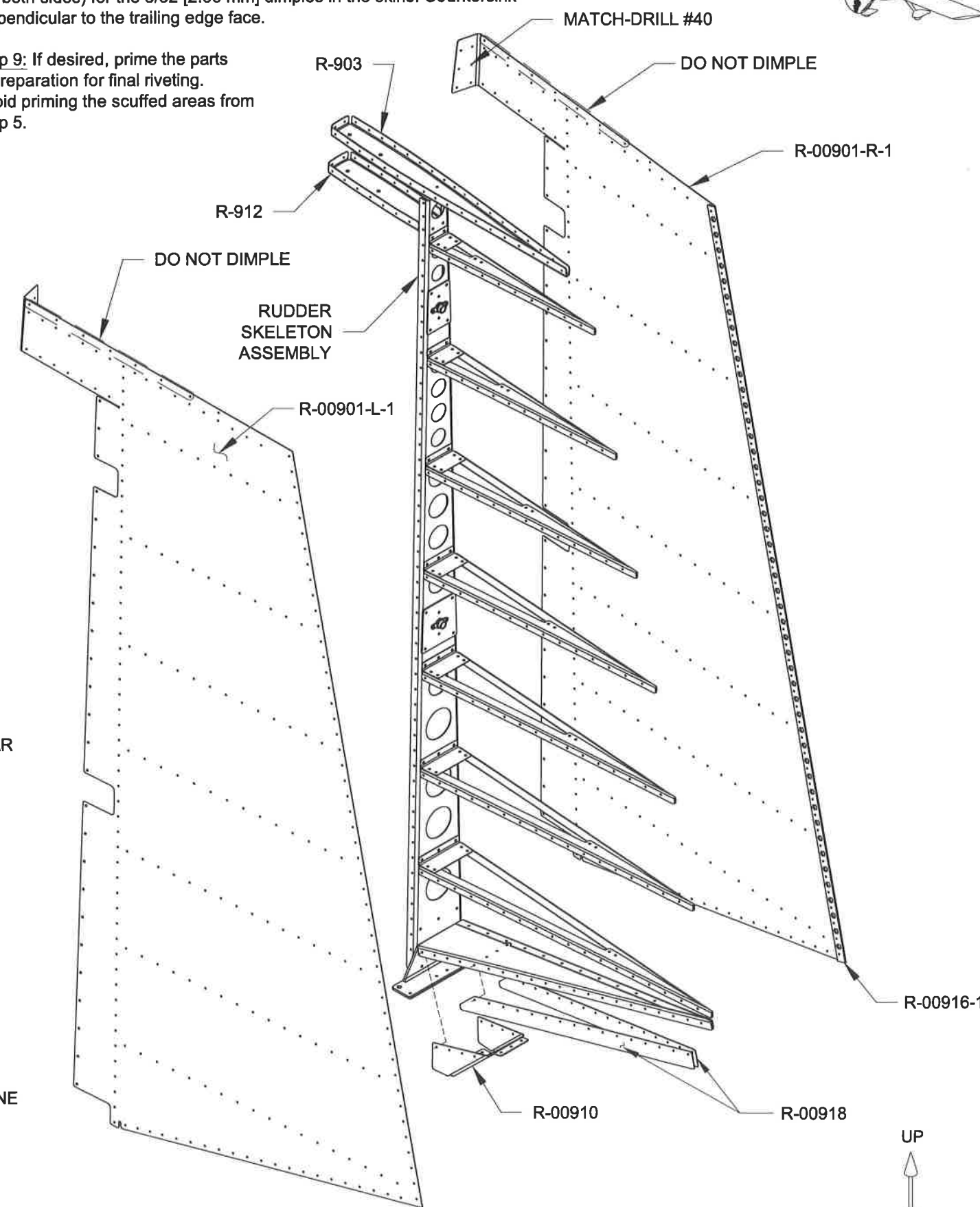
Step 7: Dimple the holes in the R-00901-L-1 and R-00901-R-1 Skins (make sure to dimple from the correct side!) and the corresponding holes in the flanges of the R-00915 Stiffeners, R-00902-1 Spar, R-903, R-912, R-00904A-1, R-00904B-1 Ribs, R-00918 Attach Strips, and R-00910 Horn Brace. See Page 07-12, Figure 2 for rivet locations.



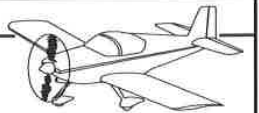
**FIGURE 2: TRAILING EDGE MODIFICATION**

Step 8: Machine countersink the holes in the R-00916-1 Trailing Edge (on both sides) for the 3/32 [2.38 mm] dimples in the skins. Countersink perpendicular to the trailing edge face.

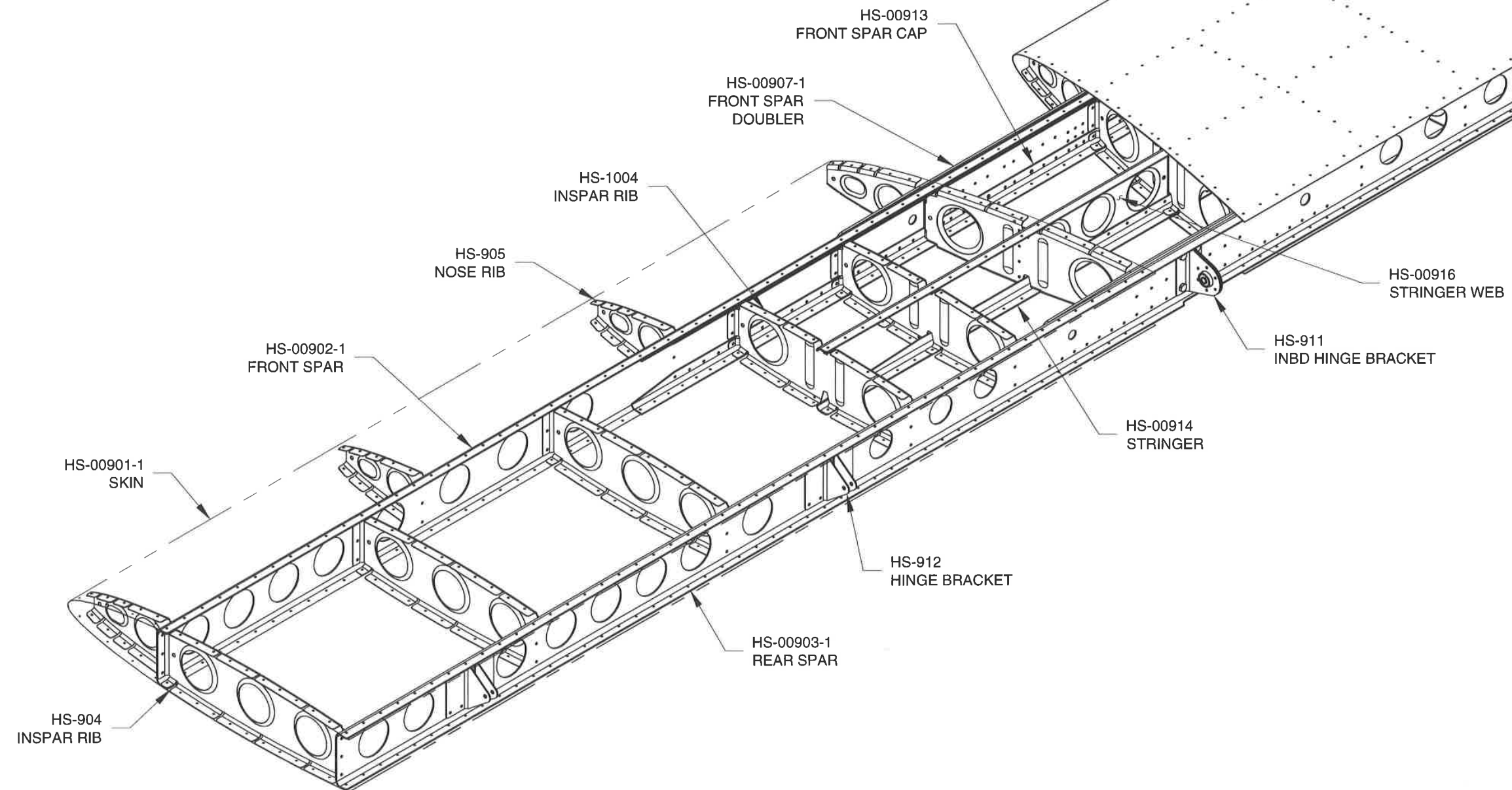
Step 9: If desired, prime the parts in preparation for final riveting. Avoid priming the scuffed areas from Step 5.



**FIGURE 3: RUDDER ASSEMBLY**



# SECTION 8: HORIZONTAL STABILIZER





Step 1: Deburr the edges (including the lightening holes) of the HS-00902-1 Front Spar.

Step 2: The HS-00913 Front Spar Caps are nested inside the flanges of the HS-00902-1 Front Spar with the trimmed flange of the spar cap resting against the spar web. On one of the spar caps, make a mark on the flange (the one that rests against the flange of the spar) 3/16 [4.8 mm] from either end. Nest the spar cap in the spar. Then from the corresponding end of the spar, center the mark in the twenty-eighth flange hole. (Just for a check, make sure the other end of the spar cap covers the twenty-eighth hole in the other end of the spar flange.) See Figure 1.

Clamp the spar cap in place. Match-Drill #30 the 1/8 [3.2 mm] holes of the spar web into the entire length of the spar cap. The spar cap is somewhat bowed as supplied, use plenty of clamps to make sure the spar cap is tight against the spar web and flange while drilling.

Remove the spar cap, deburr the holes of the spar and spar cap, then cleco the spar cap back in place. It's important to deburr and clean out any chips, otherwise the spar cap will not fit tight against the spar web when match-drilling the spar flange holes.

Cleco the spar cap to the web of the spar. Clamp the spar cap to the flange of the spar. Match-Drill #40 the 3/32 [2.4 mm] holes of the spar flange into the spar cap.

Repeat this step for the second spar cap. See Figure 1.

Step 3: Cleco the HS-00907-1 Front Spar Doubler to the HS-00902-1 Front Spar as shown in Figure 1.

Step 4: Except for those indicated in Figure 1, final-drill #30 the 1/8 [3.2 mm] holes common to the HS-00902-1 Front Spar and the HS-00907-1 Front Spar Doubler.

Final-Drill #12 the four 3/16 [4.8 mm] holes common to the spar and spar doubler into the HS-00913 Front Spar Caps.

Use a drill press to Final-Drill 1/4 [6.4mm] the two holes indicated in Figure 1.

Step 5: Machine countersink the 12 holes of the HS-00907-1 Front Spar Doubler (called out in Figure 1) for AN426AD4 flush rivets.

Step 6: Machine countersink the middle nine holes (shown in Figure 1) in the top and bottom flanges of the HS-00902-1 Front Spar for AN426AD3 flush rivets.

Step 7: Mark the part locations. Disassemble, deburr, and prime parts if desired. Reassemble the parts in their original position.

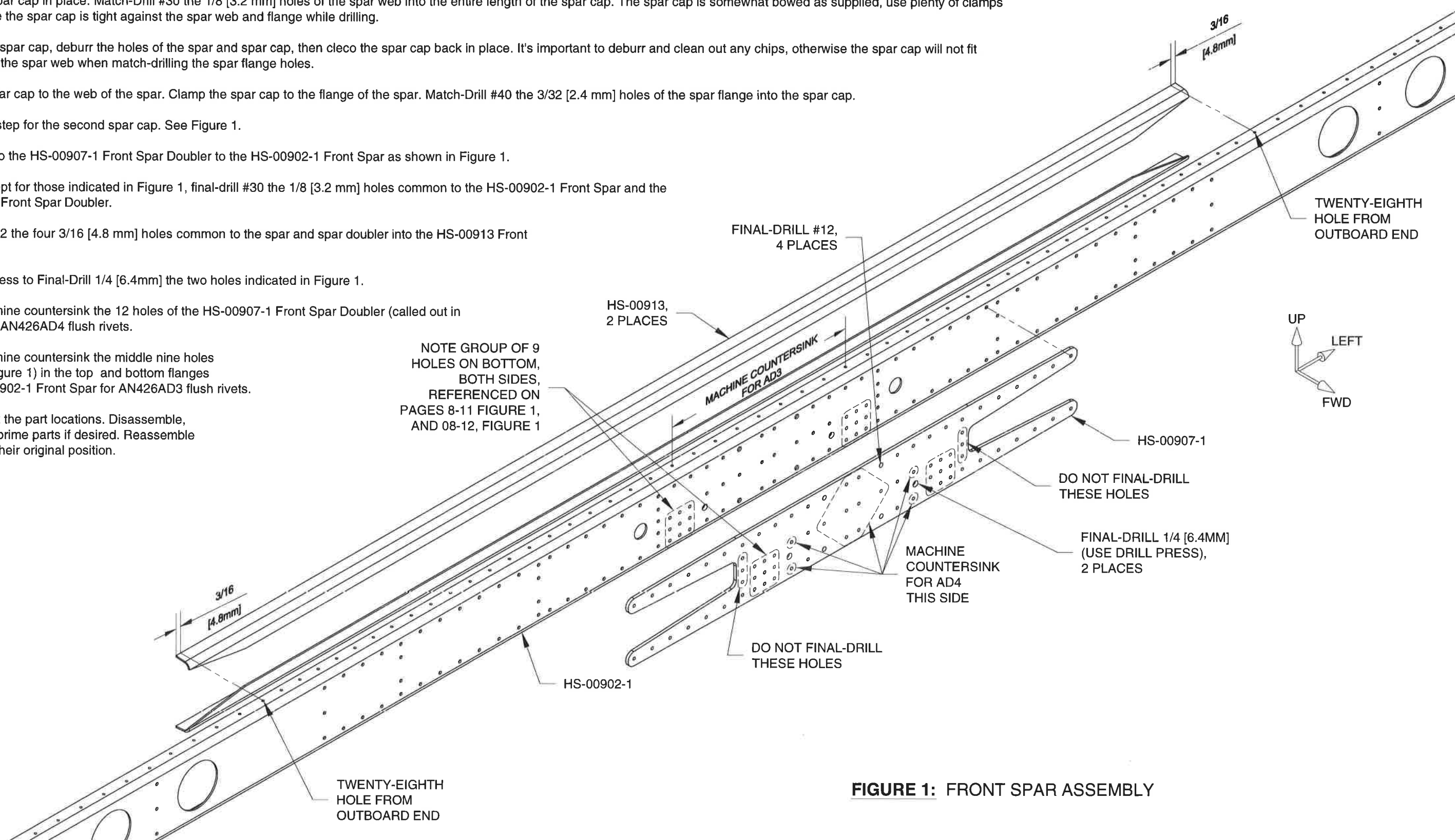
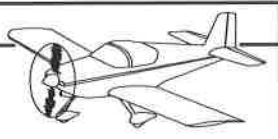


FIGURE 1: FRONT SPAR ASSEMBLY





NOTE: Tape over the open holes shown in Figure 1 to keep from accidentally riveting them.

NOTE: The left and right sides of the horizontal stabilizer are mirror images. The remaining figures of this section will not always picture the whole stabilizer.

Step 1: Rivet together the HS-00902-1 Front Spar, the HS-00907-1 Front Spar Doubler and the HS-00913 Front Spar Caps using the rivets shown in Figure 1.

- |  |            |  |            |
|--|------------|--|------------|
|  | AN426AD4-6 |  | AN470AD4-6 |
|  | AN426AD4-7 |  | AN470AD4-7 |
|  | AN470AD4-5 |  |            |

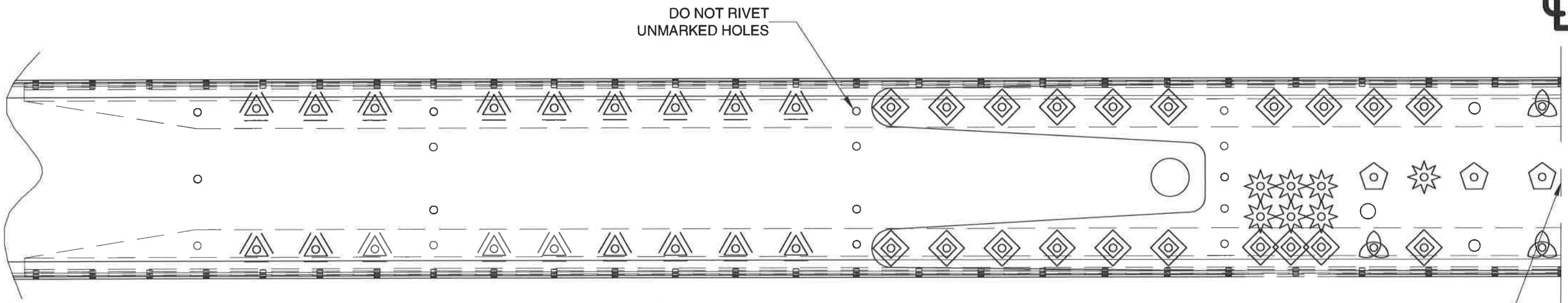


FIGURE 1: FRONT SPAR RIVETS

Step 2: Install the rivets called out in Figure 2 into the nine holes in the top and the nine holes in the bottom flanges of the HS-00902-1 Front Spar and the HS-00913 Spar Caps. These are the holes which were machine countersunk in the spar flanges on Page 08-04.

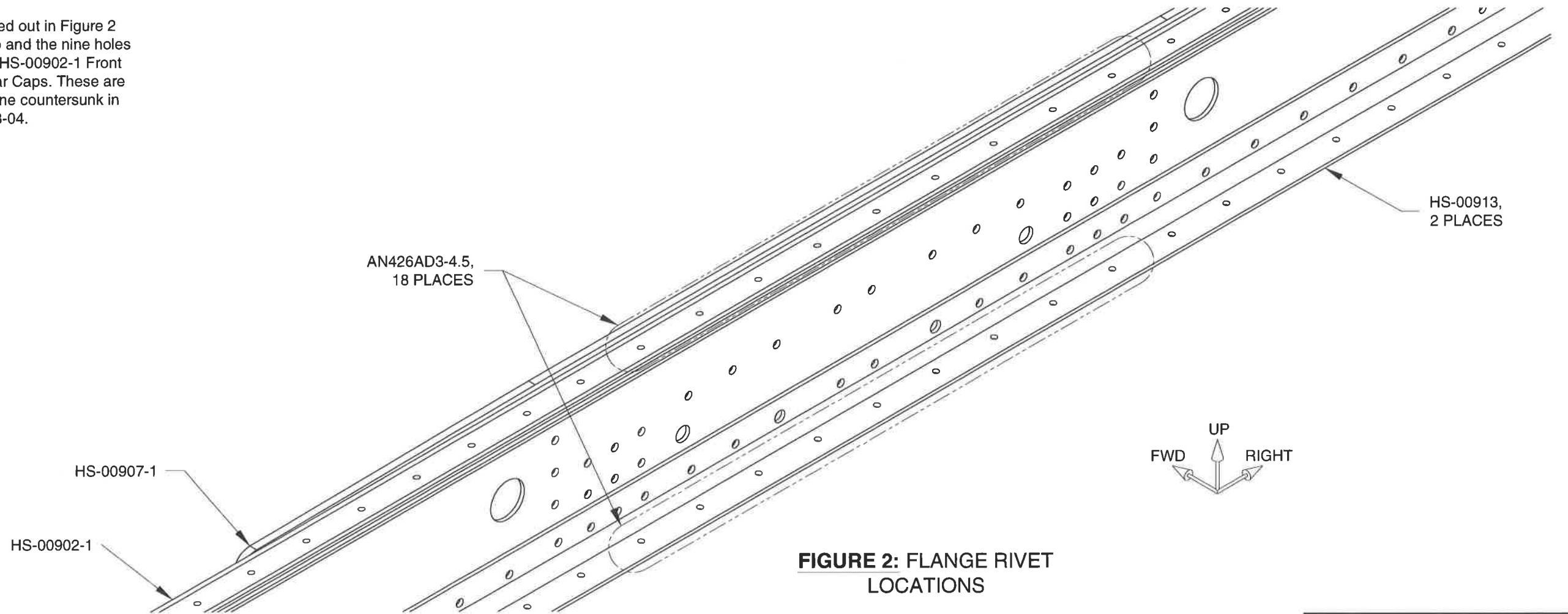
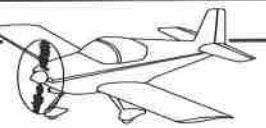


FIGURE 2: FLANGE RIVET LOCATIONS



Step 1: Connect C409J to C409P.

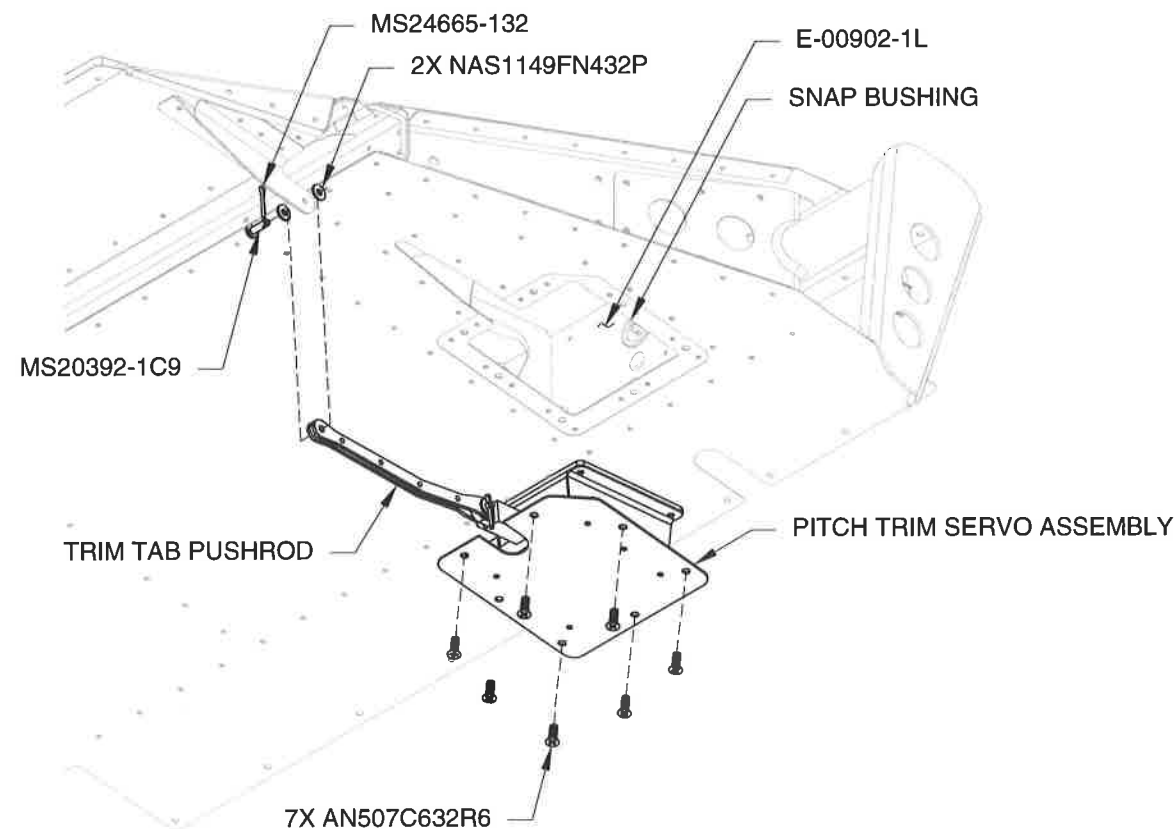
Step 2: Route the WH-00073 Elevator Pitch Trim Harness forward through the snap bushing in the E-00902-1L Front Spar.

Step 3: Install the Pitch Trim Servo Assembly into the left Elevator as shown in Figure 1.

Step 4: Wrap the free end of the WH-00073 Elevator Pitch Trim Harness around the WD-605-L-1 Left Elevator Horn as shown in Figure 2.

Use a piece of tape to temporarily secure the harness to the left elevator horn.

Step 5: Attach the Trim Tab Pushrod to the Trim Tab as shown in Figure 1.



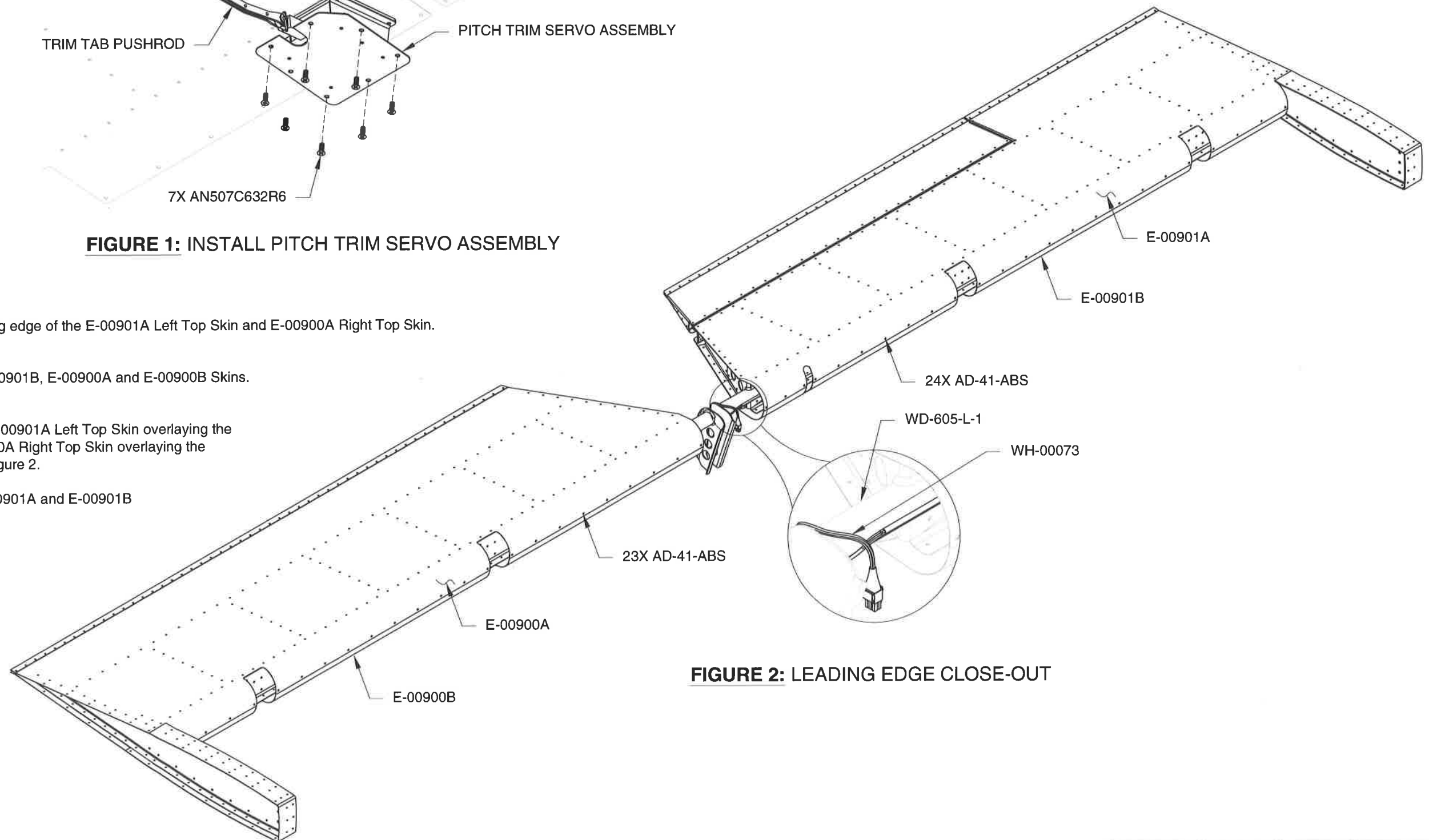
**FIGURE 1: INSTALL PITCH TRIM SERVO ASSEMBLY**

Step 6: Make a slight break along the leading edge of the E-00901A Left Top Skin and E-00900A Right Top Skin. See Section 5.10 for more information.

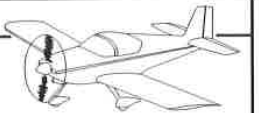
Roll the leading edges of the E-00901A, E-00901B, E-00900A and E-00900B Skins. See Section 5.9 for more information.

Cleco the leading edges together with the E-00901A Left Top Skin overlaying the E-00901B Left Bottom Skin, and the E-00900A Right Top Skin overlaying the E-00900B Right Bottom Skin as shown in Figure 2.

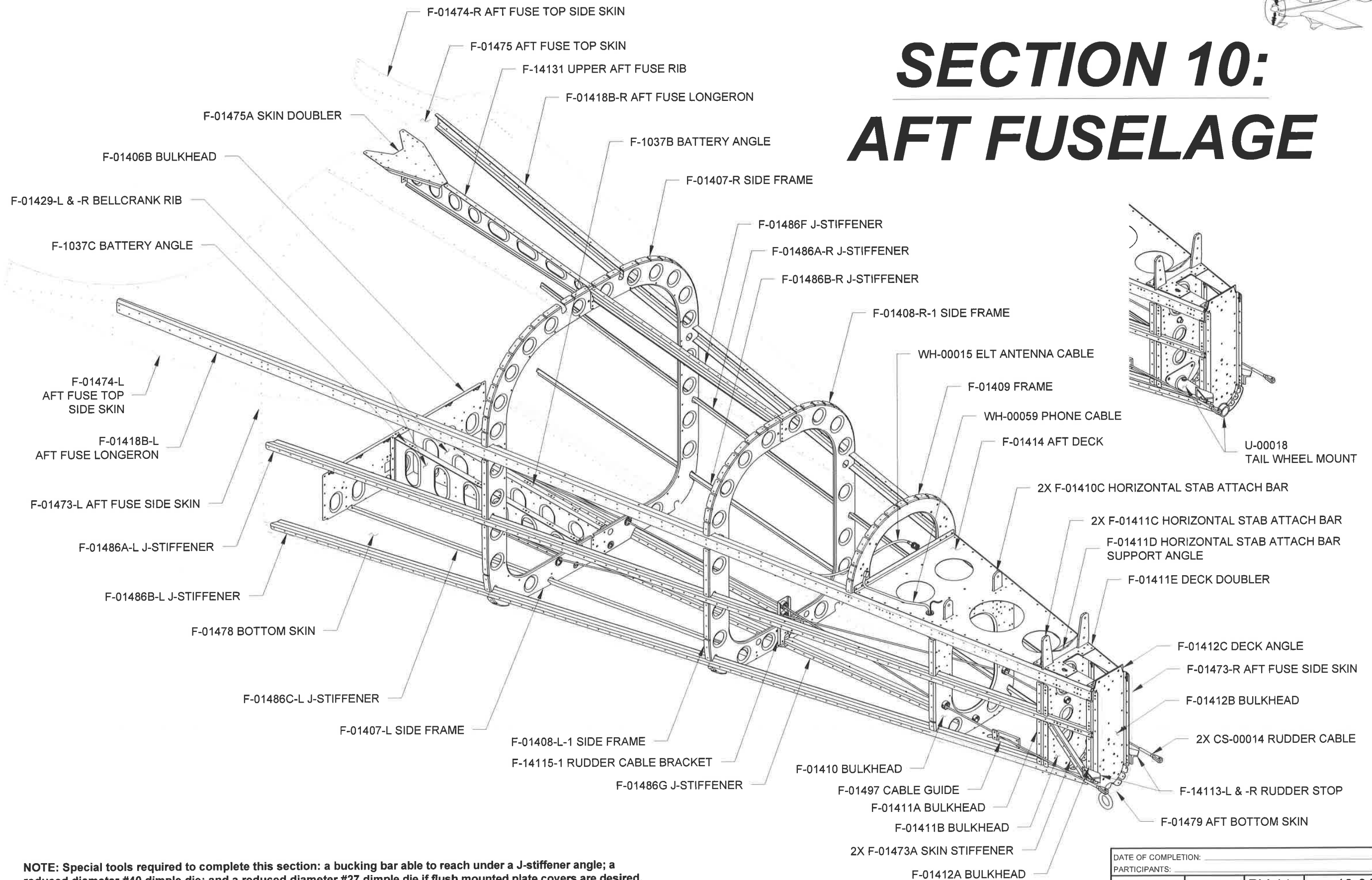
Step 7: Rivet the E-00900A, E-00900B, E-00901A and E-00901B Skins together as shown in Figure 2.



**FIGURE 2: LEADING EDGE CLOSE-OUT**



# SECTION 10: AFT FUSELAGE



**NOTE:** Special tools required to complete this section: a bucking bar able to reach under a J-stiffener angle; a reduced diameter #40 dimple die; and a reduced diameter #27 dimple die if flush mounted plate covers are desired.

|                     |             |       |            |
|---------------------|-------------|-------|------------|
| DATE OF COMPLETION: |             |       |            |
| PARTICIPANTS:       |             |       |            |
| DATE: 07/30/18      | REVISION: 1 | RV-14 | PAGE 10-01 |



**Step 1:** Use a step drill to enlarge the Systems Hole in the F-01410 Bulkhead to 5/8 [15.9 mm]. See Figure 1.

**Step 2:** Dimple the #40 holes in the flanges of the F-01410 Bulkhead, except as shown in Figure 1.

**NOTE:** See Section 5.13 for more information on Fluting.

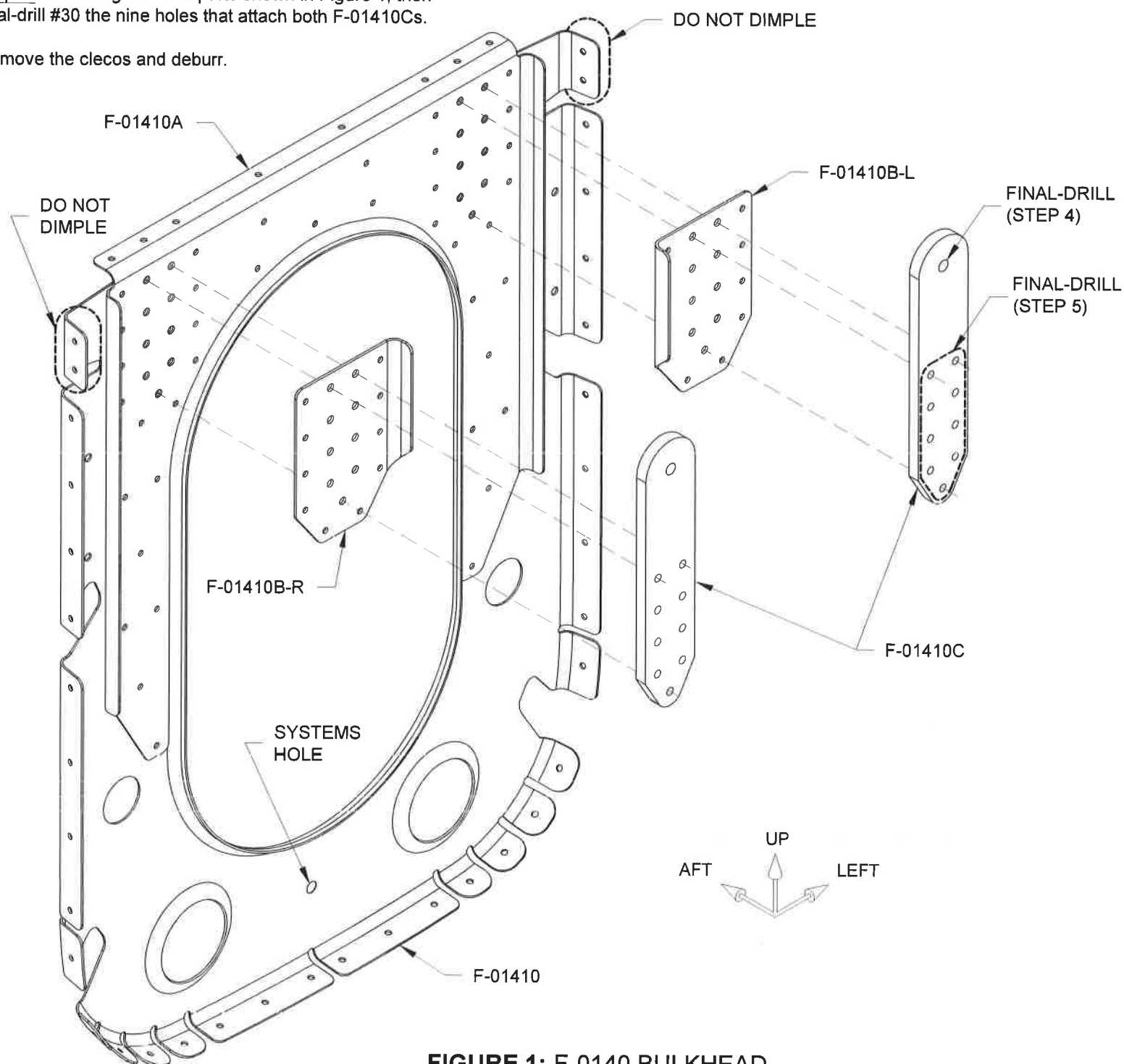
**Step 3:** Round the faceted edges on the F-01410 Bulkhead as shown on Page 10-06, Figure 1.

Flute the bottom flanges of the bulkhead as required to fit the F-01479 Aft Bottom Skin. See Figure 1 and Page 10-17 and 10-18.

**Step 4:** Use a drill press to final-drill 1/4 [6.35 mm] the single hole at the top of both F-01410C Horizontal Stab Attach Bars.

**Step 5:** Cleco together the parts shown in Figure 1, then final-drill #30 the nine holes that attach both F-01410Cs.

Remove the clecos and deburr.



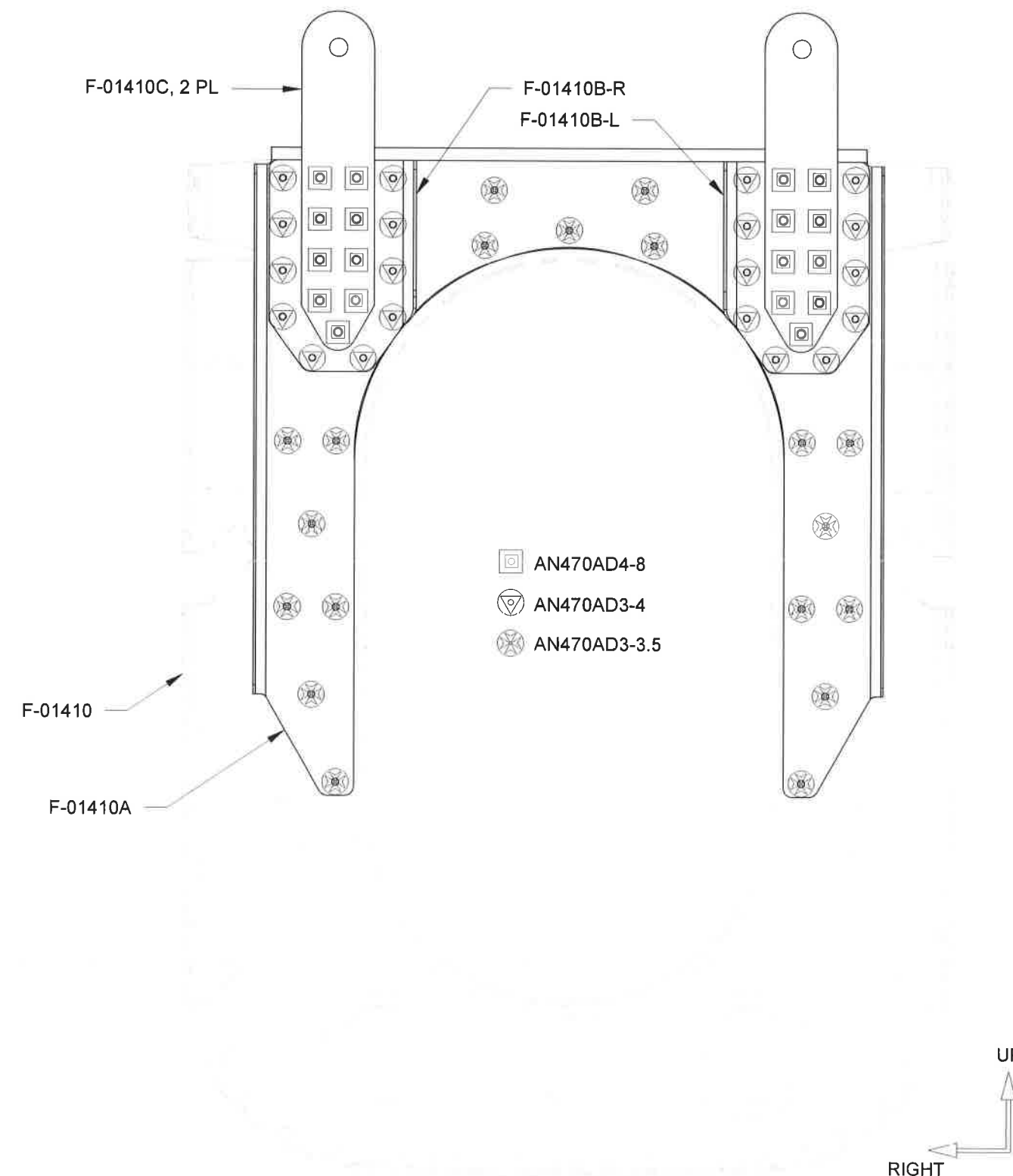
**FIGURE 1: F-0140 BULKHEAD**

**NOTE:** All non-alclad material must be primed.

**Step 6:** Prime the F-01410C Horizontal Stab Attach Bars.

Prime the F-01410 Bulkhead and the F-01410A & F-01410B Bulkhead Doublers as desired.

**Step 7:** Cleco then rivet the F-01410C Horizontal Stab Attach Bar, F-01410A and F-01410B Bulkhead Doublers to the F-01410 Bulkhead as shown in Figure 2.



**FIGURE 2: F-01410 BULKHEAD RIVETS**