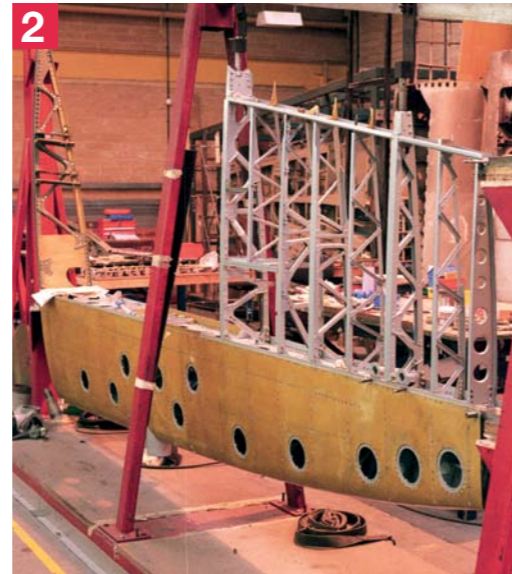
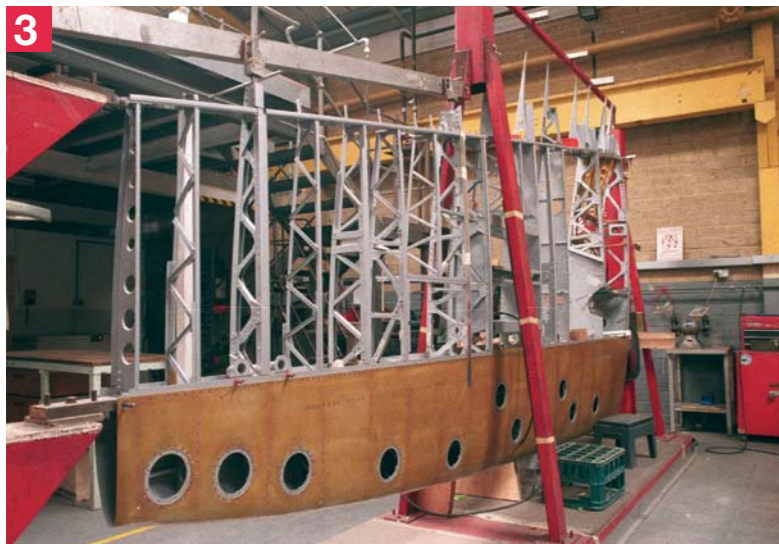




1



2



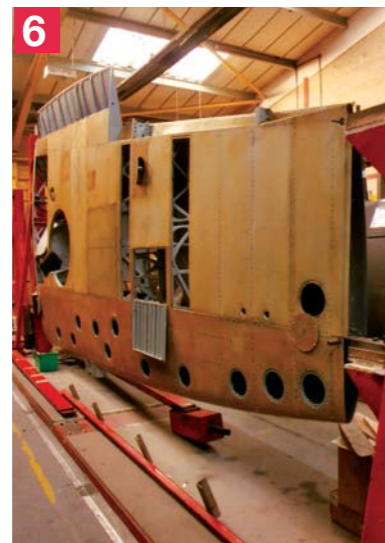
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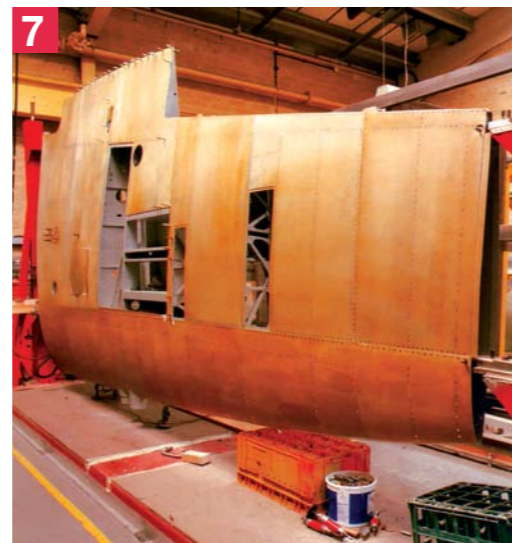
4



5



6



7

1 A port wing, stripped of most of the skinning on the underside to expose the frames and ribs, awaiting refurbishment. (Airframe Assemblies)

2 With the leading edge D-shaped box structure complete, the outboard frames are then attached – starboard wing shown. (Airframe Assemblies)

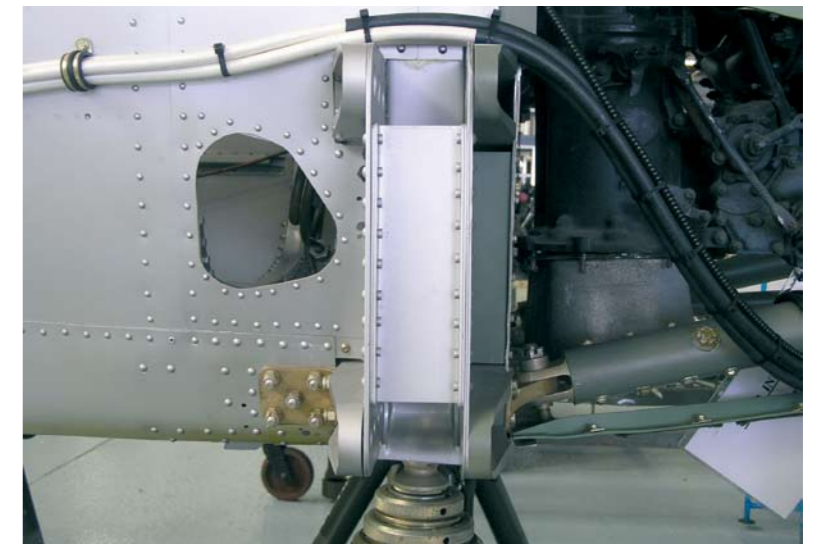
3 A view of the underside of the wing, with all the frames now in place, prior to skinning – port wing shown. (Airframe Assemblies)

4 Here, the aluminium alloy skins are being fitted to the top surface of the wing – starboard wing shown. (Airframe Assemblies)

5 An underside view of the starboard wing, prior to skinning, showing the structure of the undercarriage bay. (Airframe Assemblies)

6 With the lower skins now fitted to the starboard wing, the flap shroud (top left) and the undercarriage and gun bay housings can be seen. (Airframe Assemblies)

7 With the upper skins fitted to the starboard wing, the gun and ammunition bay cover panels and the aileron have yet to be fitted. (Airframe Assemblies)



RIGHT TOP: Wing root of Mark IX MK356, showing the seven bolts, three upper and four lower, which hold the wing in place. (P. Blackah/Crown Copyright)

RIGHT MIDDLE: A side view of the wing stub spars attached to fuselage Frame 5, without the wings fitted. The wing spars slide into position between the stub spars and are secured by the bolts shown in the previous photograph. (P. Blackah/Crown Copyright)

RIGHT BOTTOM: A wing awaiting restoration, showing the ends of the spar booms which attach to the stub spars on the fuselage. The bolt holes (three upper and four lower) can be seen in the spars. (P. Blackah/Crown Copyright)