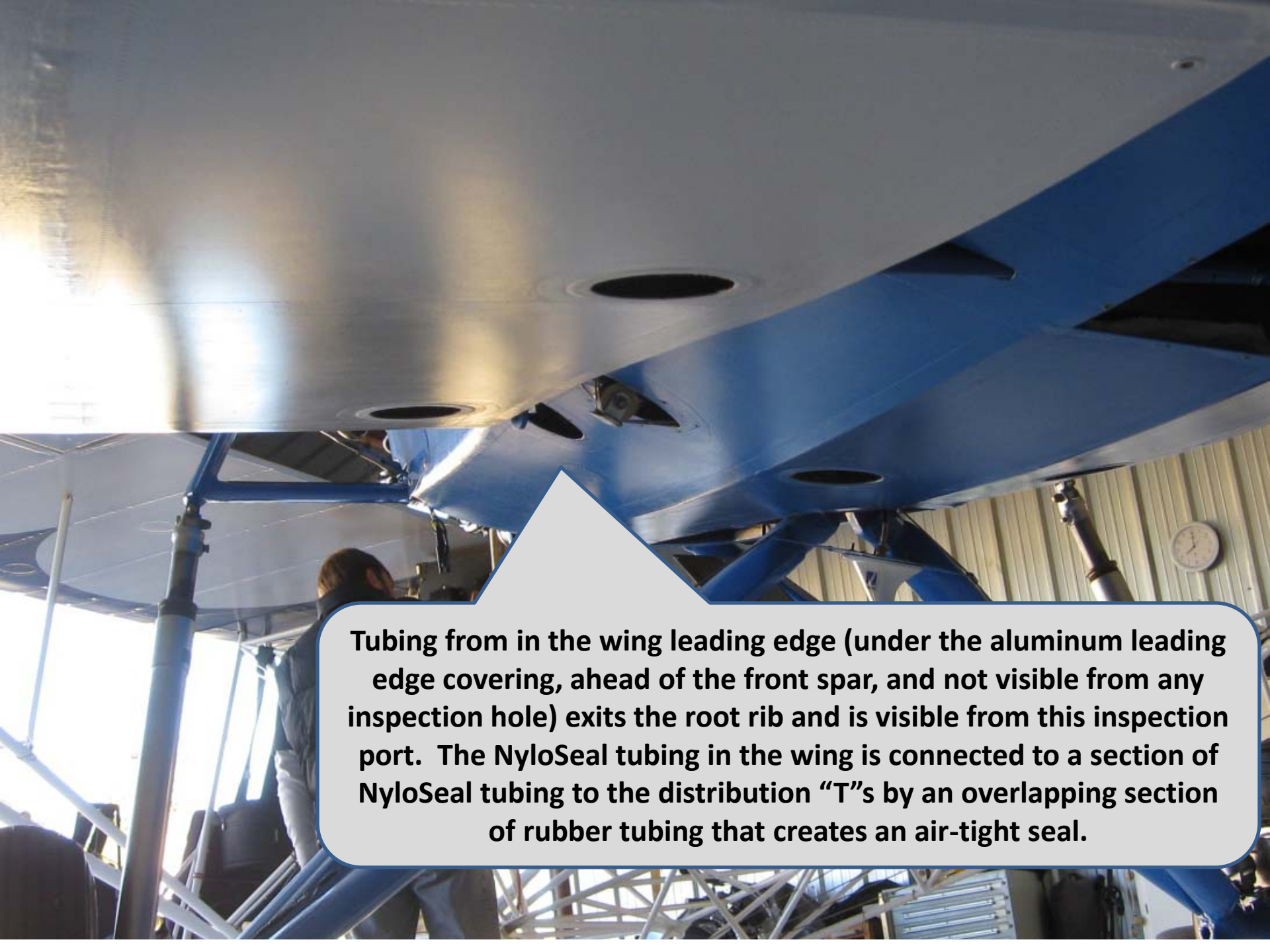
The image shows a close-up of an aircraft wing's leading edge, which is painted a light yellowish-green. A blue tarp is visible in the lower-left corner. The wing is supported by a wooden truss structure. Two green tubes are connected to the wing. A callout box with a blue border and white background points to the connection point. The text inside the box explains that the tubing is not continuous and is joined by oversized tubing that fits snug to the outside of the lines from the pitot and static ports to the lines in the wing leading edge.

The tubing here is not continuous. It is joined by oversized tubing that fits snug to the outside of the lines from the pitot & static to the lines that are in the wing leading edge.

The tubing in the wing is tied to structural members of the ribs between the forward spar and the leading edge. This section is covered with aluminum and has no inspection holes, so the Nyloseal tubing in this area cannot be replaced.



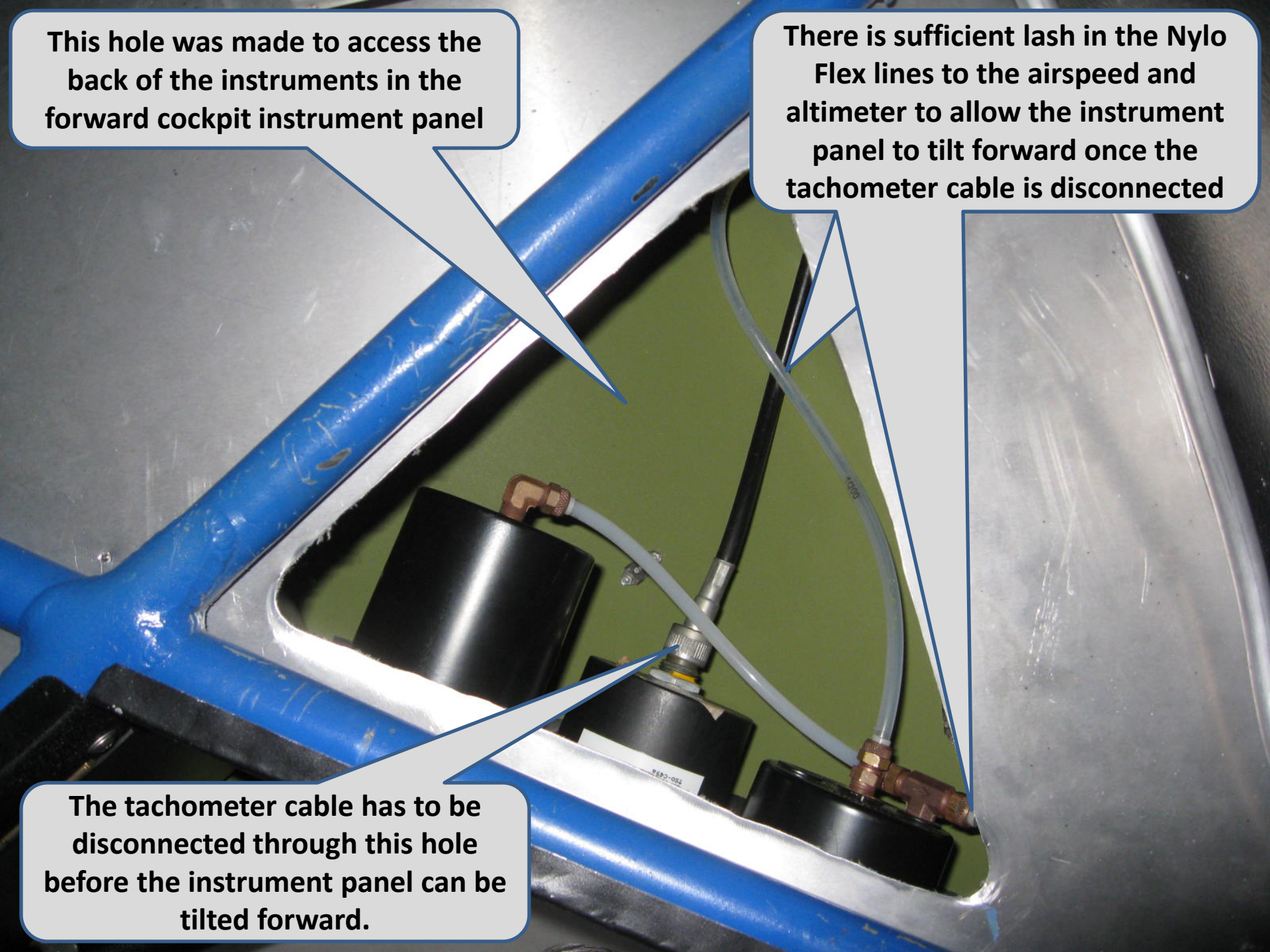


Tubing from in the wing leading edge (under the aluminum leading edge covering, ahead of the front spar, and not visible from any inspection hole) exits the root rib and is visible from this inspection port. The NyloSeal tubing in the wing is connected to a section of NyloSeal tubing to the distribution “T”s by an overlapping section of rubber tubing that creates an air-tight seal.

These are pitot and static lines (NyloFlex) to the aft cockpit instrument panel

These are pitot and static lines (NyloFlex) to the forward cockpit instrument panel

Tubing coming into the bottom of these "T"s I from the lines in wings and is split here to feed forward and aft cockpits



This hole was made to access the back of the instruments in the forward cockpit instrument panel

There is sufficient lash in the Nylo Flex lines to the airspeed and altimeter to allow the instrument panel to tilt forward once the tachometer cable is disconnected

The tachometer cable has to be disconnected through this hole before the instrument panel can be tilted forward.



The panel tilts forward about this piano hinge

If these screws are removed and the tachometer cable disconnected, the panel will tilt forward. (There is a Tinnerman nut plate for the center screw that interferes with the Tachometer as the panel tilts forward, but it can be cleared.)