



## Wing Nut Clecos

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I wasn't aware these beasts were available until my neighbor dropped some off during the construction of my Sonex. I found them invaluable for those areas requiring a high-strength temporary fastener.

They are available in your typical sizes and lengths. Those lent to me were 1/8" and 3/16" diameters, and all were 1" in grip length. You \*might\* be able to get by with the 1/2" grip length, but for the slight difference in price, it's nice to have just a little bit more room available for those tough clamping jobs.

If you're trying to find a vendor for them, you can typically find them by inserting "KWNL" (K\_Wing\_Nut\_Long(?)) in a seller's search function. Most of your typical cleco providers have them - ACS, Wicks, Avery, Yard Store, et al. You might have to search a bit more for the 1" grip length variety, though.



So now that I've provided the product overview, why should you be interested in using them? I used mine primarily to hold the forward & aft fuselage splice plate sections in place. You want a firm joint between the horizontal and vertical parts, and these easily provide the desired tightness. They also come in handy during the assembly of several parts in the aft-most area of the aft fuselage.

Their biggest advantage is in providing secure fastening for the splice plates related to the lower aft fuselage skin. Remember - common advice is to wait until riveting the lower skin in place until literally the day before, or the day \*of\* your airworthiness inspection. As a result, you need a strong joint in order to prevent fuselage stresses during that taxi around the front yard, first engine start, heavy leaning over the side rails, etc.

I had 4 of each size; there were a few times when I wished I had 8.