

No: 000319

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By: FLC

Date: 06-04-83

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Send To: 902 LOWER WING KIT

C \* MULTIPLE LETTER MAILING \*  
U  
S SEE FIRST LETTER FOR  
T NAME AND ADDRESS.

Subject: INSTALLATION OF WING  
LEADING EDGES ON EAGLE II  
AIRCRAFT

The leading edges of the wings of the Eagle II aircraft are covered with a thin aluminum sheet which extends from the top rear face of the front spar around the noses of the ribs to the bottom rear face of the spar. The cover is attached with cement-coated nails to the filler strips which are glued to the top and bottom surfaces of the spar between the ribs. The installation of the leading edge cover is depicted in the lower view of the enclosed copy of Engineering Sketch X-90168.

The wrap-around length of the covered area from the top of the spar to the bottom will vary from aircraft to aircraft due to variations in the contour of the noses of the wing ribs and the position of the ribs on the spar. In addition, the wrap-around width of the cover and the location of the central bend in the cover will vary with normal manufacturing tolerances. As a result of these variations, when the cover is installed its upper and lower edges may or may not extend beyond the rear face of the spar on both the top and the bottom. The cover installation procedures in the 902 and 903 product manuals do not presently account for this variation.

Prior to gluing the filler strips in place on the top and bottom surfaces of the front spars, builders should make a trial installation of the leading edge covers to verify that the edges of the cover will extend far enough aft on the top and bottom to overhang the rear face of the front spar. Leading edge clamps or other devices should be used to ensure that the cover is held in its proper position when making this observation.

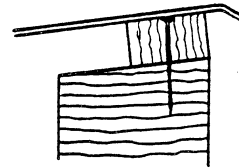
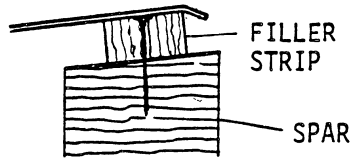
Normally the rear edges of the cover will extend slightly aft of the rear face of the spar at both the top and the bottom, and the filler strips can be located with their rear edges flush with the rear face of the spar as depicted in the upper right view on the enclosed sketch. If the rear edges of the cover do not extend beyond the rear face of the spar, the filler strips must be positioned sufficiently forward of the aft face of the spar to allow the bent lip at the edge of the cover to overhang the rear corner of the filler. This arrangement is depicted in the upper left view on the enclosed sketch.

This change in the upper and lower wing construction procedures will be included in the product manuals supplied with all 902 and 903 Wing Kits shipped on or after July 1, 1983.

ENCLOSURES: ENGINEERING SKETCH X-90168

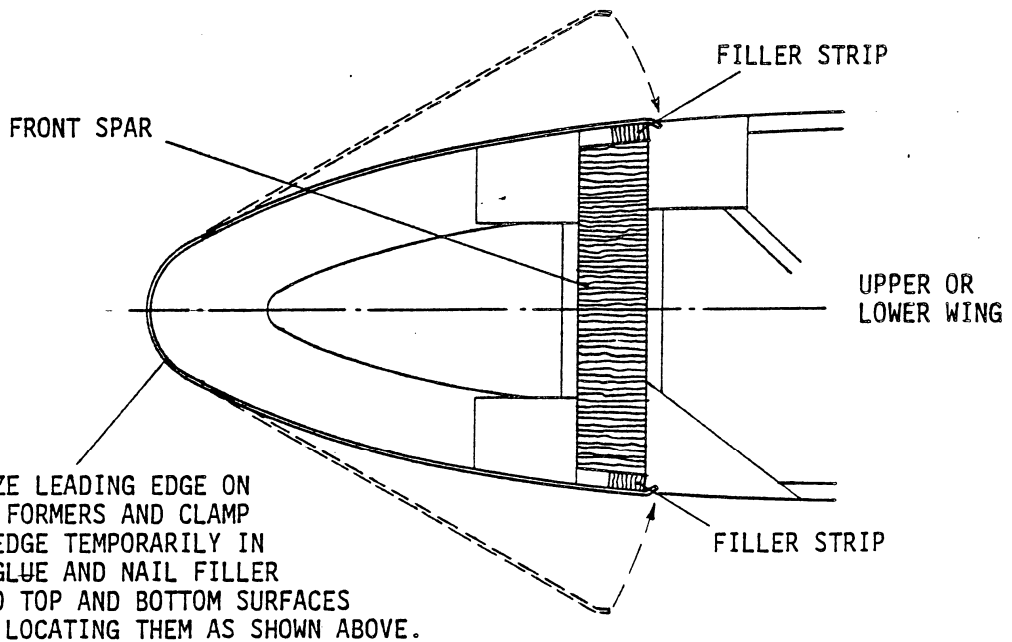
LEADING EDGE NOT LONG ENOUGH  
TO OVERHANG REAR FACE OF SPAR

LEADING EDGE WHICH OVERHANGS  
REAR FACE OF SPAR


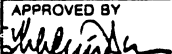


POSITION FILLER STRIP FORWARD  
OF AFT FACE OF SPAR TO ALLOW  
BENT LIP OF LEADING EDGE TO  
OVERHANG FILLER STRIP.

POSITION AFT EDGE OF FILLER  
STRIP FLUSH WITH AFT FACE OF  
SPAR. EXCESS LEADING EDGE  
OVERHANG IS OF NO CONSEQUENCE.



CENTRALIZE LEADING EDGE ON  
RIB NOSE FORMERS AND CLAMP  
LEADING EDGE TEMPORARILY IN  
PLACE. GLUE AND NAIL FILLER  
STRIPS TO TOP AND BOTTOM SURFACES  
OF SPAR, LOCATING THEM AS SHOWN ABOVE.

<b>UNLESS OTHERWISE SPECIFIED:</b>  TOLERANCES: FRAC. ± 1/64 DEC. XXX ± .005 ANGLES ± 0° 30'  DIMENSIONS IN INCHES DO NOT SCALE DRAWING	MATERIAL AND CONDITION NOTED			 CHRISTEN INDUSTRIES HOLLISTER, CALIFORNIA  <b>ENGINEERING SKETCH</b>		
	FINISH NONE					
	DRAWN BY I. CLEDE	DATE 6-2-83	PROJECT EAGLE II AIRCRAFT	TITLE LEADING EDGE INSTALLATION		
	APPROVED BY 	DATE 6-2-83		CODE PA	NO. X- 90168	ISSUE