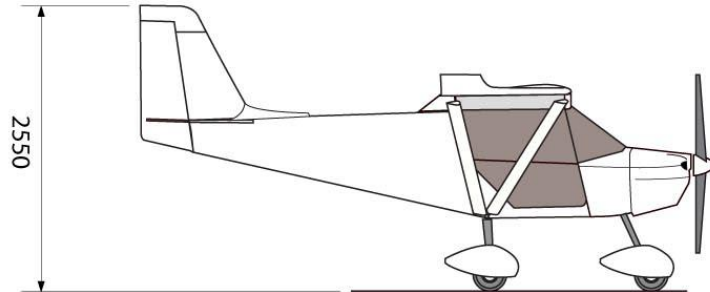


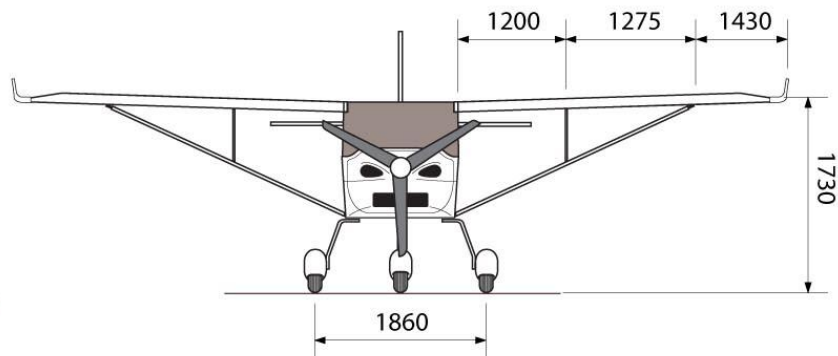
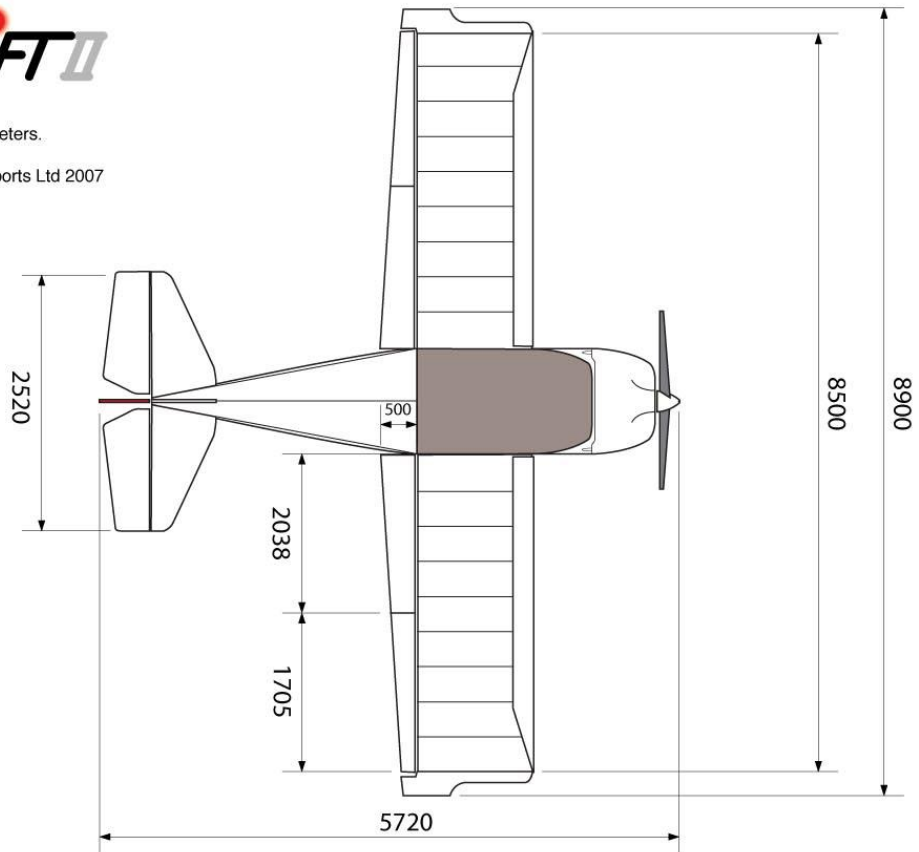
Swift 2 Build manual

Issue 0.4



SKYRANGER
SWIFT II

Do not scale.
All dimensions in millimeters.
Drawing: 09 01 2007
Copyright: Flylight Airsports Ltd 2007



FL
FLYLIGHT

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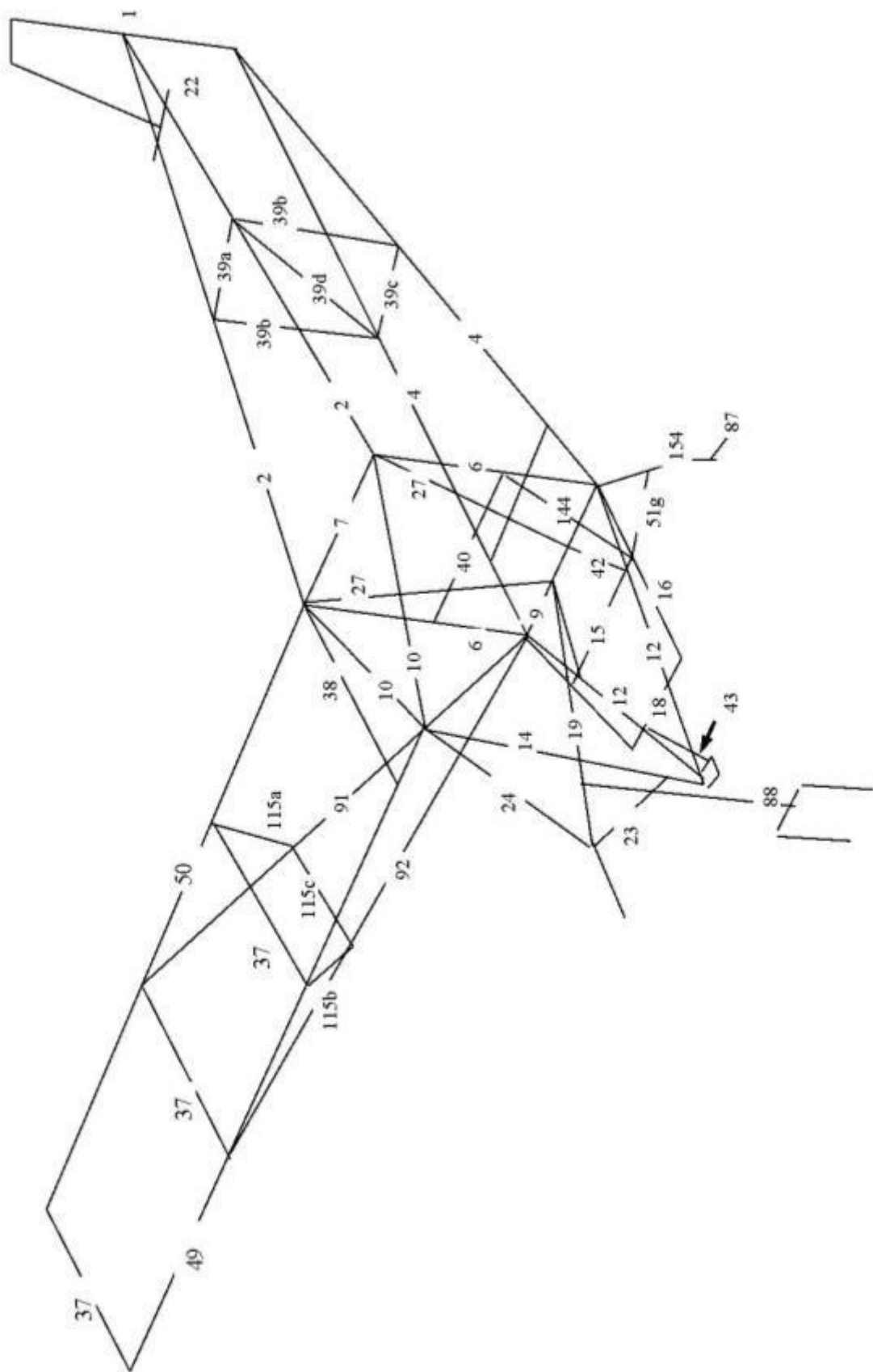


Figure 1 tube numbering scheme.

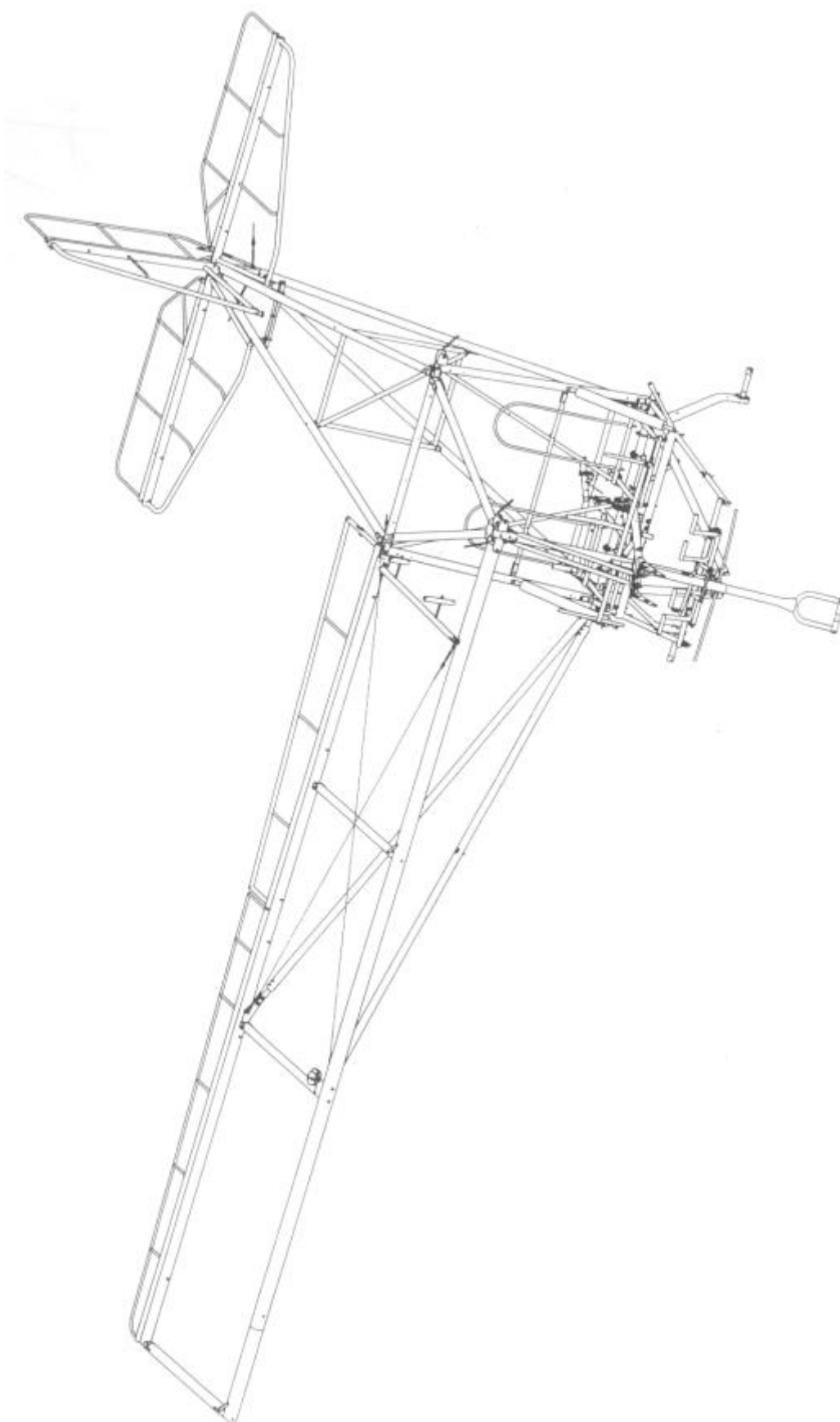


Figure 2 Basic frame



Figure 3 uncovered Skeyranger frame.

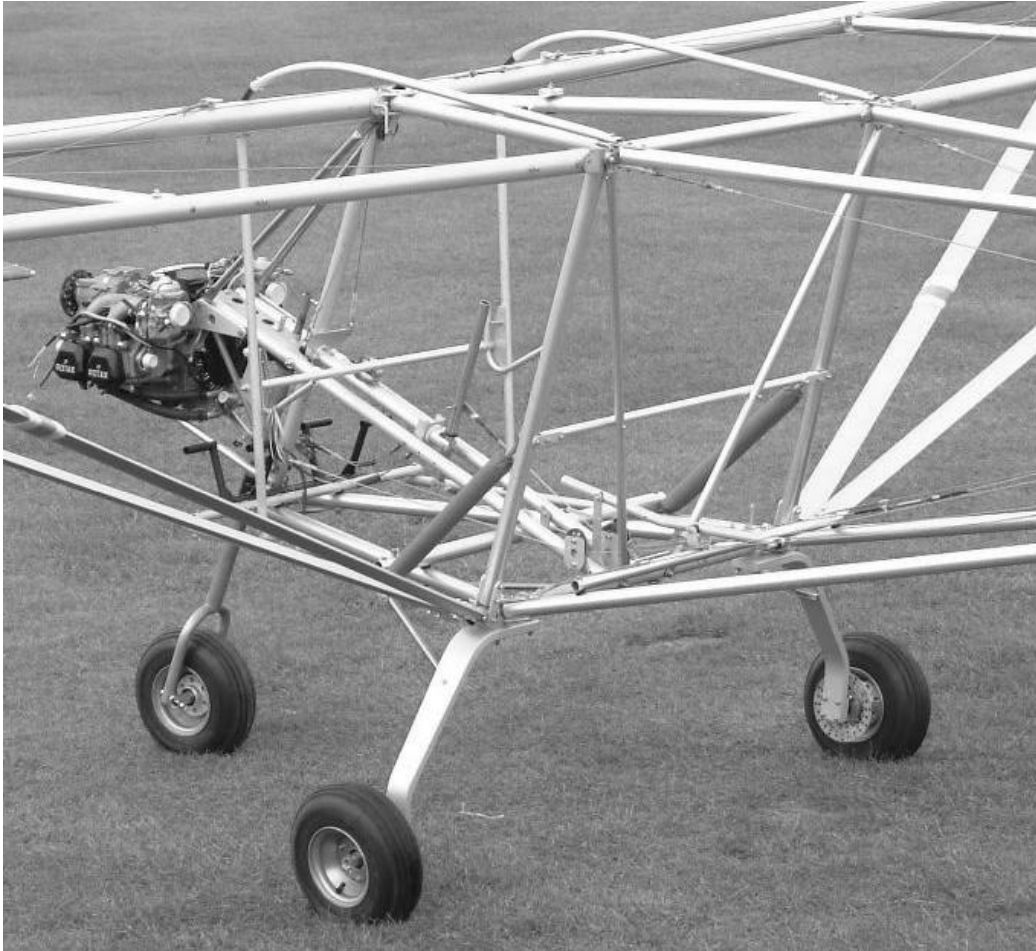


Figure 4; uncovered forward fuselage.



Figure 5; simply assemble thus...

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1 Introduction

1.1 *How to Build Your Aircraft*

Building the Skyranger is a fairly straightforward process, but it can be made much more difficult than necessary if one basic rule is not followed:

READ THE INSTRUCTIONS!



Figure 6. A rare sight, but essential for successful building (the manual that is, not Rob)!

1.1.2 The Build Manual

Reading the whole manual before starting is suggested. Reading ahead by at least the section being worked upon, as each section is reached, is recommended. Reading the instructions for the components under your spanners is essential! It is remarkable how often the instructions are over-looked or misread, remembering that you are going to fly in your finished aircraft!

Instructions, however, are never as good as they could be, and so corrections and suggestions for improving the instructions are welcome, preferably in writing by email. These can then be included in future updates of the manuals.

If you have errata or receive updates to the manual, mark these immediately in your copy of the manual so that you do not forget them when you reach that stage.

An electronic copy of the build manual is available on request via dropbox, and any updates will be published there as soon as they are made.

Don't rush things, work carefully, and don't forget to enjoy building your aeroplane!

1.1.3 In case of difficulty

If you cannot find a part, ensure that you have determined what it looks like, and that it is not already attached to a sub-assembly in the area you are working on. Often parts are hidden by the packaging, or lurking in the bottom of a box of bits in the corner of the garage, rather than being missing from the kit.

If you have a problem that you cannot resolve by a careful read of the instructions with the appropriate parts in front of you please have a look in the Skyranger internet discussion group, send an email, or if all else fails ring:

01604 494459

Note that most enquiries can be answered by a careful read of the manual, so do give it some thought before calling.

Email is preferred and more convenient than the telephone, as it makes it simple to communicate answers to other builders and allows time for a better more researched reply to your questions. Please use paul@flylight.co.uk



Figure 7 We await your call on the Flylight Hotline! – but consider email please!

1.1.4 Photographs

The manual has lots of drawings and photographs to help you build your aeroplane. The photographs are chosen to illustrate each point, but often include other areas of the aeroplane in the background. However, due to the number of modifications made during the UK certification phase you should be cautious about assuming that background items are shown as they should be on UK specification aircraft.

1.2 The BMAA Homebuilt Aircraft System

Before starting the build of your Skyranger you must register the project with the BMAA. The required forms are downloadable from the BMAA website at **www.bmaa.org**, go to the Technical Information section, click on Forms, and download form BMAA/AW/022.

An example form for a Skyranger fitted with a Rotax 912UL and standard Kiev prop 273 is shown towards the end of this manual.

You will have to find a BMAA Inspector to oversee the project. A list of Inspectors is available from the BMAA if required. Fill in the form with information about your aircraft and Inspector.

Send this form, along with the certificate of conformance for the aircraft, engine and propeller, with the current fee to the BMAA.

The BMAA will then register the project and issue you with a project number. They will send you a pack of paperwork with information about building a BMAA homebuilt, and a stage inspection form to be completed during the build by yourself and your Inspector.

Please read all the paperwork that the BMAA send you when you receive it – this may prevent stress later!

You can also register the aircraft with the CAA and order registration letters (available from Flylight) to save time later.

Your Inspector is required to visit prior to commencing any real building to inspect your workshop and the kit. This forms the first stage inspection.

Your Inspector has to sign off several key stages of the build. Get his signature on the form at the time, just in case! He can be a very useful source of knowledge and advice, and should be your 'mentor' during the build. Also, a second pair of eyes and an experienced mind can often solve problems for you in an instant.

Inspectors will vary somewhat in their likes and dislikes, and so requirements may vary from what you may consider to be adequate. It is best to listen to your inspector's views, but in case of specific queries either you or your inspector may contact Flylight or the BMAA directly to discuss matters.

Please respect the stage inspections and do not present him with a fully built aircraft for the first visit! It is not his fault if you have to undo a lot of building to make right something that should have been checked in a stage inspection before continuing further. If there is a delay in having an inspection it is better to get on with building bits and pieces like wheels and wing frames than to continue adding to the main assemblies.

When your aircraft is complete and to your Inspector's satisfaction, the completed stage inspection form is sent to the BMAA. Also required to be sent at the same time is the Engine Installation Check Sheet (either the Rotax version or the generic BMAA version for non-Rotax engines). These details tests required to ensure correct installation and set up of the engine, such as the fuel-flow test described towards the end of this manual. Again your inspector has to witness the tests and sign the form.

The BMAA will then process the paperwork and raise a BMAA AW029 giving permission to test fly, along with a draft MAAN (Microlight Aircraft Approval Note) for

specific clearance and flight testing of your aircraft. This will require checking and returning to the BMAA for an authorisation signature to make it valid.

Initially your aircraft must be flown by a BMAA Test Pilot, or a specially authorised check pilot. He/She will fly the aircraft to the flight test schedule to ensure that your aircraft is set up and flying as it should. You can accompany them for the flight tests as observer / secretary. When the aircraft is flying satisfactorily (some trimming / adjustments may be required), then if you have suitable experience you may fly the aircraft. 5 hours of flying are required to prove reliability and debug the aircraft, before an application can be made for a full permit to fly. Whilst waiting for this to arrive you are normally permitted to fly the aircraft, continuing to obey the restrictions of the test flying clearance contained in the AW029.

If you are the first with a new engine or propeller type, or have made any major modifications to your aircraft, then 25 hours of reliability testing are usually required. If you plan any modifications then it is essential that the BMAA is informed at the beginning of the project, so that a technical investigation can be made and approval for you to go ahead can be given.

It is likely that you are keen to begin construction, and are waiting impatiently for the paperwork and your inspector to allow you to do so. However, this short delay can be used very productively to familiarise yourself with the instructions and the components, and prepare them for use.

1.2.1 Modifications

You may desire to install equipment such as a radio, strobes etc.. These will constitute modifications to the standard aircraft and therefore must be done in accordance with BMAA procedures. Details of the most common modifications are included in the TIL's, and Standard Minor Mods (SMM) available on the BMAA website (www.bmaa.org) . If these are done at the time of construction no additional modification fees are payable.

For modifications not covered by the TIL's, or SMM's, it is probably better to complete the standard aircraft and commence flying before proceeding with the modification. This is because non-standard modifications will introduce complexity and delays into getting you aircraft flying, and so these are best done at leisure when you already have your aircraft in the air.

Note that the Skyranger succeeds in providing a capable aeroplane at an excellent price by following the principle of simplicity. Some areas may look basic at first glance, but meet the stringent requirements of BCAR Section S without adding cost and weight. Any modifications you make must also meet Section S, but it is up to you how much cost you are willing to bear and where you spend your weight. However, increased cost and less fuel carrying capacity are difficult to avoid.

Do not begin any modifications without first speaking to your inspector, the BMAA, or Flylight Airports.

1.3 General Assembly Notes

Before starting to assemble anything, read the whole of this manual to get an overall impression of the order and methods of assembly. The sequence of construction is the one used to build the importer's aircraft, and should be adhered to. If you wish to change the sequence, you may find difficulty in fitting other parts later, so read ahead carefully to determine the effects of your changes. Flylight Airsports cannot advise on, nor be responsible for, the consequences of not following the instructions, as if we have not tried something we cannot comment upon it with any experience.

1.3.1 Unpacking

To familiarise yourself with the kit components it is useful to unpack the kit and sort it into groups for each assembly stage, such as wing parts, fuselage parts, undercarriage etc.. Do this in conjunction with the packing list and the instruction manual to determine that you have all the required parts.

If you cannot find a part, check under the packaging on related assemblies, and make sure you know what it is that you are looking for, as parts may be rolled up or transported inside other parts. For instance smaller tubes may be slid inside larger ones.

Don't forget to check **all** the boxes, in case you've put a box aside somewhere. Some small parts may be hidden within packaging foam 'snow' in the bottom of boxes, so don't throw any boxes or packaging away until you have ascertained for certain that you have all the parts – we have stories of unloading skips to retrieve parts that have gone with the rubbish!

We also pack some parts in the engine box – so remember to look in there.

This may all sound obvious, but we know from past experience that even big parts like propellers can be thought missing when they are there all the time!

1.3.2 Initial assembly with non locking nuts

During initial assembly it may be helpful to use wing nuts or normal nuts (wing nuts are preferred as they are more obvious and less likely to be forgotten!) rather than Nyloc nuts for test fitting pieces, or on pieces which need to be removed later to fit the coverings or other parts. Alternatively, only tighten the Nyloc nuts up to the Nyloc section until ready to apply threadlock and tighten properly.

1.3.3 Assembly

If in doubt about a part, or an assembly, read ahead and pay particular attention to drawings and photographs. Note that the direction of bolts (up/down, pointing forwards/backwards) may differ between drawings and photographs. Normally, the bolts will be inserted from the top or the front, unless other considerations apply, such as coverings or access.

Remember to replace any non locking nuts with Nyloc nuts before final assembly, and also:

REMEMBER TO USE LOCTITE 243 ON ALL NUTS.

This is usually available from your local fastenings company, look them up in the Yellow Pages under "Fixings and Fasteners", and you will never be stuck for nuts and bolts again!

Loctite should be used very sparingly. A common mistake is to overuse it. Loctite smeared over the outside of fasteners acts as a corrosive agent. Any surplus should be immediately removed with a soft cloth.

A good tip is to paint a red stripe across the nut and bolt end after final tightening. This way it will be easy to inspect and spot any nuts not finally tightened.

1.3.4 Main tools needed for assembly

Spanners and sockets in the range of: 6, 7, 8, 10, 12, 13, 14, 17mm

Allen keys: 4, 6, 8mm

Metal saw

Drill and bits for metal

Rivet pliers

Cutting pliers

General pliers

Screwdrivers, flat and cross-head

Hammers, metal and rubber/plastic

Mouse tail file with diameter less than 6mm

Flat file

Engineers Rule

Tape measure

6mm reamer (desirable)

Wire-locking pliers (desirable)

Cleco's or Skin pins for 4mm holes

Dremel Multi tool or equivalent small cutting / sanding tool

Soft faced clamps

Rivnut installation tool and 4 and 5mm Rivnuts (these can be really useful to make a tidier alternative to nuts or captive nuts on things like instrument panel fixings)

1.3.5 Products needed for assembly

Loctite 243, to be used on all bolts

Silicon grease

Oil for general use

Oil for engine and gearbox, see engine documents

Epoxy adhesive (Araldite or similar)

Lock-wire

1.3.6 Holes

All the holes have been drilled to a high accuracy, however it may sometimes be necessary to use a round file or reamer to ease the insertion of some bolts. Be careful not to make a hole too large however, sometimes all that is required is to loosen other bolts nearby, or to apply pressure to some other part. Generally bolts should not be tightened up until all the parts in a particular sub-assembly are assembled, to avoid the common problem of the final bolt not fitting!

1.3.7 Washers

Metal washers should be used to prevent scratching of the surface as a nut is tightened.

Nylon washers, or similar plastic washers, should be used to:

- a) fill spaces between parts, such as between tubes and U-brackets
- b) avoid friction between two moving metal parts, such as the stick and its supporting bracket
- c) avoid contact between parts of different materials, especially stainless-steel and aluminium

The final point above is primarily to prevent the hard steel wearing through the soft aluminium due to vibration, rather than for electrolytic reasons, as the bolt passing through both materials will still complete the electrical connection.

1.3.8 Saddle washers

Normally they are shown on the drawings and photos.

Generally they are used between two crossed tubes or between a tube and a flat bracket.

Take care not to over tighten bolts which pass through plastic saddle washers as you may cause them to split.

1.3.9 Nuts and washers

Standard nuts and washers in the main kit are metric zinc plated steel. An acceptable alternative is to use A2 stainless nuts and washers. These can be purchased from a fastener supplier for relatively low cost and provide protection from corrosion. Note that bolts supplied are a mix of 8.8, 10.9 and 12.9 and Eastern European Mil spec and some smaller bolts are stainless steel. These may NOT be changed for other specification or to stainless steel as strength, malleability and dissimilar metal corrosion can be problems.

1.3.10 Bolts

Generally all bolts should bear on their unthreaded lengths, not on the threaded portions.

It is also important that nuts are not screwed on so far as to become 'thread bound' by reaching the limit of the threaded portion. You can use an extra washer or two to adjust the effective length and prevent this where required.

Turn nuts, not bolts whenever possible, when tightening, as this may damage the plating and encourage corrosion. Washers are only needed under nuts to allow them to be turned, whereas bolt heads should not be turned.

Do not over-tighten bolts, avoid deformation of tubes or brackets.

IMPORTANT: tubes must not be visibly deformed.

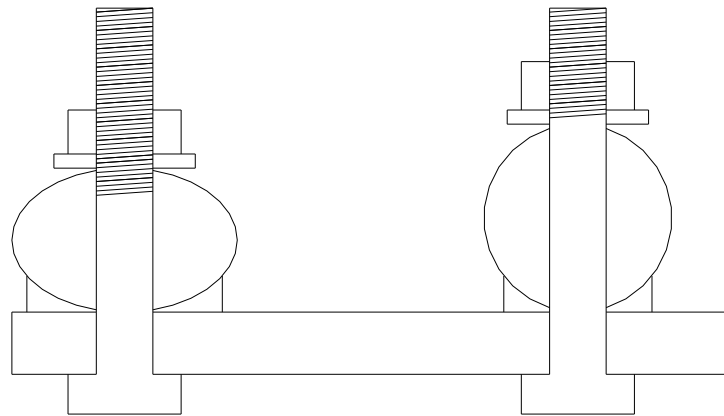


Figure 8 Left - WRONG – squashed tube, thread in tube. Right – RIGHT – tube still round, thread stops in washer(s).

Every wing nut has to be fastened by a security ring or aviation ‘nappy pin’.

Nyloc nuts should be used only once.

When cutting bolts short, a minimum of two threads should protrude from the nut.

Paint the cut end to prevent rusting.

Bolts subject to rotation should be drilled and locked with a split pin. Examples include stick pivot bolt, torque-tube pivot bolt, rudder link bolts.

1.3.11 Wire-locking

Certain parts require securing with lock-wire, such as engine bolts and turnbuckles. If you have not done this before, discuss how to do it with your inspector. A basic guide to wire-locking bolts and turnbuckles is included at the end of this manual.

1.3.12 Stainless-steel parts

A number of tubes have flattened steel end-fittings which may require slight “tweaks” to align them as required. This should be done carefully in a vice, with wooden jaw pieces to protect the surfaces.

Avoid bending the parts back and forth repeatedly, and avoid bending them at the hole position.

The finish on the stainless-steel parts is quite varied. If desired these parts can be polished to a shiny finish, although those positioned in the pilot’s line of sight may be covered in anti-reflection black coatings or plastic sleeving if desired. Scotchbrite pads can be used to provide a pleasing, even, cosmetic finish.

1.3.13 Coverings

Handle the coverings with care, pay attention to the risk of bolt heads, corners and reinforcements/stiffeners damaging the covering as it is put on.

Dacron coverings need care to avoid getting dirty and becoming stained. Keep your hands and tools clean and oil-free when working with or near these coverings.

You can remove most dirty marks on Dacron with a sponge soaked with tepid water and a mild detergent, followed by rinsing using only tepid water.

1.3.14 Part numbering

Numbers in bold italics refer to a part number, either as shown on the relevant drawing or a universal part number with a prefix. Prefixes refer to the following:

<i>tu</i>	tube
<i>tual</i>	aluminium tube
<i>tuac</i>	steel (acier in French) tube
<i>u</i>	U-bracket
<i>ual</i>	aluminium U-bracket
<i>me</i>	metal plate piece
<i>meal</i>	aluminium metal plate piece
<i>meac</i>	steel (acier) metal plate piece
<i>ca</i>	cable, wire rope

The material-type part of the number is not always used.

During assembly follow the drawings and photographs corresponding to the text.

1.3.15 Drilling and cutting

When drilling holes or cutting parts be very careful to measure and mark the correct positions. Check these a second time before proceeding to cut or drill.

The old adage of measure twice, cut once still applies!

Otherwise, you won't be the first to ring up to order a new bit, having chopped something too short!

If you find a part which you think is wrong, in terms of size etc., be very sure that this is so before cutting or drilling etc. to correct the problem. For instance, over-long bolts may have extra parts to be fitted later. Leave irreversible actions until the end of the build!

When drilling holes in metal, use a centre punch to prevent the drill wandering, and start with a small pilot drill working up to the required hole size.

It can be useful to use masking tape on fibreglass gel surfaces to help prevent cracking, and to reduce the risk of marking the surface if the drill should slip.

1.4 Finish

All Aluminium parts are supplied anodised or powder coated. Do not be alarmed if some marks are present in the finish of the tubular parts, this is a result of the suspension method at the anodising plant. You may also notice areas on tubing that may appear to have fine sanding marks. This is done prior to the anodising process to polish out any small scratches. It is also not unusual to find small areas of silver paint applied at the final stage over any small remaining marks prior to leaving the factory. Some light scuff marks may be present as a result of storage and transit.

This is normal. Deep scratches or dents are not acceptable – ask you inspector for advice, and refer the problem to the importer.

Aluminium plate parts may be painted to improve their cosmetic appearance if desired. Use a Scotchbrite pad or lightly sand with fine wet and dry before using a suitable aluminium primer and top coat. Ensure that all painting operations result in a thin covering that will not hide defects from inspection.

Steel components are all supplied plated and / or powder coated, for corrosion resistance. Again they may be painted for extra protection or cosmetic reasons if desired.

Further protection from corrosion can be beneficial for longevity, and to resist the ravages of operation near the sea or storage in damp hangars. Aluminium and steel parts can be treated with corrosion protection products such as the excellent ACF50. This should be squirted in all tube ends and around fittings and applied to the outside with a soft cloth. An initial thorough application before covering is recommended (don't do this if you have Dacron covers that you intend to paint), followed by periodic repeat application.

'Wax oil' or similar propriety products may also be used inside tubes and around fittings.

Glassfibre fairing parts are supplied in a white finish. This can be polished with T cut or similar to a high sheen. Alternatively they can be painted, but avoid using dark colours as strong sun can generate high temperatures that will soften the glass fibre. None of the fairings carry structural loads so this does not have any safety implications, but this may result in cosmetic damage in the form of permanent distortion / waves in the fairings.

Self adhesive vinyl graphics may be applied, but again avoid large areas of dark colour.

Dacron coverings may be lacquered with a special process using Automotive Polyester or Acrylic Lacquer mixed with a flex agent. Refer to the importer for more information. Advantages are stronger colours and a sealed shiny finish which allows oil etc to be wiped off without leaving marks. Disadvantages include extra weight and the loss of the ability for the coverings to be re-used in the event of removal for damage repair.

Xlam coverings can be decorated with Vinyl graphics. Take care to degrease the surfaces prior to application and use good quality Vinyl with good adhesive properties. Application in low temperatures is to be avoided, and some work with a heat gun and application of pressure will be required to work the Vinyl into the weave and stitching to ensure good long term adhesion. Seek specific advice before application.

1.5 Weight

The UK Spec Microlight version Skyranger 2 in standard long wing specification with Dacron coverings, Rotax 912 and standard instrument fit has been found to have a reference weight of approximately 250kg. The Swift 2 airframe is approximately 1.5 Kg lighter. Options such as Xlam coverings, wheel spats, spinner, carpet, baggage hammock etc will have a weight penalty. Painting metal parts, cowlings and applying lacquer to the coverings will have a weight penalty. Additional avionics or strobes are also surprisingly heavy.

Refer to the Homebuilt Aircraft Data Sheet (HADS) or the BMAA for further information on the rules regarding weight for this class of aircraft.

Below is an approximate guide to the weight of specific options:

Xlam coverings	+1.5Kg
Wheel spat kit	+ 4.0Kg
Wingtip fairings (standard type)	+ 1.5Kg
Wingtip fairings – winglet type	+ 2.0Kg
Baggage hammock	+ 1.5Kg
Carb heat (912 engines)	+0.7Kg
Heater option	+1.3Kg
2 piece doors	+0.5Kg
Quick adjust seat kit (per seat)	+0.5Kg
Composite seat option	+1.0Kg
912ULS engine (inc slipper clutch and large starter)	+3.0Kg
External filler and large balance pipe kit	+ 1.0Kg
Cabin Carpet set	+1.5 Kg
Wing fold kit (excludes items removable for flight)	+1.0Kg
Light pack option	- 3.5Kg

If a total aircraft parachute recovery system is fitted, then the max permitted MTOW for Microlight operation rises to 472.5Kg. These systems can typically be installed for around 12 - 15kg, allowing the remainder of the allowance to be used for payload, or additional fixed items.

Weight is surprisingly cumulative and dividends will be gained by ‘thinking light’ during every stage of the build. The benefits of an aircraft kept well under the maximum permitted weight will be better performance and payload capacity.

The Skyranger 2 and Swift 2 are eligible for operation at higher MTOW’s outside of the Microlight class with a few specific modifications. Contact Flylight Airports for more information.

2. Forward Fuselage

Note: During assembly of the fuselage, hand tighten the nuts only as far as the Nyloc section. After the fuselage is complete and you are sure it is correct, you can go back and tighten all of the nuts.

If you wish plain nuts, or even better wing nuts, can be used in the initial construction, to be replaced with Nylocs when the time comes to tighten the nuts up. However, note that it is often beneficial to have the nuts loose anyway, to ease any alignment difficulties.

2.1 Tube Numbering

Refer to these drawings for tube numbers throughout the forward fuselage assembly sequence.

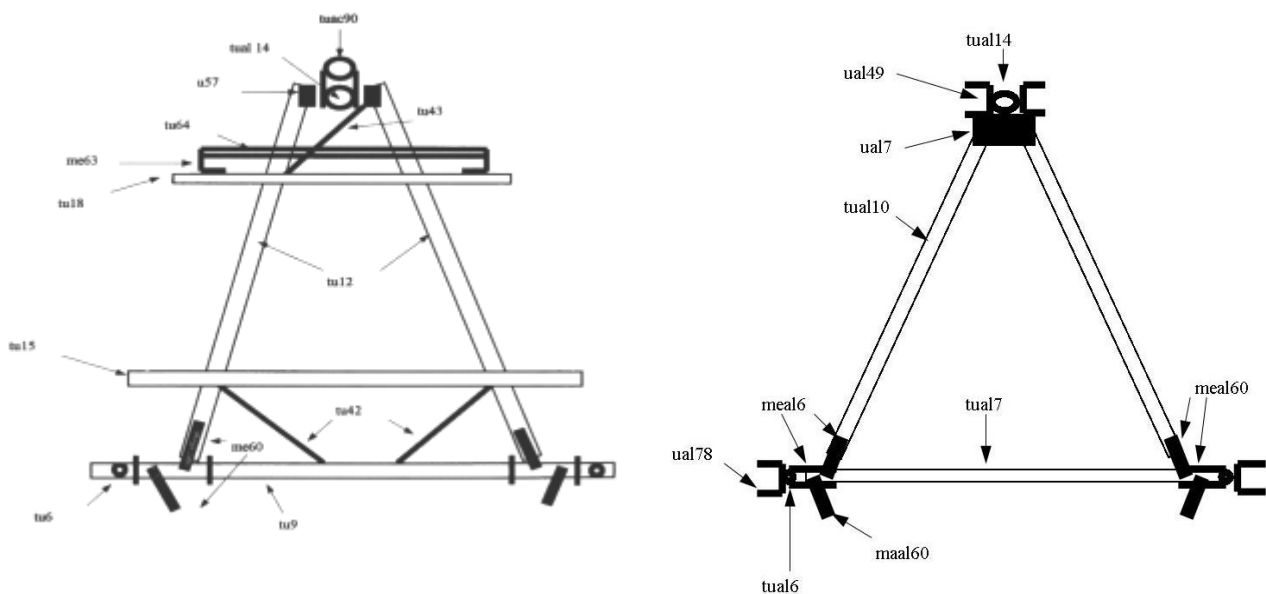


Figure 9 cabin lower and upper triangle tube numbering.

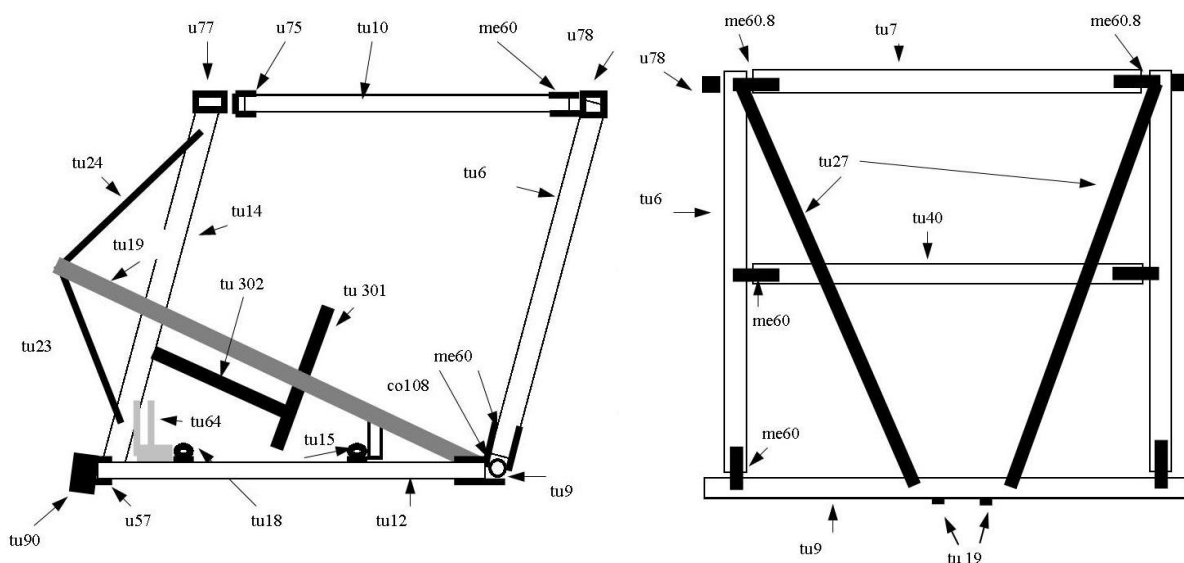


Figure 10 cabin viewed from port side, and rear cabin frame viewed from rear.



Figure 11 forward fuselage from front quarter.

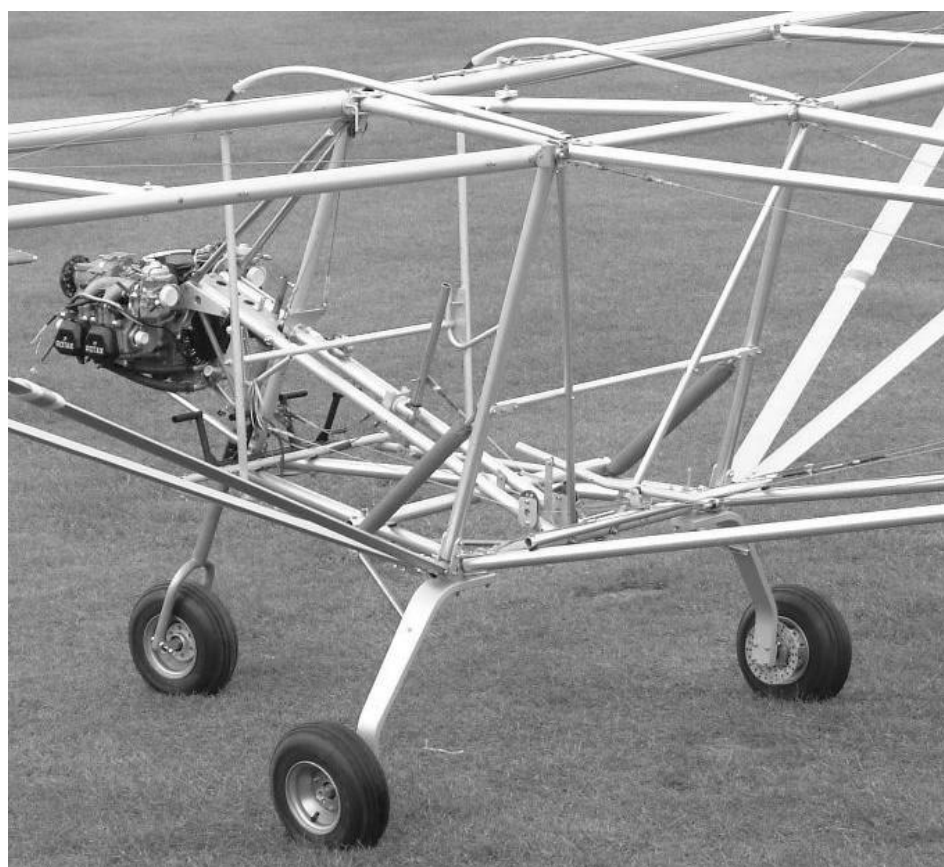
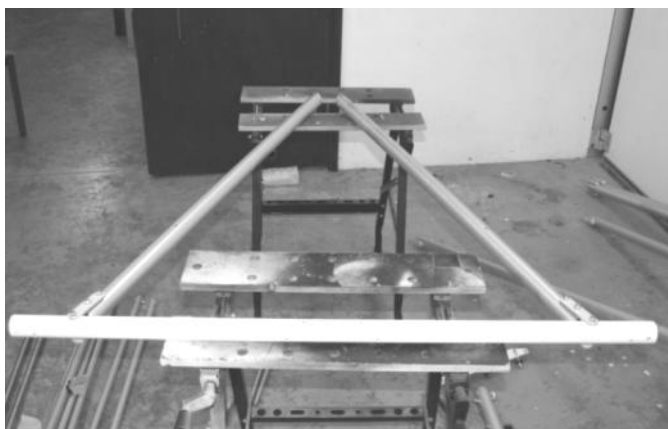
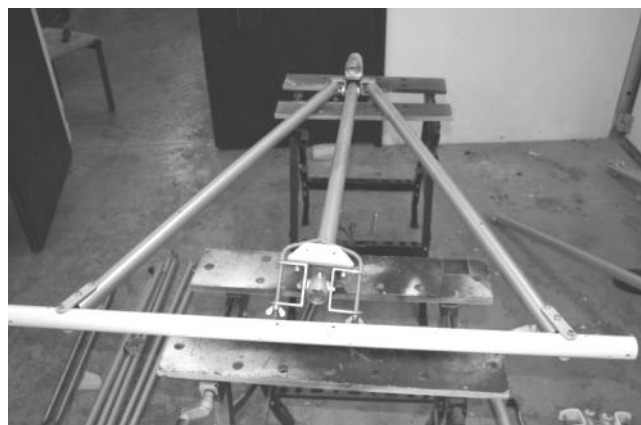


Figure 12 forward fuselage from rear quarter.

2.2 Fuselage frame assembly overview



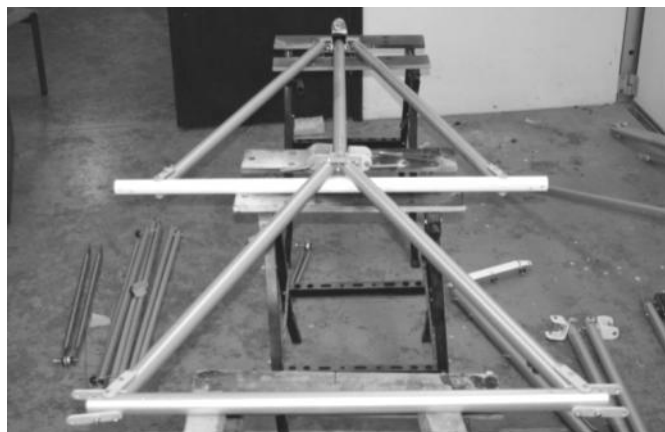
Lower triangle assembly



Attaching TU14



Upper triangle assembly



Attaching upper triangle to TU14



Attaching rear cabin uprights TU6



Attaching Upper triangle to uprights



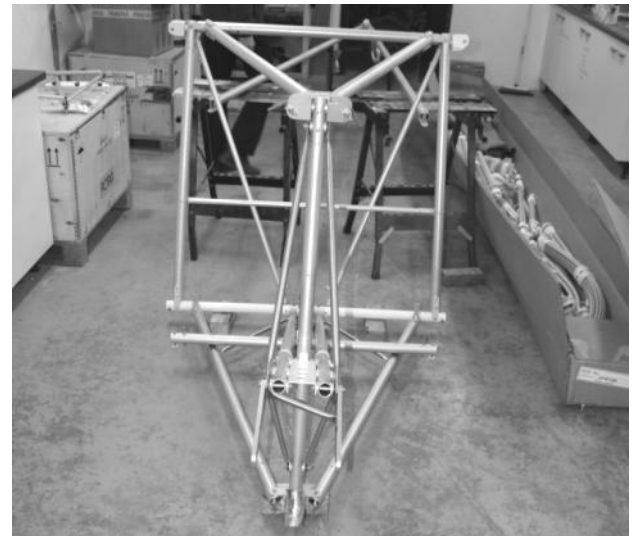
Cabin diagonals TU27 attached



Twin TU19 tubes in position



Front seat support TU15 and braces



Forward engine mount assembly fitted



Assembling tailcone



Tailcone fitted to cabin

Figures 13 – assembly overview

2.3 Lower Cabin Triangle

2.3.1 Orienting the main undercarriage cross-beam **tu9**.

The main undercarriage cross-beam **tu9** is made of steel.

- a) Flip the beam over until satisfied that the holes are in the correct positions.

*The holes in the steel main undercarriage cross-beam **tu9** are drilled at an angle through the beam so that the tail section of the fuselage, which attaches to the third set of holes in from the ends, tilts upwards from the beam whilst the lift-strut attachment bolts, nearest the ends, remain horizontal.*

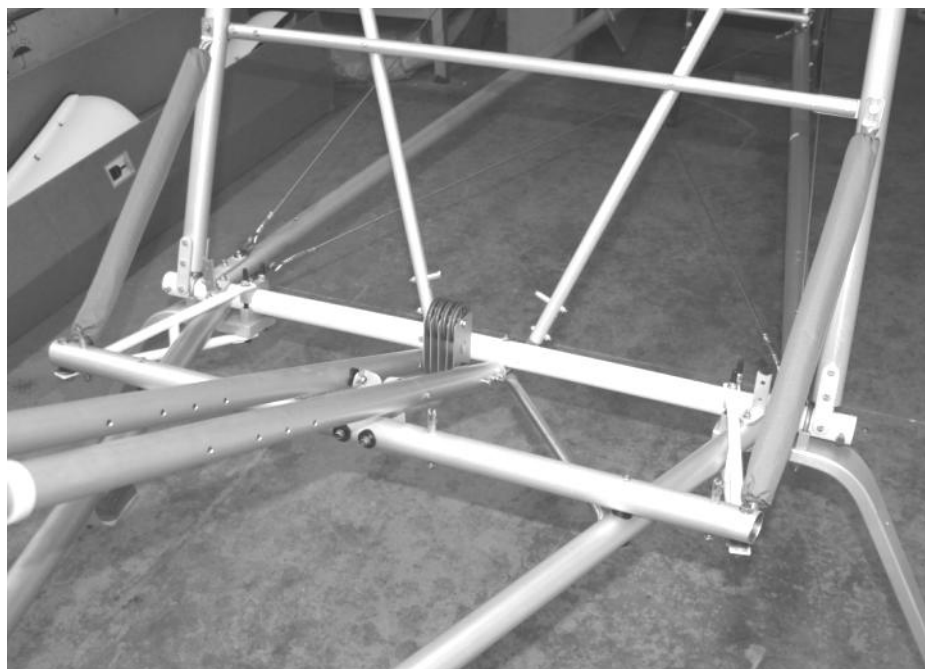


Figure 14 Tu9 (The big white tube), looking from above, front of aircraft to left

2.3.2 Fitting the sides of the lower cabin triangle to the main undercarriage cross-beam.

- a) Assemble the aluminium linking plates **9** onto the pair of lower cabin triangle tubes **tu12**, including the seat support brackets (Figure17)

The linking plates are drilled with three 6mm holes, not at equal intervals. The centre hole is offset away from the single mounting hole. Remember the anti-crush spacers on the bolts (inside the tubes).

The middle bolts have the seat support bracket, an L-shaped piece, on their upper ends, with the upstanding part of the bracket in front of the bolt. A piece of fuel tube may be slit to fit over the support, and secured with silicone sealant, to make a better rest for the seat base later.

The bolts should pass from bottom to top (contrary to the drawing, but as per the photographs), to clear the undercarriage legs later.

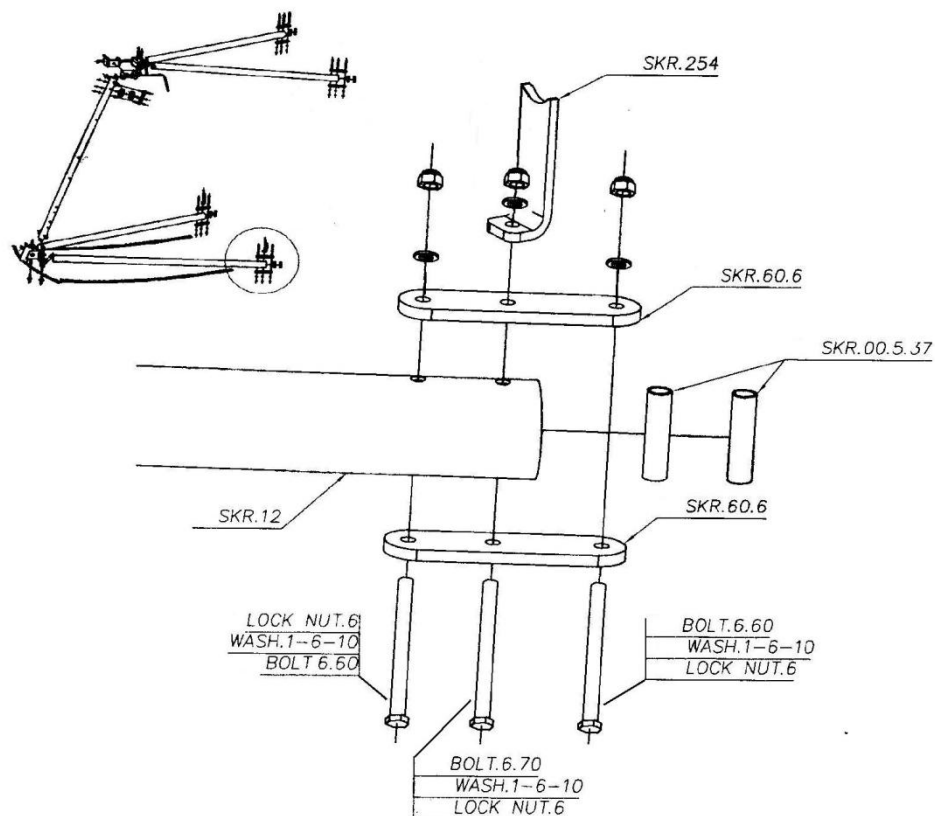


Figure 15 lower cabin triangle, rear of tube tu12 (note, find SKR254 in assembly bag A9)

- b) Assemble the pair of lower cabin triangle tubes **tu12** to the main undercarriage cross-beam **tu9** using the fourth set of holes inwards from the ends of **tu9**.

*The front ends of the lower cabin triangle tubes **tu12** should have the cut-outs on the inside, visible in Figure 19.*

Bolt spacers are not needed in the steel undercarriage tube.

The bolts should pass upwards, to clear the undercarriage legs later.



Figure 16 SKR.12 – 9 liaison

2.3.3 Fitting the front vertical to the lower cabin triangle.



Figure 17 and 18 forward ends of the lower cabin triangle viewed from below and above.

- a) Fix the lower guide **SKR90** for the nose-leg to the lower part of the front vertical **tu14**, between the two U-brackets **SKR76**.

Note these U-brackets are slightly different from those used elsewhere in the kit, with the holes on the side parts further from the end (16mm from the end to the hole centre).

*The front vertical **SKR.14** has a row of three 6mm holes at its upper end (amongst others), and a row of three 8mm holes at the lower end.*

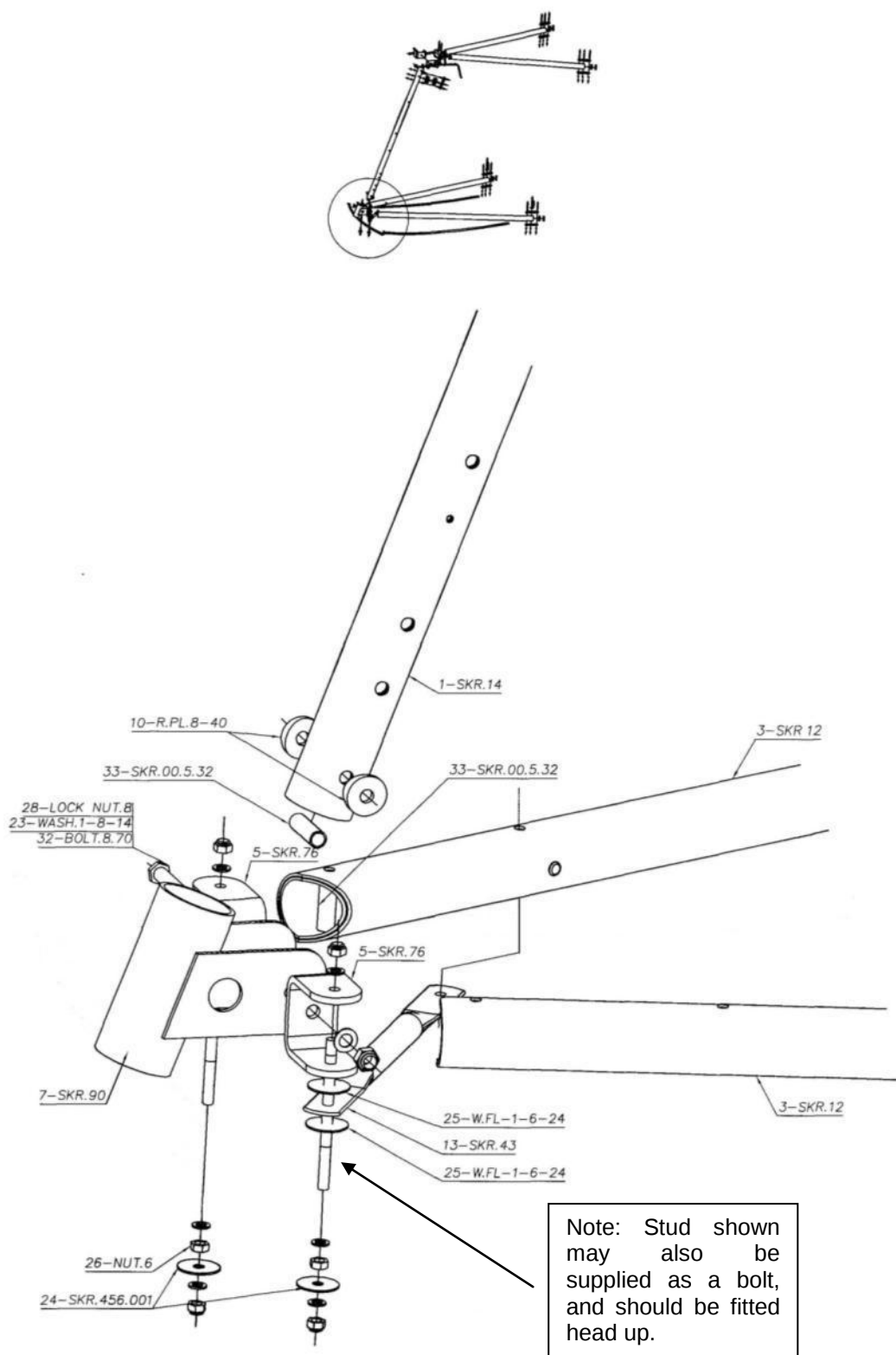


Figure 19 forward end of lower cabin triangle.

- b) Apply threadlock to the bolt securing guide **SKR90** to the front vertical **tu14** and tighten firmly, but take care not to distort or crush the tube.

This should be done at this stage as the bolt holding this bracket is not easily accessible later.

Whilst the spacer should prevent crushing of the tube, it is better not to rely on it. It is permissible for the spacer to remain slightly loose, as under load it will still prevent excessive deformation of the tube.

Do not distort the tube.

- c) Mount the U-brackets **SKR76** to the lower cabin triangle tubes **SKR12**

Note the use of a spacer sleeve in the tubes.

The studs should be long end downwards to mount the bottom of the firewall and the front of the fuselage covering later.

If the bolt thread sticking out of the nut securing the U brackets to the TU14 fouls the TU12 end file the end of the TU12 to provide clearance

- d) Mount the steel diagonal-brace **SKR43** (found attached to the rudder pedal assembly) to the bottom of the stud through the port tube. Use thin plastic washers **W.FL-1-6-24** and steel washers **SKR456.001**

The other end of the brace will be attached to the rudder pedal mounts later. The brace may be supplied attached to the mounts, have a look under the packaging.

Thin plastic washers may be used to take up any slack between the tubes and U-brackets.

2.4 Upper Cabin Triangle

2.4.1 Fitting the sides of the upper cabin triangle to the upper rear cabin cross-piece.

Refer to Figure 23 and 24.

- a) Fix the aluminium linking-plates **SKR60** on the upper rear cabin cross-piece tube **SKR7**, which links the trailing-edges of the wing.

These linking plates are drilled at one end with an 8mm hole and at the other with two 6mm holes.

The row of small holes should point forwards, whilst the bolts point rearwards.

The bolts will be tilted down and backwards compared to the vertical bolt holes for the cabin upper triangle and tail cone tubes, as the rear cabin frame is raked backwards.



Figure 20 Starboard end of the upper rear cabin cross-piece.

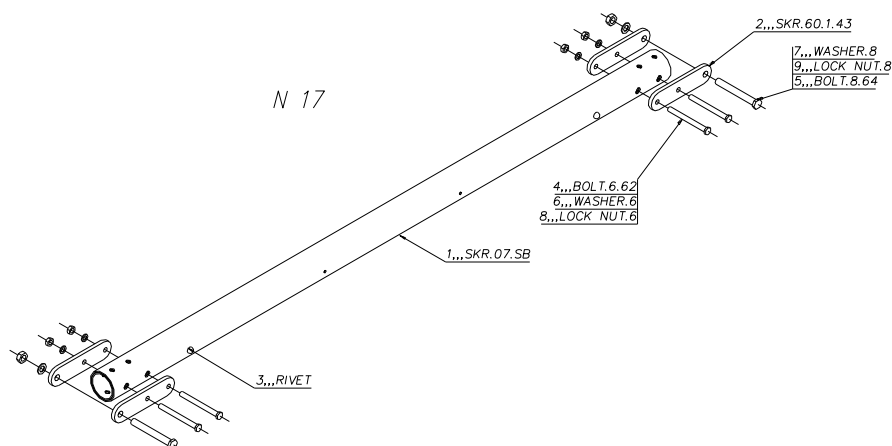


Figure 21 upper rear cabin cross-piece SKR7.

- b) Assemble the upper cabin triangle tubes **SKR10** with aluminium linking-plates to the upper rear cabin cross-piece **SKR7**.

*The drawing shows the lower cabin triangle tubes **SKR12**, however the fittings are the same on the upper cabin triangle tubes **SKR10**. Note that the tubes themselves are not the same.*

*The cut-outs at the front of the upper cabin triangle tubes **SKR10** should face outwards.*

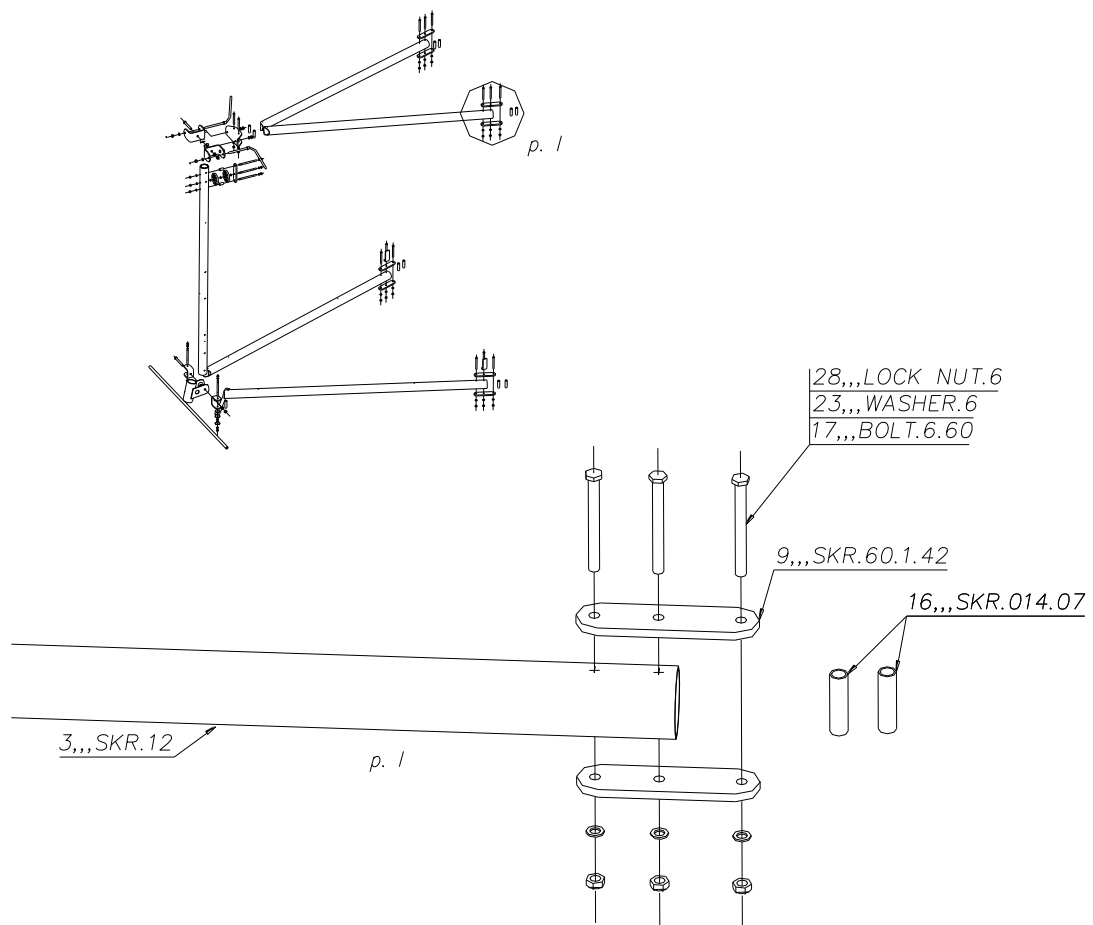


Figure 22 rear of upper cabin triangle tube tu10.

2.4.2 Assembling the top of the front vertical tube.

- Fix the U-bracket **SKR75** and the pair of U-brackets **SKR78** for the leading-edges on the front vertical tube **SKR14**.
- Mount the aileron cable pulleys.
- Assemble the two upper cabin triangle tubes **SKR10**, linking them to the double U-bracket **SKR75**.



Figure 23 forward end of upper cabin triangle.

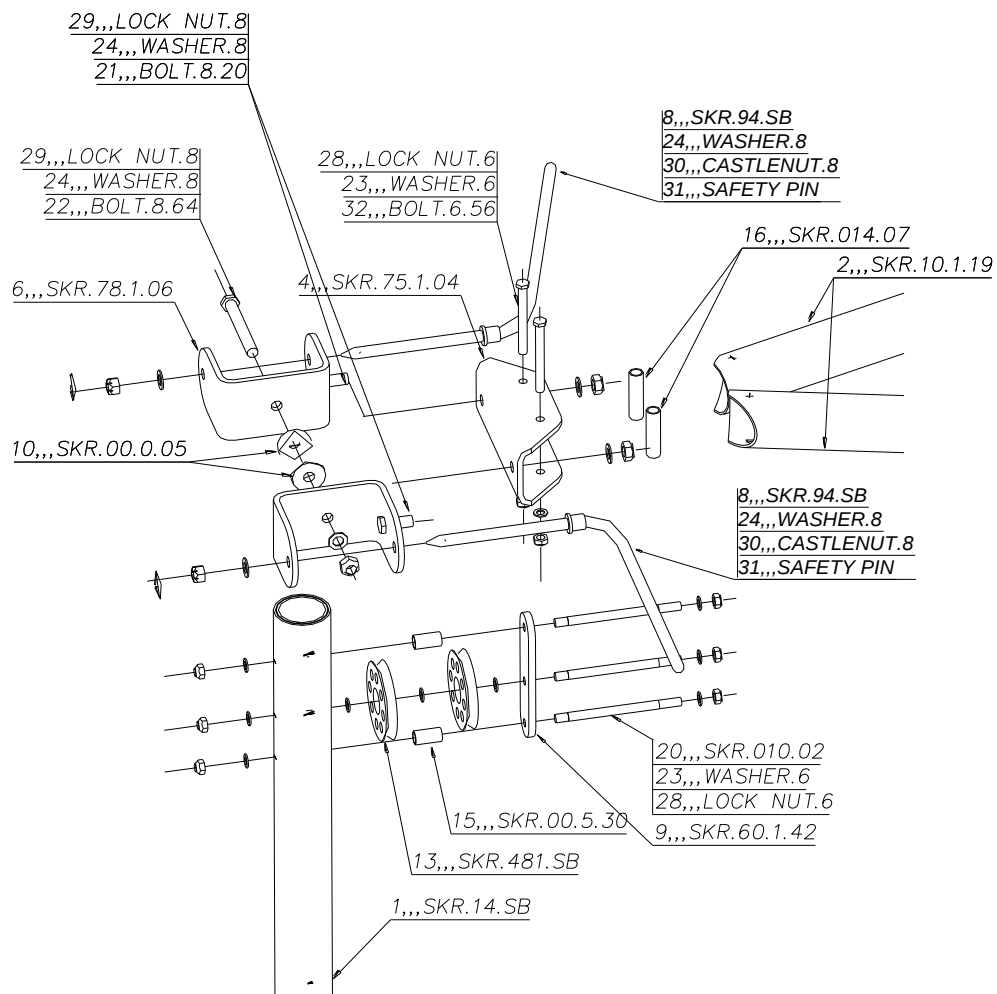


Figure 24 forward end of upper cabin triangle.

2.5 Rear Cabin Frame

2.5.1 Preparing the rear cabin uprights.

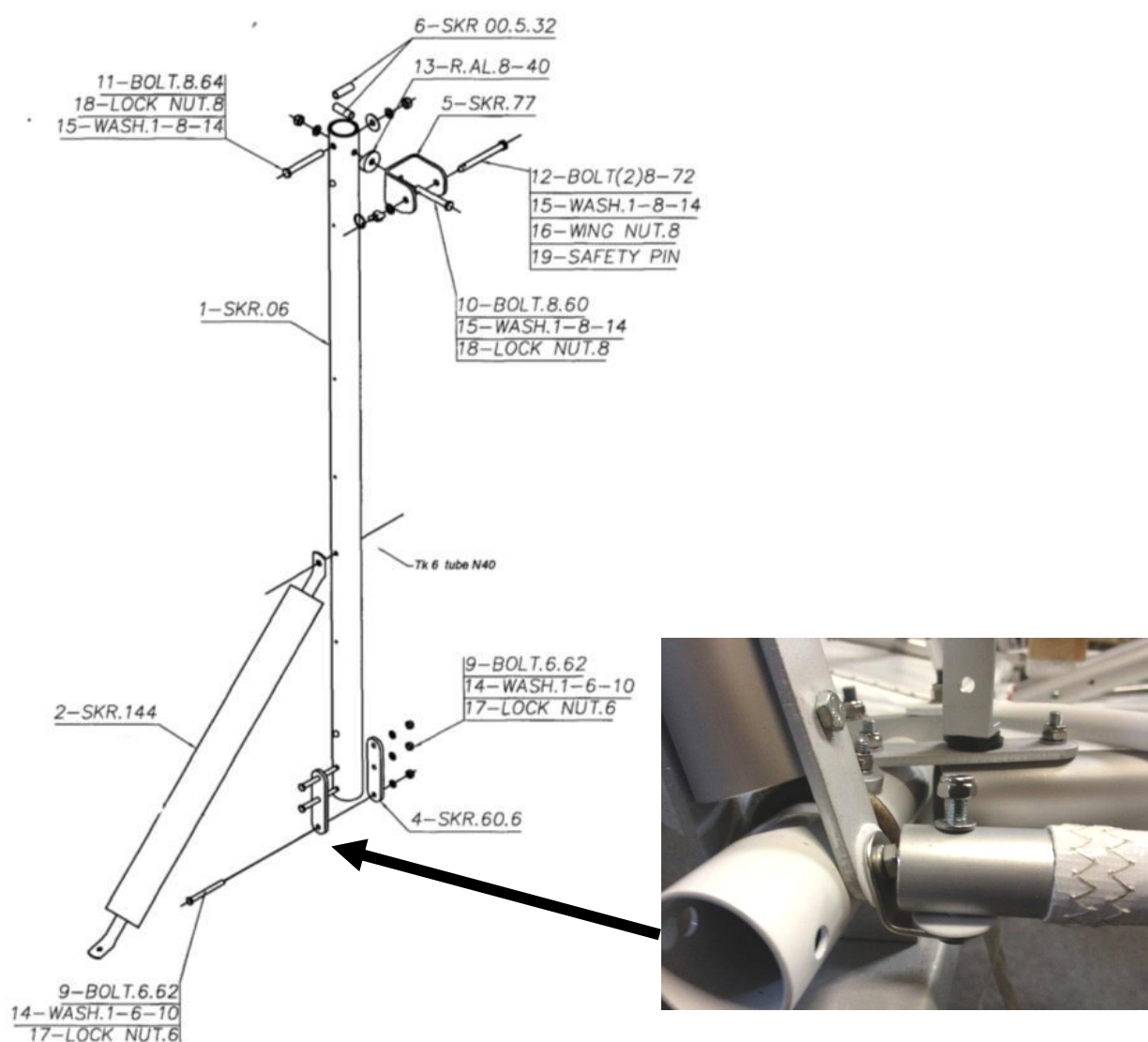


Figure 25 rear cabin uprights, and photo of lower fitting showing L bracket

- a) Fix the steel U-brackets for the trailing-edges with the taper downwards, using an aluminium saddle washer under each, against the rear cabin uprights **SKR6**.

*The nuts may foul the upper rear cabin cross-piece **SKR7**, in this case file away a little from the TU7 to provide clearance.*

A spacer should be on the bolt inside the tube.

- b) Apply threadlock and tighten the bolts holding the trailing edge U-brackets, as they are not easily accessible later, but not so tight as to prevent easy rotation of the fittings by hand pressure.

2.5.2 Fitting the rear cabin uprights.

Refer to figure 25

- a) Assemble the rear cabin uprights **SKR6** to the main undercarriage cross-beam **SKR9**, using the second set of holes from the end.

*Remember the bolt spacers on the two bolts inside the bottom of **SKR6**, and the L bracket (with plastic washer) which will attach the SKR16 tubes later (as shown in Fig25 above)*

*The bolts should all point rearwards through the main undercarriage cross-beam **SKR6**.*

- b) Lift the upper triangle into position on the rear cabin uprights **SKR6** and temporarily secure with an 8mm diameter bolt.

- c) Secure the bolts through the rear cabin uprights **SKR6** and the upper cabin triangle tubes **SKR10** including the proper spacers etc..

This is easier now the upper cabin triangle is in place, although it is still worth leaving all the accessible bolts loose until more of the fuselage is assembled.

*The 8mm bolts securing the rear cabin uprights **SKR6** are fitted with spacers and the nut must not be done up yet as there are more pieces to fit to it.*

2.6 Rear cabin frame bracing.

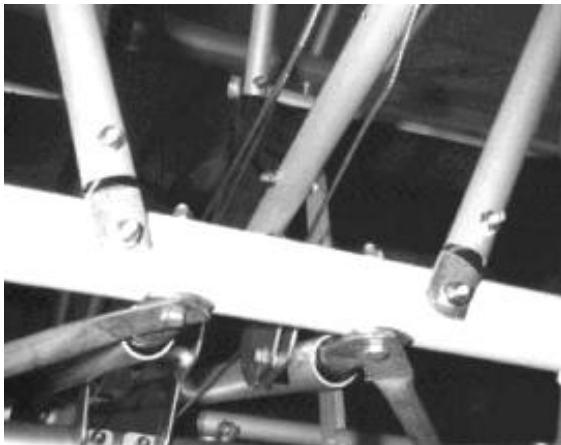


Figure 26 lower and upper ends of rear cabin frame diagonals.

- a) Bolts and fittings for the SKR9 tube may be packaged separately – in a bag marked '9', Find these now.
- b) Assemble the steel end pieces into the rear cabin frame diagonals **SKR27**.

The one with the 8mm hole goes at the upper end and the one with the 6mm hole goes at the lower end.

- c) Install the bolt and spacer to support the seat a short distance above the lower ends of the rear cabin frame diagonals **SKR27**, Figure 27

These should be oriented with the supporting part towards the middle of the aircraft. Note that the spacer tube is also shown on Figure 30 as well as the small bracket piece. Current aircraft should be supplied with round peg support as per picture below.



Figure 27 seat support peg.

- d) Stiffen the cabin back with the two rear cabin frame diagonals **SKR27**.

*These are positioned behind the rear cabin uprights **SKR6**, with the seat supports pointing inwards and upwards, and their supporting part towards the front.*

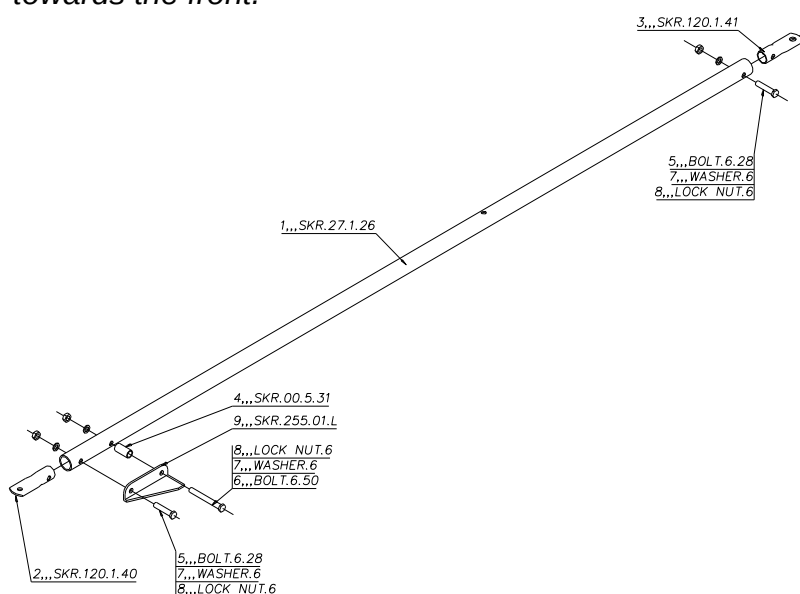


Figure 28 rear cabin frame diagonal, port side viewed from rear.

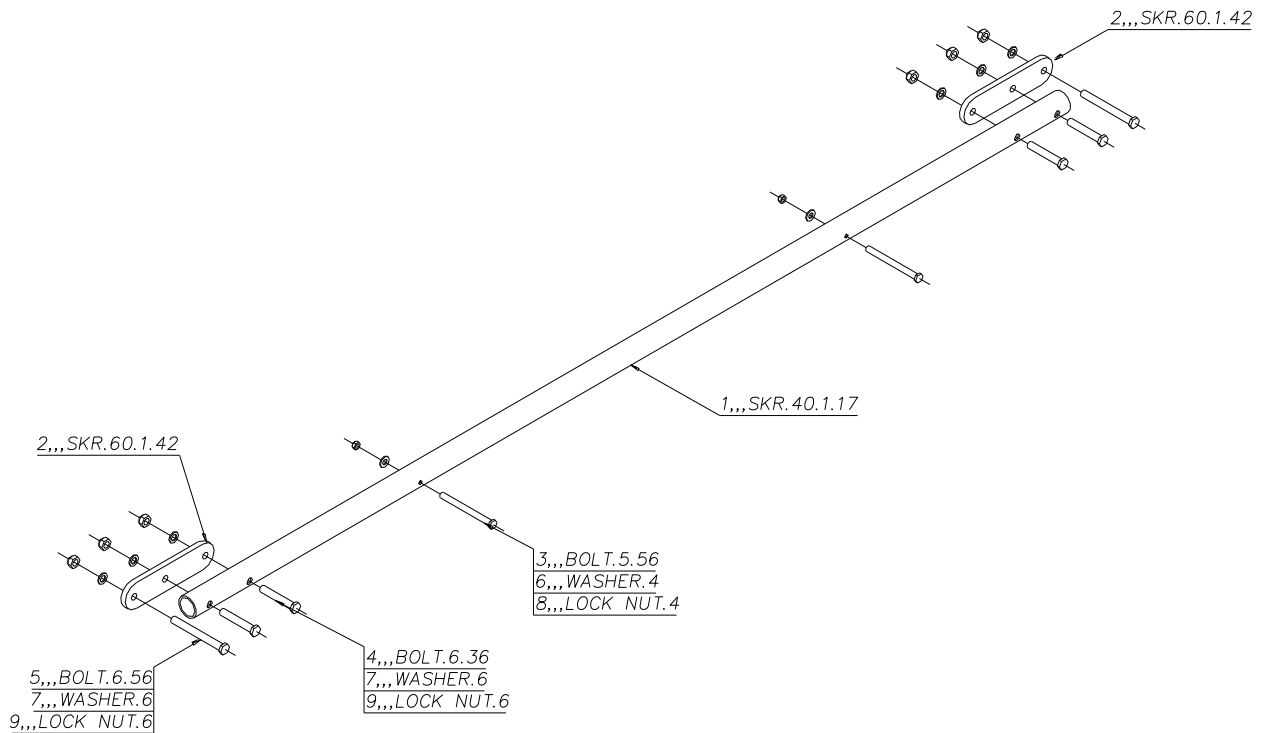


Figure 29 SKR40, rear cabin frame cross-piece, looking from the front.

- e) Fit the upper ends to the end of the 8mm bolts at the top of the rear cabin uprights **SKR6**.

*The upper end of the round tube part of **SKR27** will touch the rear cabin uprights **SKR6**. If interference appears great, it is permissible to flatten or file the upper ends of the **SKR27** to ease this. A steel washer may be placed under the steel end piece on the rear cabin frame diagonals **SKR27**, to further help, but don't be concerned at some interference.*

- f) Attach the lower ends to the rear of the main undercarriage cross-beam **SKR9**.

The final attachment be quite tight to get on and an additional person or a ratchet strap may be necessary to provide tension to the frame to help.

- g) Assemble the rear cabin frame cross-tube **SKR40** and attach to the rear of the rear cabin uprights **SKR6**, but in front of the rear cabin frame diagonals **SKR27**.

*The bolts should point rearwards, and pass through the upper ends of the stainless braces **SKR144** before the rear cabin uprights **SKR6** and finally the attachment plate on the rear cabin frame cross-tube **SKR40**.*

Include a thin plastic washer between the brace and the aluminium rear cabin uprights.

2.6.1 Fuel tank upper mounting pieces.

Refer to Figure 30

- a) Where the rear cabin frame cross-tube **SKR40** crosses the rear cabin frame diagonals **SKR27** they should be connected with a bolt, pointing backwards.

UK MOD – the holes will need drilling out to 6mm. Suitable 6mm bolts are included with the wooden spreader bar pieces.

- b) Paint the wooden tank spreader pieces with fuel-proof paint.

Fuel proof paint is available from model aircraft shops, an enjoyable but potentially expensive visit!

- c) Assemble the wooden fuel tank load spreading pieces on the rear end of these bolts and tighten, but do not crush the wood excessively.

Ensure that the end of the bolt is below the level of the rear surface of the wooden pieces. Long side faces outwards

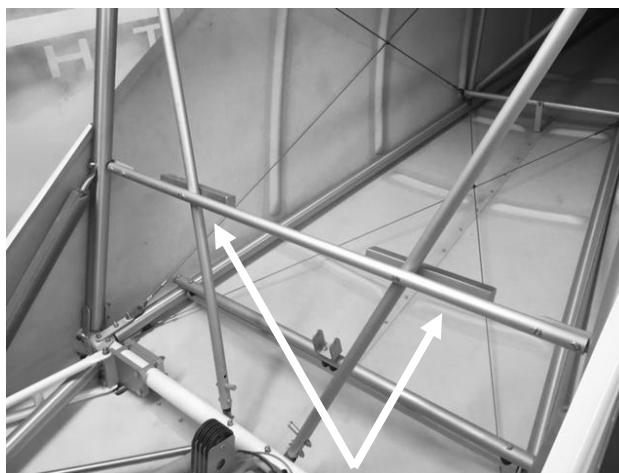


Figure 30 fuel tank wooden tank spreader pieces.

2.7 Engine Supports

2.7.1 Rotax 912.



Figure 31 Rotax 912 engine mounts

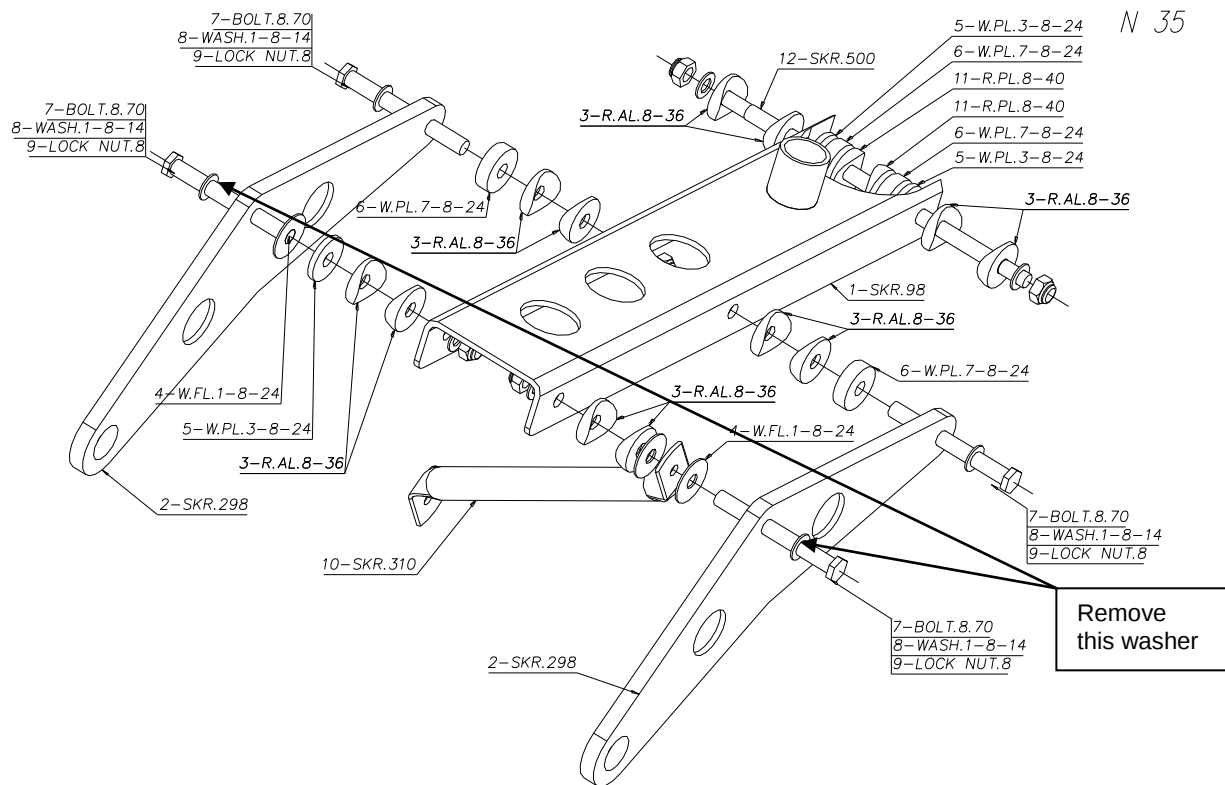


Figure32 Rotax 912 mounting bracket

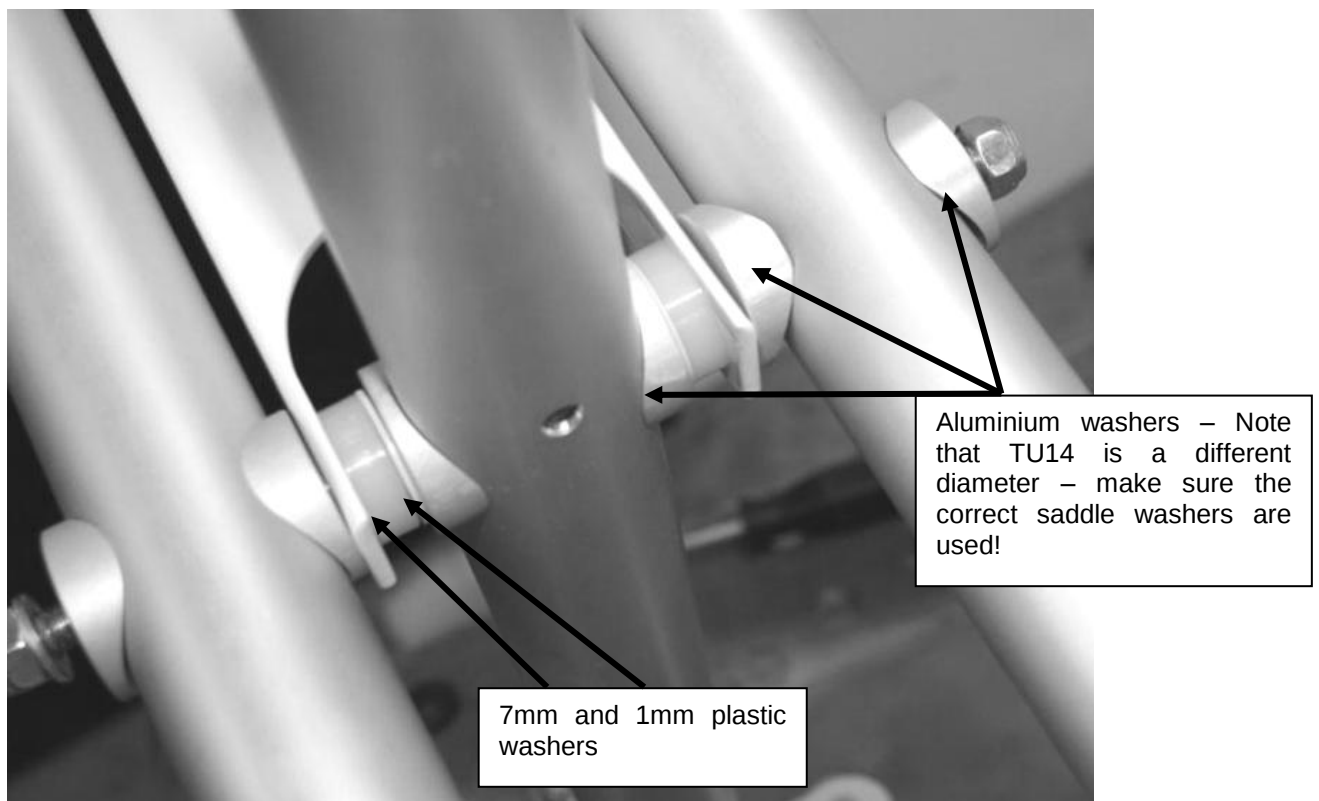


Fig33 liaison of SKR19's, SKR14 and SKR8

- a) Locate the two central cabin tubes **SKR19** onto the front vertical **SKR14** including the steel engine mounting bracket **98** between them. Loosely bolt in place using the washers and saddle washers.

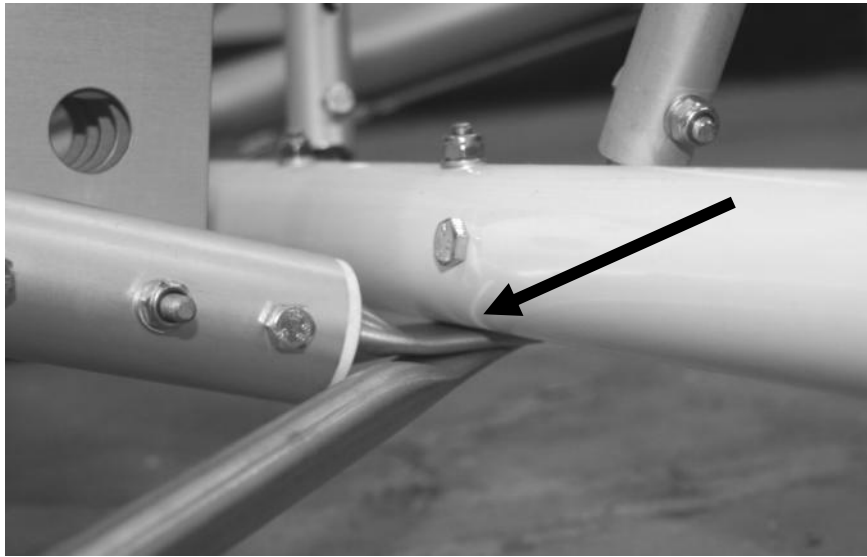


Fig 34 Rear of SKR19 – ends must be bent to align like his

- b) It is worth trial fitting the central cabin tubes to the underside of the main undercarriage cross-beam to allow the stainless steel brackets to be bent in a vice to align properly, Fig 38

Before fitting the SKR98 steel engine mount it saves time later if you drill a 6mm hole near the front to fit an earth connection, picture in wiring section of manual Figure 236

The two plastic rings which form the aileron stops may be slid over the tubes at this stage (see the section on the ailerons in the Wing chapter), although they may require removal later by cutting them off if adjustment of the aileron movement is required.

- c) Attach the two central cabin tubes **SKR19** onto the main undercarriage cross-beam **SKR9**.

Remove the pulley set from the assembly and put to one side for now. This makes fitting the TU19's to the undercarriage cross beam much easier. But leave the long bolt (stud) in position through the two tubes, - which will help ensure alignment and prevent possible difficulty fitting later.

*Note the bolts through **SKR9** should point upwards, and should pass through the stainless-steel under-seat diagonal tubes **SKR42** before passing through the central cabin tubes **SKR19** and the main undercarriage cross-beam **SKR9**.*

*The steel end pieces on the central cabin tubes **SKR19** may require bending slightly to allow them to sit flat against the underside of the main undercarriage cross-beam **SKR9**.*

- d) Loosely fix the two stainless-steel upper triangulation tubes **SKR24** to the top of the front vertical **SKR14**, including saddle washers.
- e) Loosely attach the upper and lower stainless-steel triangulation tubes **SKR23** to the central cabin tubes and the engine mounting brackets, including the alloy side pieces **298**, Figure 35 and Figure 39.

*It will be necessary to tweak the ends of the steel triangulation tubes to position them flat against the engine mount and the front vertical tube **SKR14**.*

*UKMOD: the front pair of mounting bolts should have a spacer tube fitted as they pass through the two central cabin tubes **SKR19**. This allows them to be done up reasonably tight, without ovaling the tubes. This should result in thread protruding from the Nylocs.*

If no thread is showing, the washers shown under the nuts may be omitted (washers under bolt heads should have been removed earlier)

Check the alignment of the stainless-steel parts, and tweak as necessary to get them to all lie flat against each other. This will reduce the space they occupy along the bolts.

*Note the presence of the steel diagonal brace **SKR310** on the ports side, and a corresponding additional thick plastic washer on the starboard side to assure symmetry between sides.*

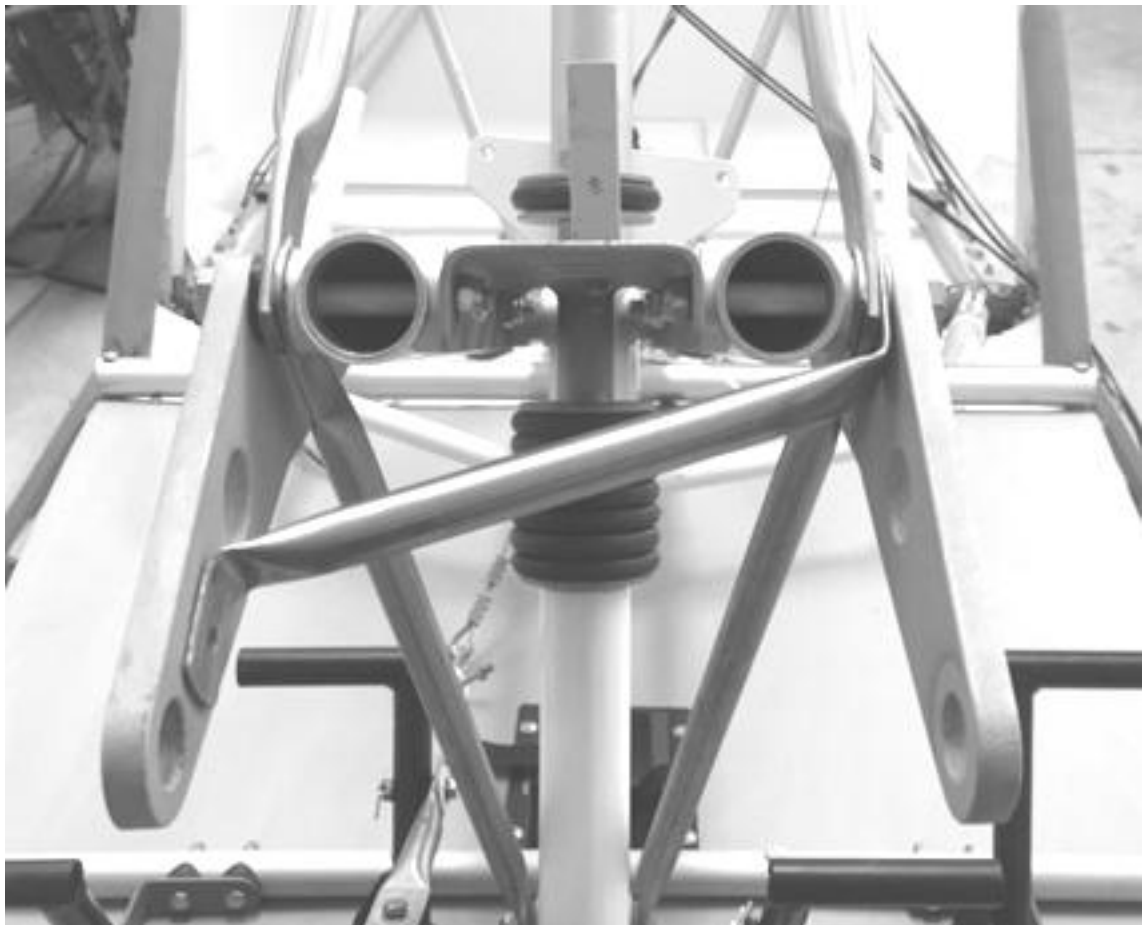


Fig 35 upper engine mount overview

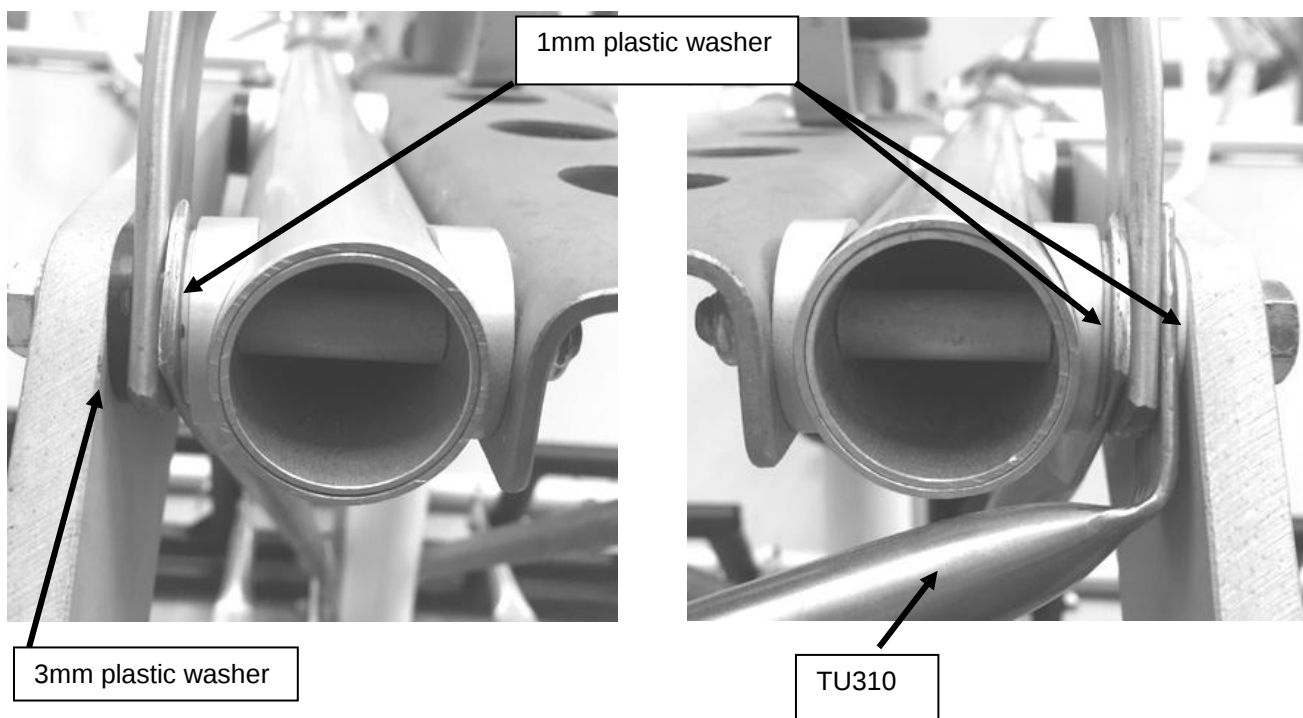


Fig 36 Forward end of SKR19 and Liaison of engine mount plates SKR298, SKR310, upper triangulation tubes SKR24's and lower triangulation tubes SKR23. Note arrangement of plastic washers – only fit them where shown.

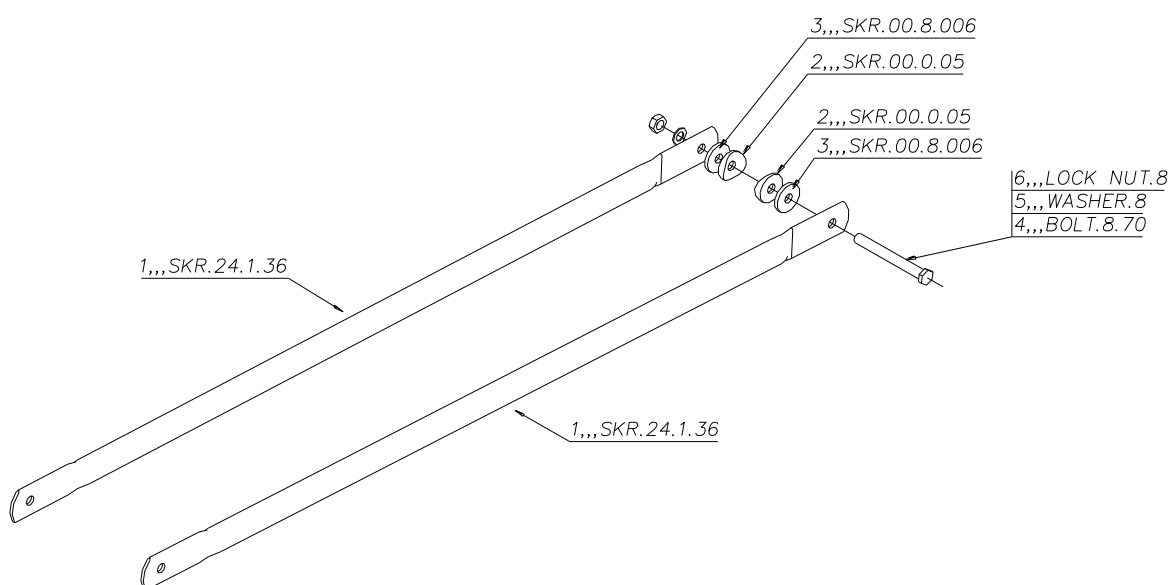


Figure 37 upper engine mount triangulation tubes.

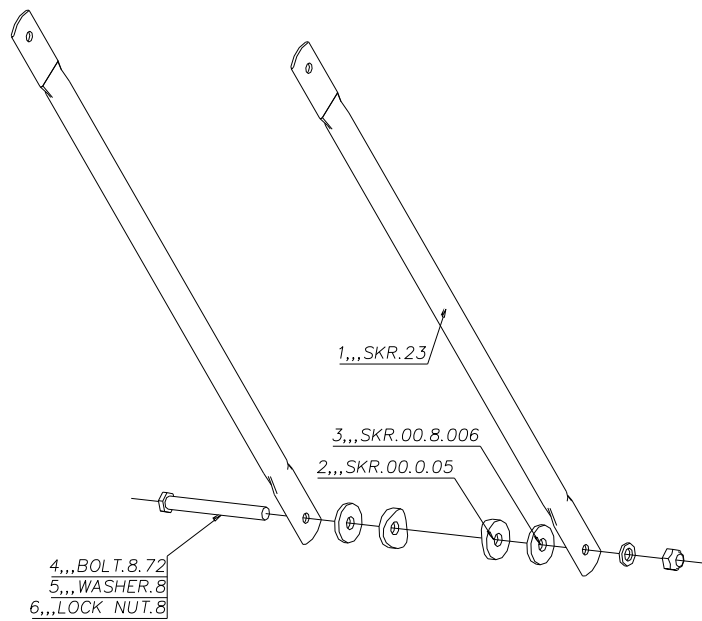


Figure 38 lower engine mount triangulation tubes.

- f) Leave the bolt holding **SKR310** slack enough to rotate it out of the way when fitting the engine.



Figure 39 lower triangulation tubes TU23 and lower engine mounts

- g) Loosely fix the two stainless-steel lower triangulation tubes **SKR23** to the front vertical tube **SKR14**, including saddle washers, Figure 37 and 38.

*It may be necessary to apply some weight to the engine mount to fit the bolt holding the lower triangulation tubes **SKR23** to the front vertical tube, or to use a twisted rope as shown in figure 44.*

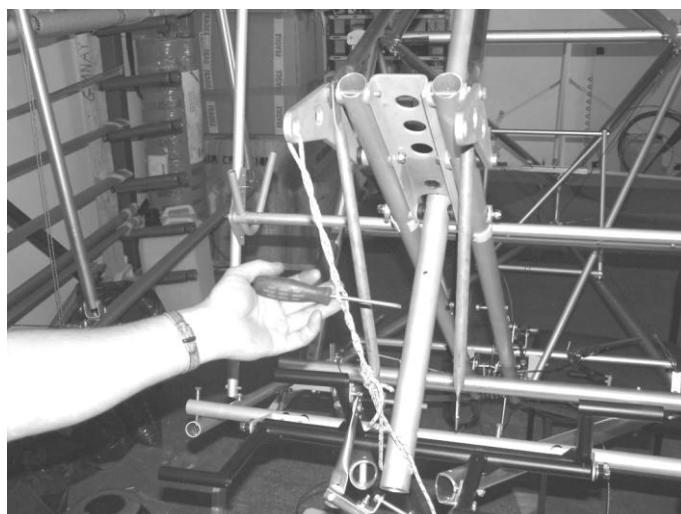


Figure 40 twisted rope used to pull down on engine mount.

- h) The bolts around the engine mount may now be tightened, starting with those on the mount itself before tightening the bolts holding the top and bottom ends of the triangulation tubes.

*Leave the bolt holding **SKR310** loose enough to turn it.*

- i) Check engine mount plates spacing:

the distance between the plates should be 175-180mm, measured at the front set of holes where the rubber engine mounts fit. It may be necessary to adjust the spacer size under the rear bolts that hold the plates in position adding or subtracting 1or 3mm plastic washers, to get this measurement.

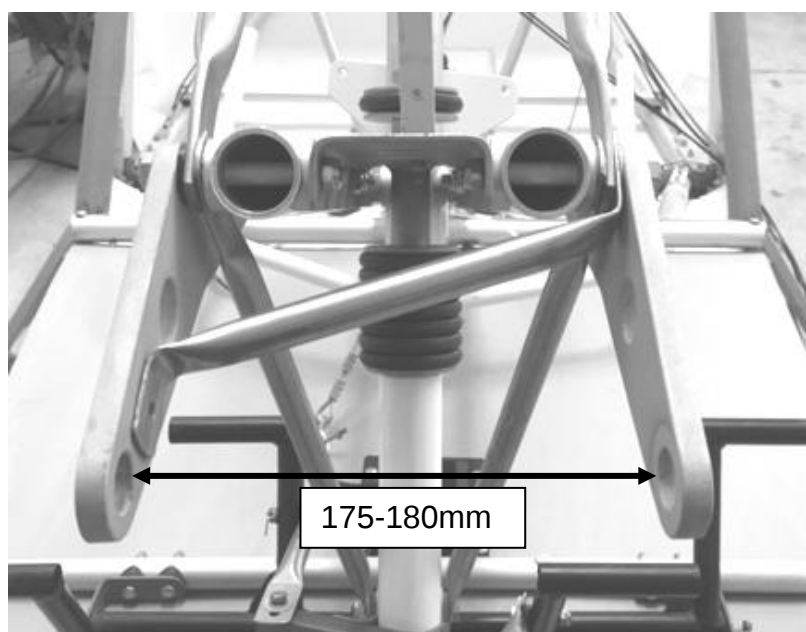


Figure 41 Rotax 912 engine mounts, front view.

- j) With this measurement verified, the diagonal brace SKR310 can be bent to fit in position and sit flat against the port engine plate. The plate can then be drilled. The SKR310 fixed into position with a 6mm bolt, but don't fit this just now – it is fitted later after the engine is fitted.

The SKR310 upper edge should be approximately 0-5mm from the upper edge of the engine mounting plate.

Check that the distance between the plates has not changed during this process.

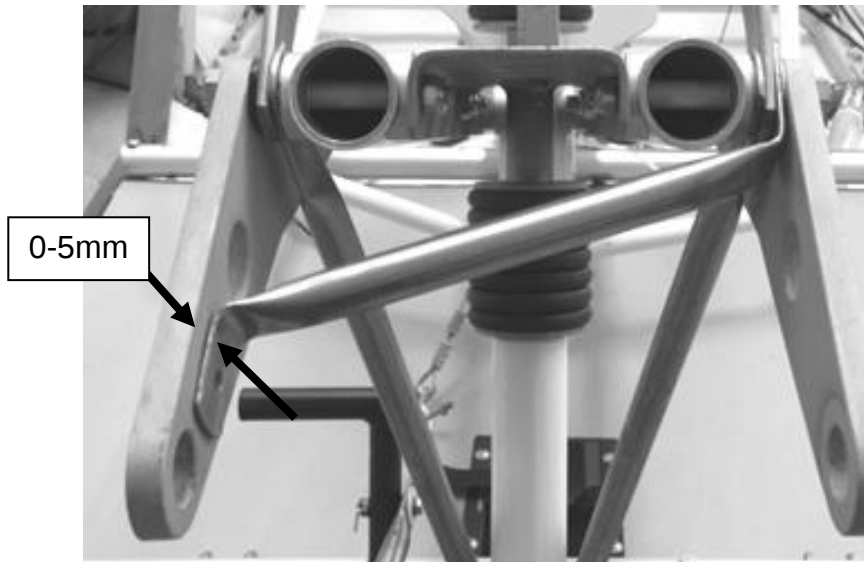


Figure 42 fixing position for TU310

- k) The lower engine mounts, Figure 43 and 47, should be attached to the front vertical **SKR14**.

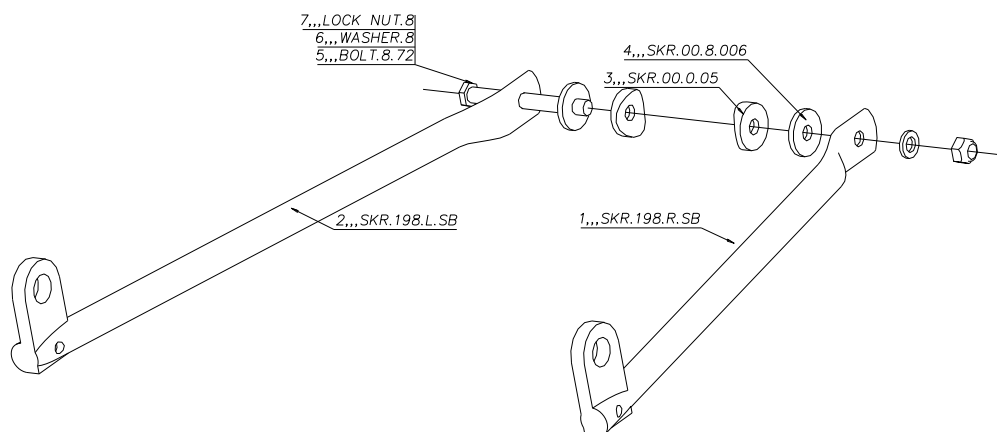


Figure 43 Rotax 912 lower engine mounts.

2.8 Floor

- a) Cut out the floor according to the pattern and sand the edges smooth. Cut a hole in the floor for the battery box.

*The hole is located on the centreline, approximately 1cm back from the rudder pedal mounting bar **tu18**. The hole is 15cm long by 9cm wide.*

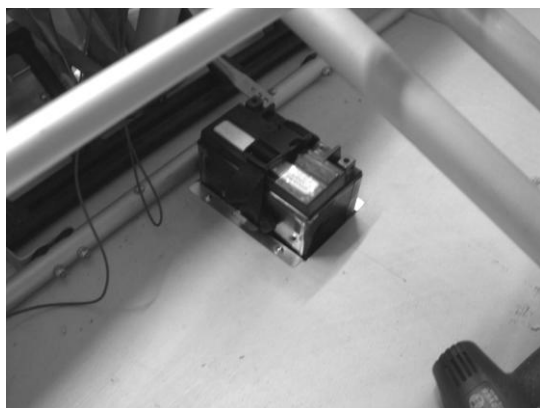


Figure 44 battery location.

- b) Varnish or paint the floor as desired, to seal and protect it (garage floor paint works well for this).

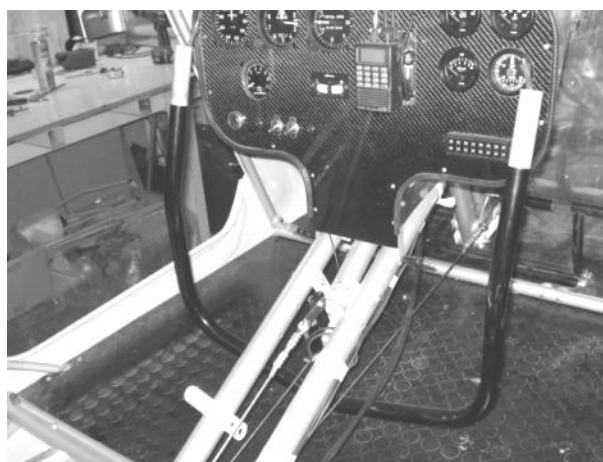
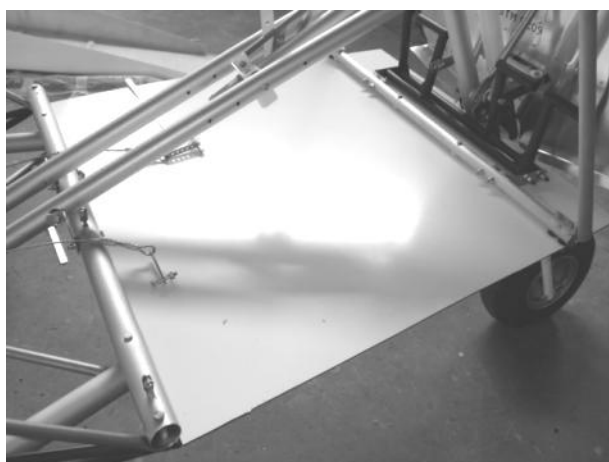


Figure 45 view of installed floor.

- c) Slide the floor in before fitting the **SKR15**, but first:

Apply some of the supplied thin 2x10mm self-adhesive foam in strips along the tops of the tubes which the floor rests on, to prevent it rattling.

- d) Fit the seat front support tube **SKR15**, above the lower cabin triangle tubes **SKR12** with a pair of saddle washers per bolt between the two tubes.

Note the tapered ends of the tube taper towards the front.

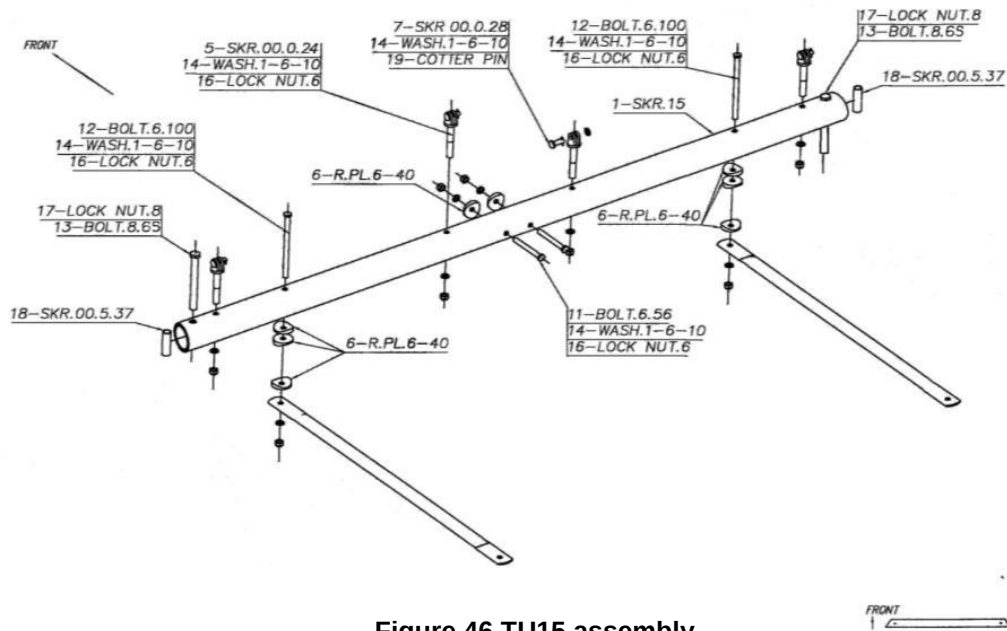


Figure 46 TU15 assembly

- e) The forward ends of the steel under-seat diagonal tubes **SKR42**, which were attached to the main undercarriage cross-beam, should be attached to the bottom of the bolts securing the seat front support tube **SKR15** to the lower cabin triangle tubes **SKR12** with a thin plastic washer or saddle washer between the steel tube and the aluminium tube.

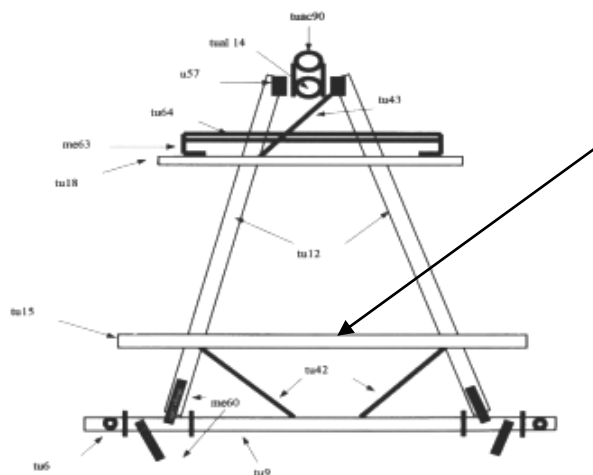


Figure 47 SKR15 seat front support tube.

- f) The floor should sit against the front of the seat front support tube **SKR15**.

It should butt up against the underside curve of the tube, but not actually pass beneath it, thus preventing the floor from lifting upwards along its rear edge in negative-g situations.

Mark through from the bottom the positions of the holes for the rudder pedal mounting bar, and drill the floor to suit.

The floor passes beneath the rudder pedal mounting bar.

- g) To further stiffen the floor in the middle of the cockpit, fit the L-section aluminium floor support bracket, see Figure 52 a few pages below.

This is attached to **SKR15** by the bolts which hold the central bracing pieces, which are fitted later.

- h) Install the battery box, and secure it with four bolts with penny washers.
i) Fit the webbing strap, passing right around the box through the slots in the side of the box, with the buckle at the top.

Leave fitting the battery until later.

2.9 Rudder Pedals

Refer to figure 48.

- a) Fit the rudder pedals orientated as shown on the drawing, before attaching the second of the two L-brackets if they are not already in place.
b) Fit the rudder pedal mounting bar **SKR18** to the top of the lower cabin triangle tubes **SKR12**, over the top of the floor.
c) Make sure that there are saddle washers between the pedal bar and the floor but **NOT** between the floor and the lower cabin tubes – this may mean removing a set from the assembly

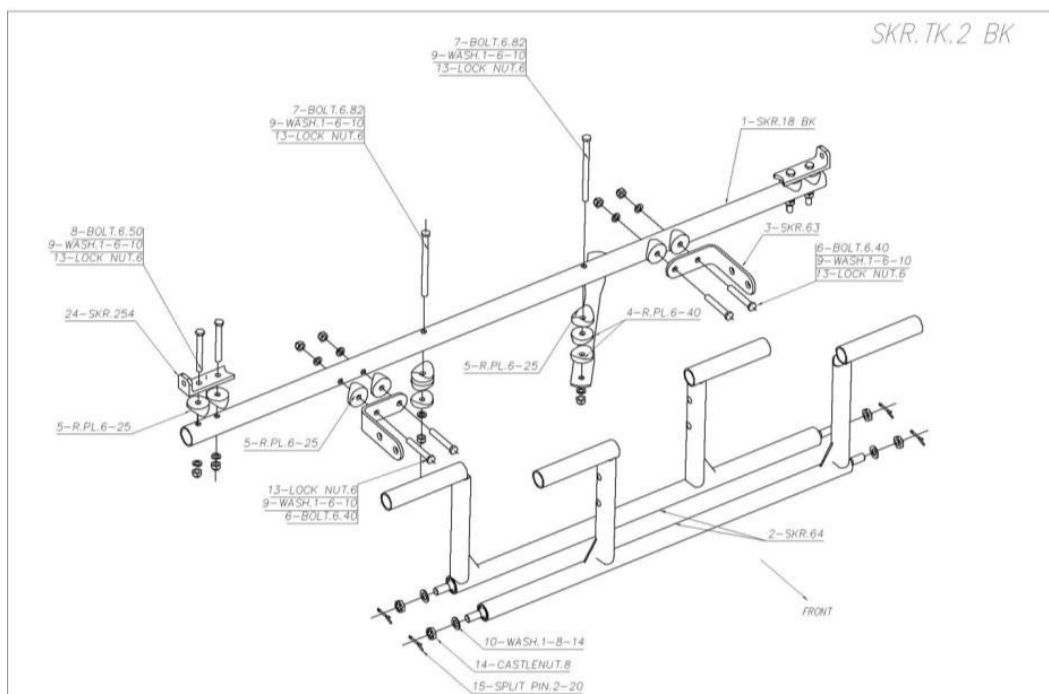


Figure 48 rudder pedals.

- d) Attach the rear end of the steel diagonal-brace **SKR43** to the bottom of one of the bolts, including a plastic washer between the steel brace and the aluminium tube.

- e) If no floor is fitted, put pieces of prop-tape on the lower cabin triangle tubes **SKR12** beneath the rudder pedals to protect the tubes from abrasion from the pedals when under load.
- f) Cut off any protruding ends of the rudder pedal mounting bar bolts beneath the aircraft, to prevent them rubbing on the coverings. Nut caps may also be fitted.

2.10 Control Stick Assembly

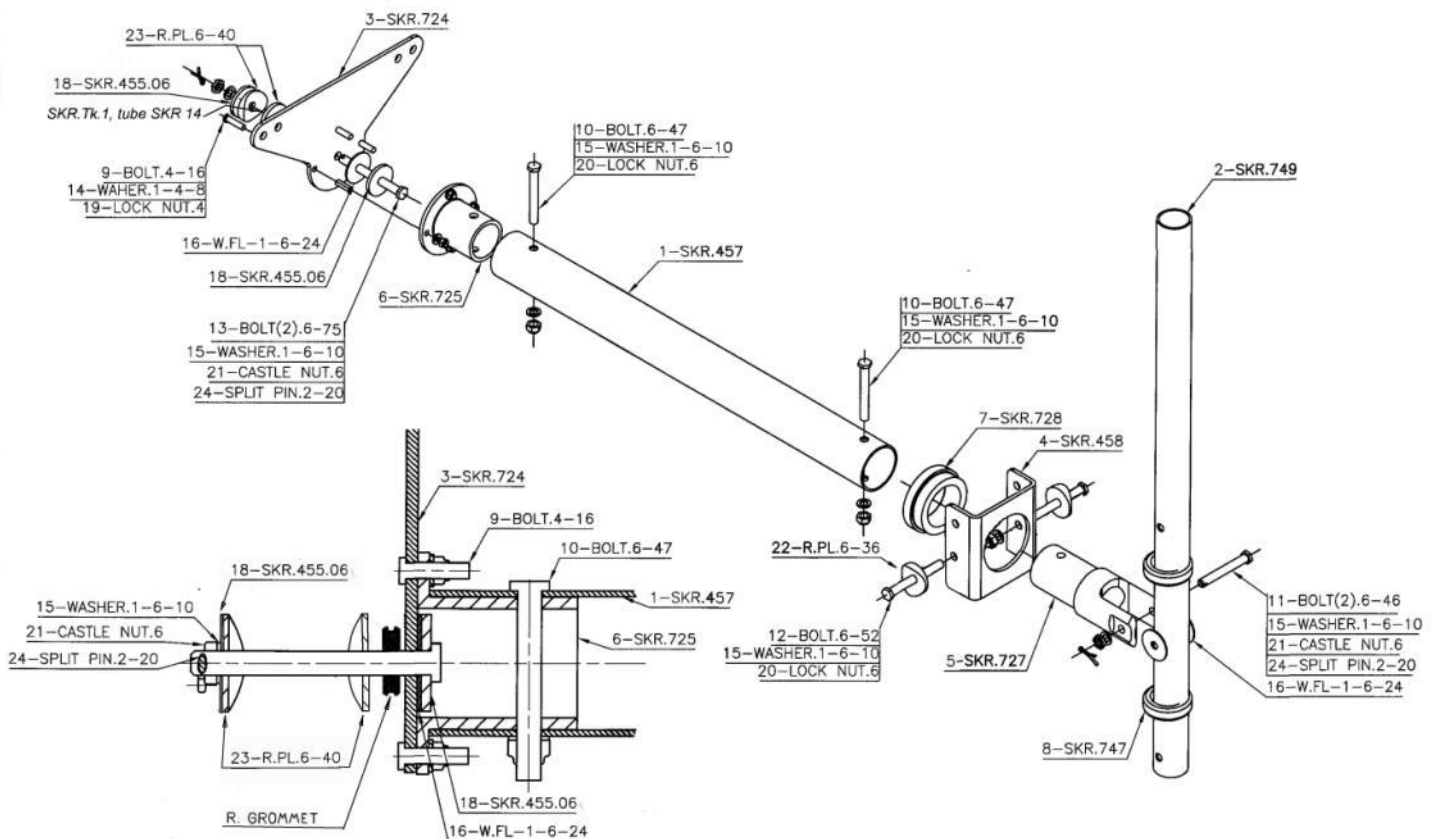


Figure 49 control stick and torque-tube parts

- a) If not already done, attach the aileron horn to the machined 'top hat' with 4mm bolts.

*Rivets must not be used here, as the fitting carries all the tension loads from the elevator controls. Use the bolts supplied, do not use any unknown strength bolts. Attach the top hat to the front vertical **SKR14** by the pivot bolt through the aileron horn, inserted from the rear.*

The pivot bolt must be assembled in the following order:

Bolt head
Large metal washer

Plastic washer
Aileron horn
Rubber grommet
Plastic saddle washer
Front vertical SKR14
Plastic saddle washer
Large metal washer
Small metal washer if necessary for spacing)
Castle nut and split pin

- b) When all is in final position, this should be done up tight enough to remove excess play but without discernible friction.
- c) Fit the stick to the stick pivot fork with thin nylon washers either side of the stick in the stick pivot fork.
- d) The pivot bolt should be done up just tight enough to remove any play but allow movement of the stick without discernible friction.
- e) Rubber rings are supplied to act as elevator stops. They should be positioned on the stick so as to engage on the edge of the fork jaws,
They may be secured by glue and/or cable ties above and below them.
- f) Fit the plastic torque-tube bearing into the rear pivot support.

The bearing is inserted from the front. Then if the forward pivot bolt were to fail, the stick would still be held in place by this bearing.

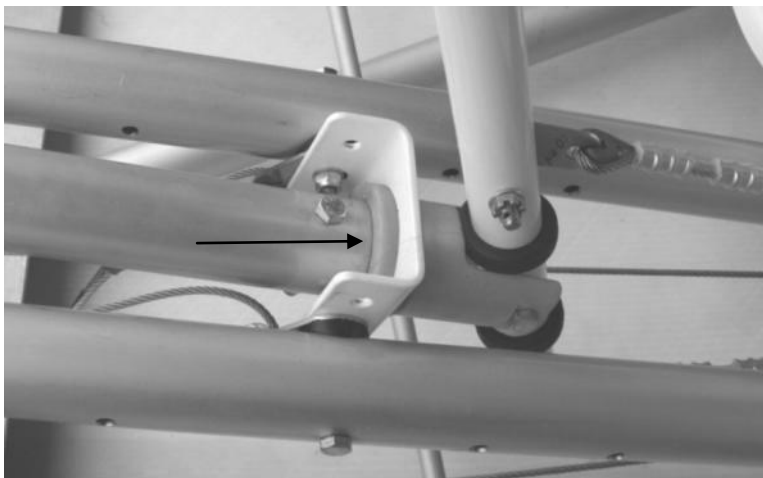


Figure 50 torque-tube bearing.

- g) The stick pivot fork end should be fitted through the plastic torque-tube bearing and into the torque-tube.

Note that the plastic bearing fits over the fork end and is trapped in position by the torque-tube. This should be an easy fit with 0.5mm free play along the axis of the torque-tube. If this is tight it may be necessary to file the end of the torque-tube a little to prevent binding.

If the bearing is tight on the stick pivot piece when positioned correctly, the bearing should be abraded lightly until a smooth action is achieved.

- h) The torque-tube can now be fitted onto the front pivot (attached to the aileron horn), and the rear pivot can be bolted to the central cabin tubes **SKR19**.

Note that the rudder stop cables will be fitted between the rear pivot support and the central cabin tubes, do not tighten these bolts up without the stops in place.

*It may be necessary to slot the holes horizontally in the rear pivot where it attaches to the central cabin tubes **SKR19** to allow it to take up the exact alignment of the torque-tube, but note the rudder stop cables will have some effect on this alignment.*

- i) Insert and secure the bolts holding the fittings into the ends of the torque-tube.

2.11 Finishing the Forward Fuselage

2.11.1 Tightening bolts

At this stage it is permissible to tighten most of the bolts, as the cabin frame now forms a well braced structure.

Check the basic alignment of the structure as you tighten the bolts, trying not to work in such a fashion as to introduce any unnecessary distortions into the structure (e.g. don't do all the bolts up along one side and then along the other).

Some slight misalignment is inevitable in a pre-drilled structure of this type, and some bolts may be tighter to get in than others. Unless this is severe it is probably best to live with it rather than to open out too many bolt holes.

Remember to apply a drop of threadlock, and do not over tighten the bolts. The tubes should not be visibly distorted. The bolts that pass through tubes with spacers can be tightened more than those which do not.

2.11.2 Central brace

- a) Fit the aluminium angles **2** and **3** linking the central cabin tubes **SKR19** to the seat front support tube **SKR15**.

These are not pre-drilled, as the exact hole positions are affected by the general alignment of the rest of the fuselage.

- b) Bolt the angles to the seat front support tube **SKR15** first, then drill them to match the holes in the central cabin tubes **SKR19**.

An additional thin plastic washer may be fitted between the central brace and the starboard central cabin tube to increase clearance for the rudder cable.

The bolts should pass from the middle towards the outside, to clear the elevator cables.

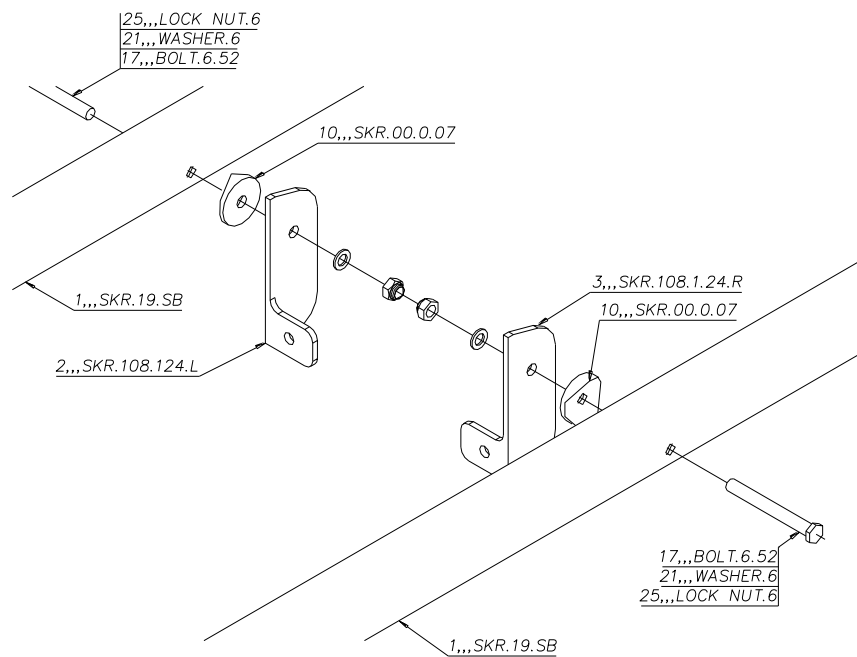


Figure 51 central bracing pieces. Note the bolts should be the other way around (as shown in photo fig 52).



Figure 52 central bracing pieces.

3. Rear fuselage

The rear fuselage is composed of four longitudinal tubes, connected by the vertical fin at the tail end and braced by a single frame half way down. Four steel cables are used diagonally to stiffen the structure, with tension applied by turnbuckles fitted to two of the cables.

Once again, do not tighten the nuts until the assembly has been completed.

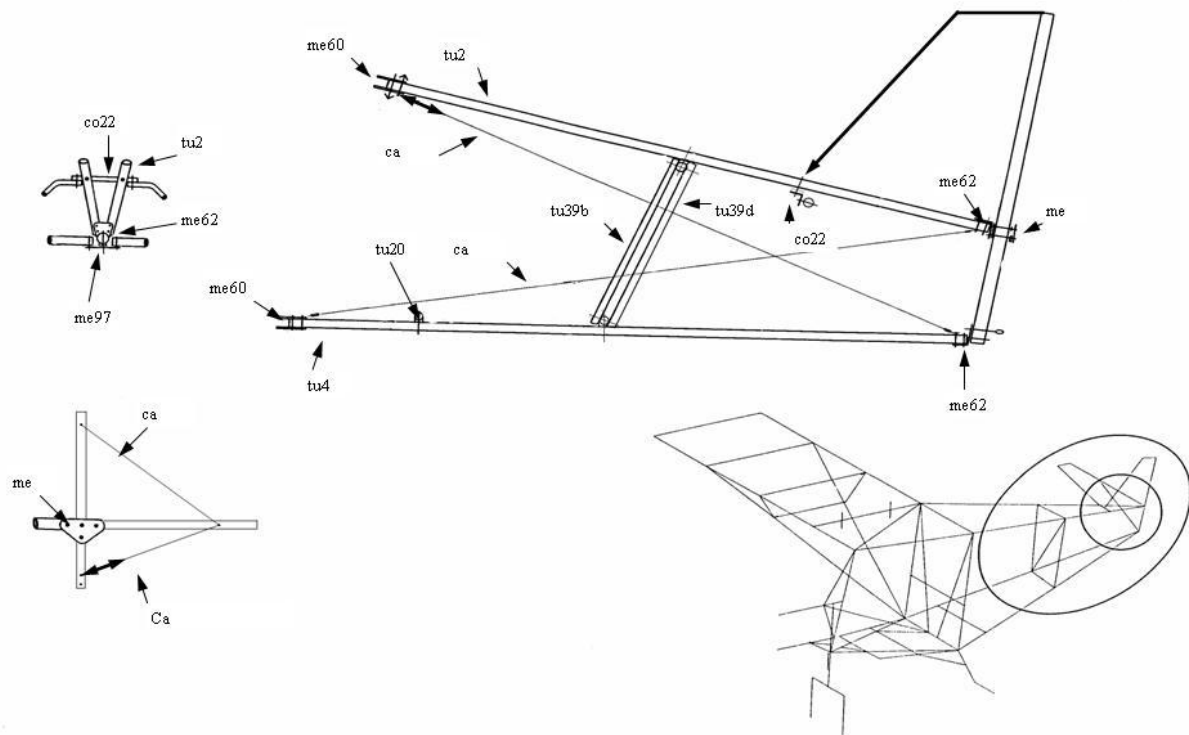


Figure 53 rear fuselage. Top left is top view of tailplane attachments, bottom left is rear view of half tailplane and fin.



Figure 54 rear fuselage on uncovered frame.

3.1 Tail End

- a) Fit the rudder post (the trailing edge of the vertical fin) between the two pairs of saddle washers shown in Figures 56 and 57
- b) Do not forget the steel T-piece to which the horizontal stabiliser halves attach, and the extra flat washer on the lower bolt,
- c) Some difficulty may be encountered with access to the various nuts in this area. A useful trick to hold a nut to the end of a spanner is a piece of sticky tape placed over the end of the spanner.

Tighten these particular nuts now using Loctite, as they are very difficult to reach later.

- d) Fit the stainless-steel bracket in front of the rudder post, and attach the upper pair of longitudinal tubes **SKR2** as per **Error! Reference source not found**.figure 56.

The cables are the ones without the turnbuckles. They have an end where the gap between the swages is purposely long (10cm or more). This end goes towards the lower front of the rear fuselage.



Figure 55 vertical fin and horizontal stabiliser rear mountings.

- e) Attach the bottom end of the vertical fin to the bracket and longitudinal tubes **SKR4** in a similar manner.

The cables are the ones fitted with turnbuckles at their forward ends.

If you do not have suitable supports or a helper to hold the front ends of the tubes at this stage it can be helpful to mount the bracing frame (as detailed below) to the lower pair of longitudinal tubes, followed by resting the upper pair of tubes on it whilst they are attached to the bracing frame and the rudder post is attached to the lower pair of tubes.

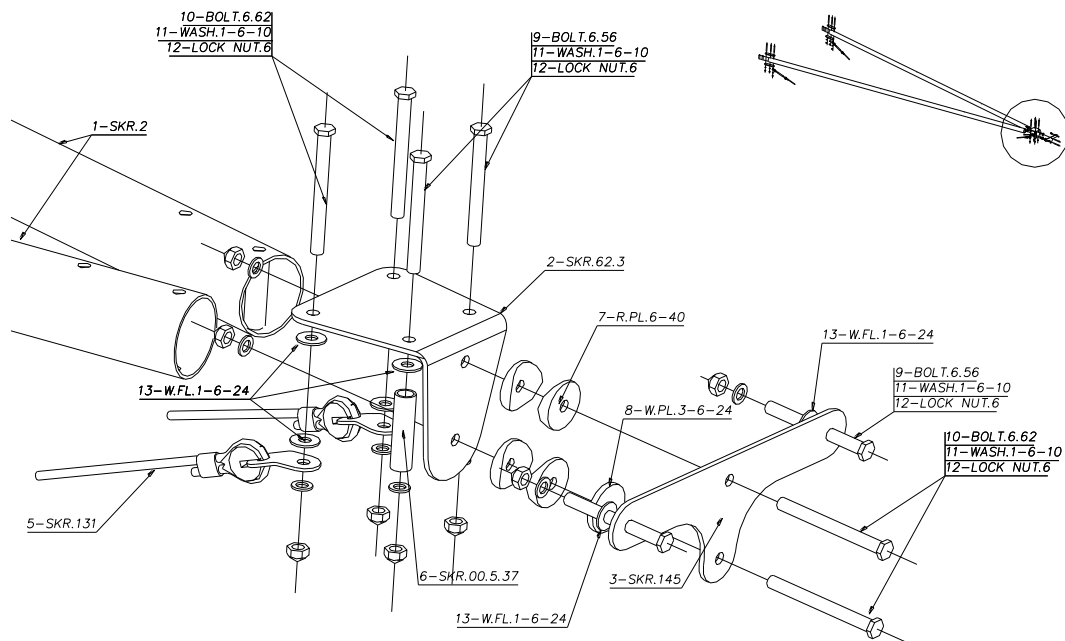
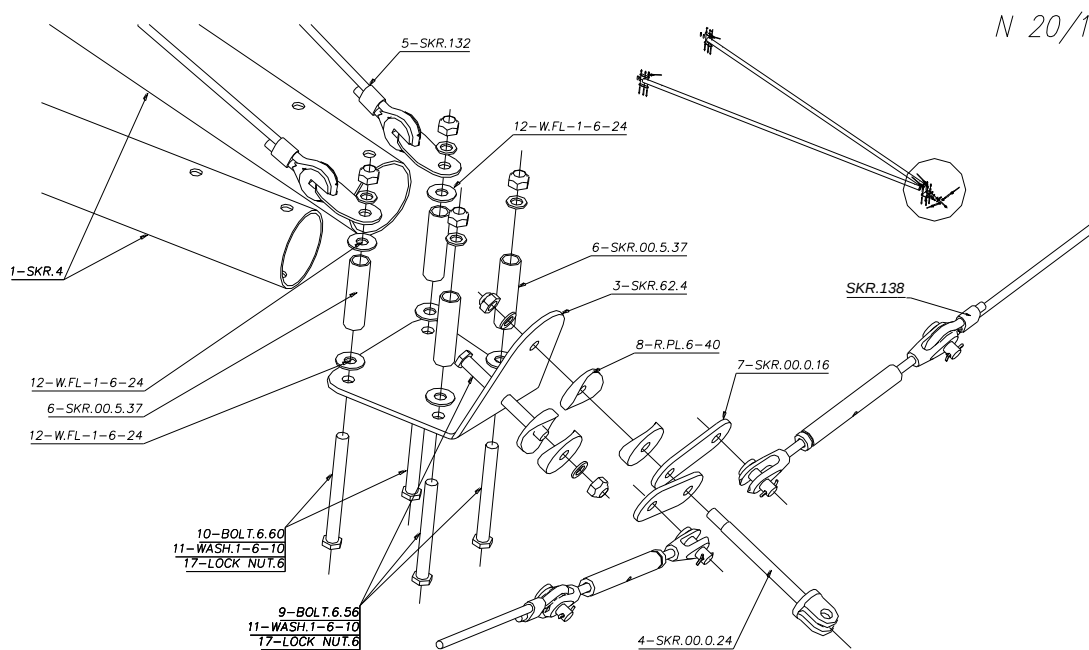


Figure 56 rear end of upper rear fuselage tubes.



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Figure 57 rear end of lower rear fuselage tubes.

3.2 Bracing Frame

- a) Fit the rear fuselage bracing frame **SKR39** to the upper and lower rear fuselage tubes using the holes approximately mid-way down the tubes. Check the orientation of this frame against the drawing below, as examples have been delivered assembled the wrong way around.



Figure 58 rear fuselage bracing frame, rear to left of photograph.

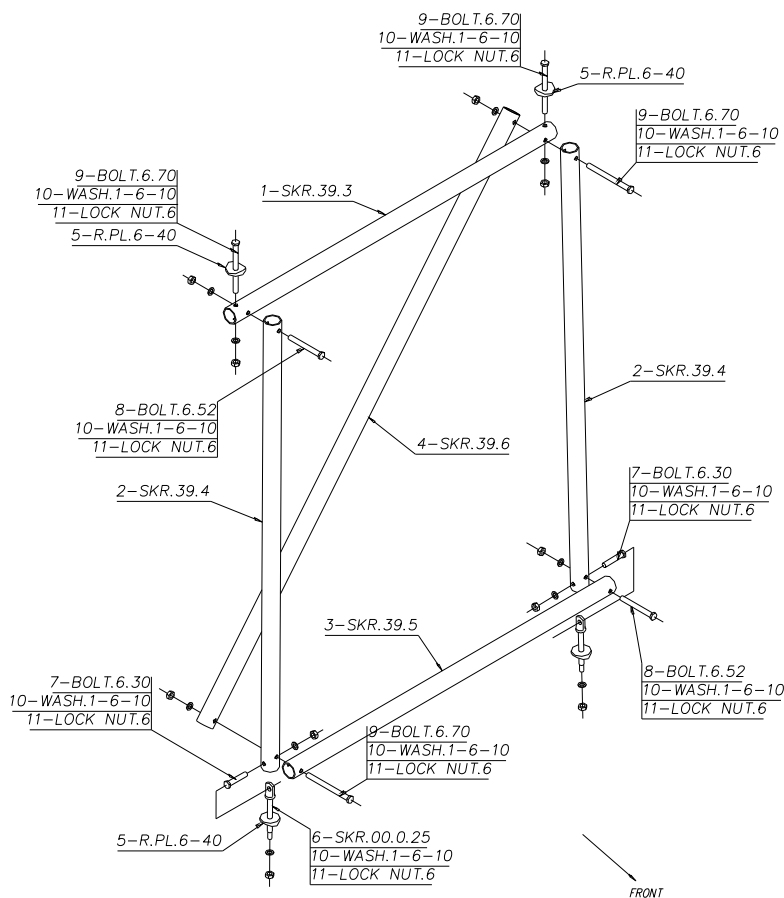


Figure 59 rear fuselage bracing frame. Note orientation arrow.

3.3 Front End

- a) Prepare the front ends of the lower tubes **SKR4** as figure 60 Use a thin plastic washer between the steel cable tang and the aluminium brackets.

Note that the cable ends shown are from the rear end of the upper tubes, and that the cables swap sides. Therefore the cables make diagonals from upper rear starboard to lower front port tube ends, and from upper rear port to lower front starboard ends, Figure .

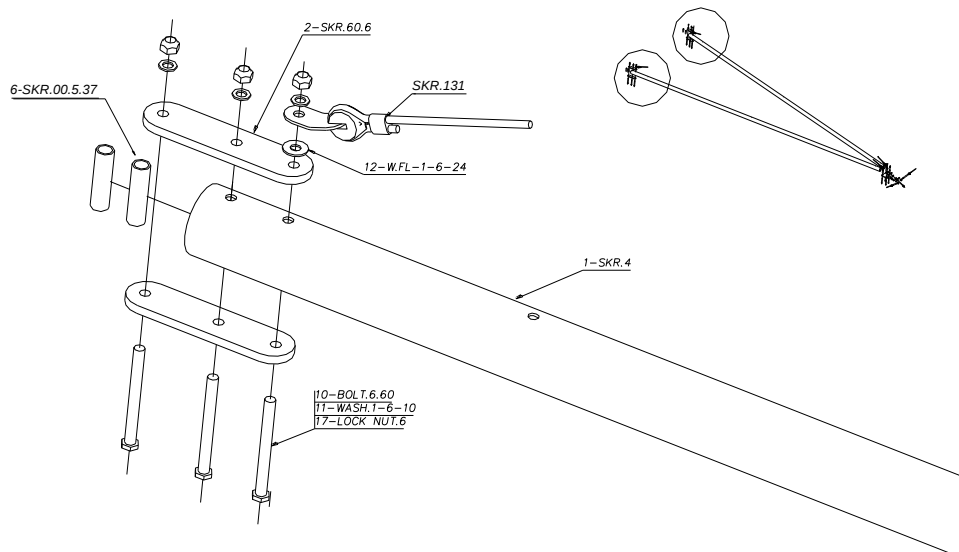


Figure 60 forward end of lower rear fuselage tubes.



Figure 61 crossed wires.

b) Prepare the front ends of the upper tubes, **SKR2**.

Use a thin plastic washer between the steel cable tang and the aluminium brackets.

Do not fit the turnbuckle centre at this stage, leave the cables slack.

The pin holding the front of the turnbuckles to the tang should point downwards, to maintain clearance from the tube above it. Put the turnbuckle end piece in place and rotate the tang before tighten the bolt holding the tang.

Note again that the cables shown are from the rear ends of the lower tubes, and that they must cross each other.

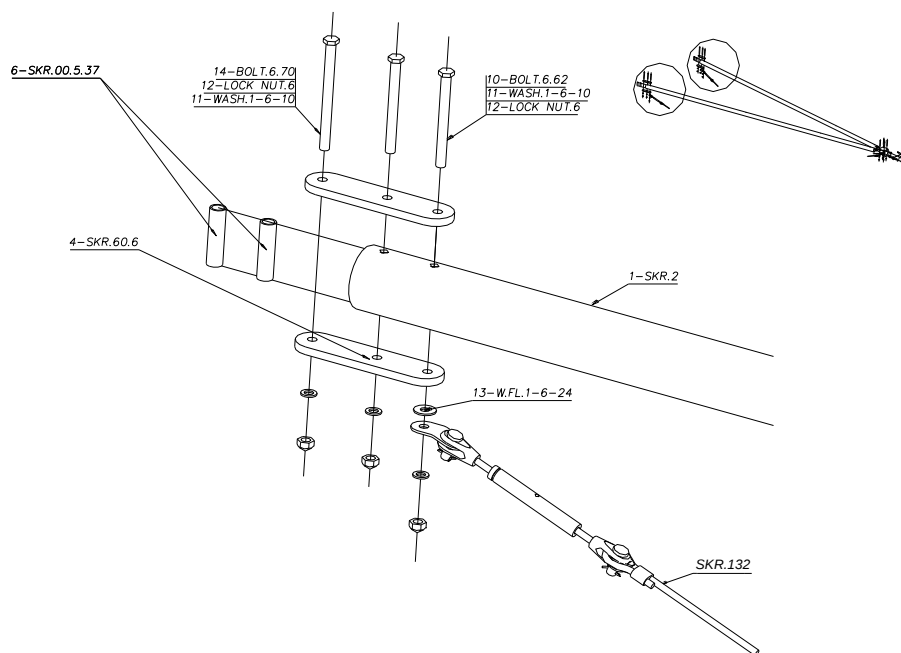


Figure 62 forward end of upper rear fuselage tubes.

c) Mount the front ends of the upper tubes onto the upper rear cabin cross-piece **SKR7** on the forward fuselage assembly.

*Note that the mounting bolt should point upwards as per figure 64***Error! eference source not found..** *This is used to secure the rear of the Lexan windscreen later. Check that enough bolt protrudes to fit the rear ends of the cabin uprights / windscreen support tubes **SKR34** and the Lexan onto these bolts. If they are too short, a 75mm long bolt should be used.*



Figure 63 forward ends of upper tubes, rear to bottom left of photograph.
d) Attach the lower tubes to the main undercarriage cross-beam, figure 6.

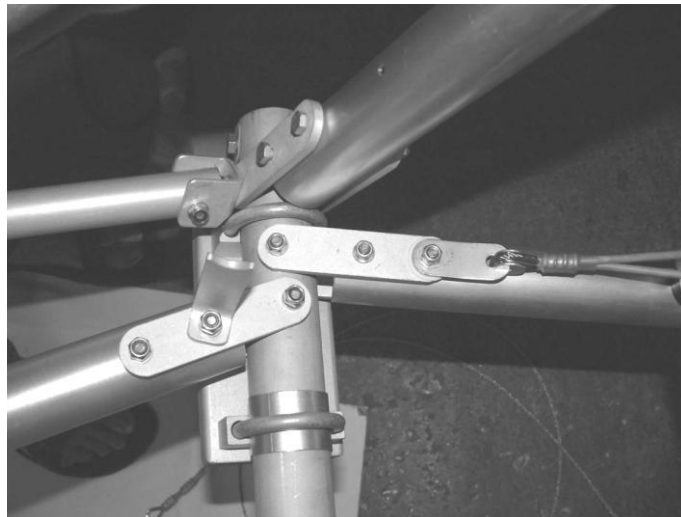


Figure 64 forward ends of lower tubes, rear to right of photograph.

3.4 Tailplane Front Mounting

- a) Attach the aluminium corner section **SKR22**, figure 65, to the upper rear fuselage tubes **SKR2**.
- b) Test fit the tailplane halves between this front mount and the rear mounts.

There should be a thin plastic washer or saddle washer at the rear, and a small saddle washer at the front. If the bolt head at the front of the tailplane contacts the front mount, an additional plastic washer may be used.

The SKR22 may be supplied with slotted mounting holes. This is so it can be adjusted slightly fore and aft for the tailplane fit.

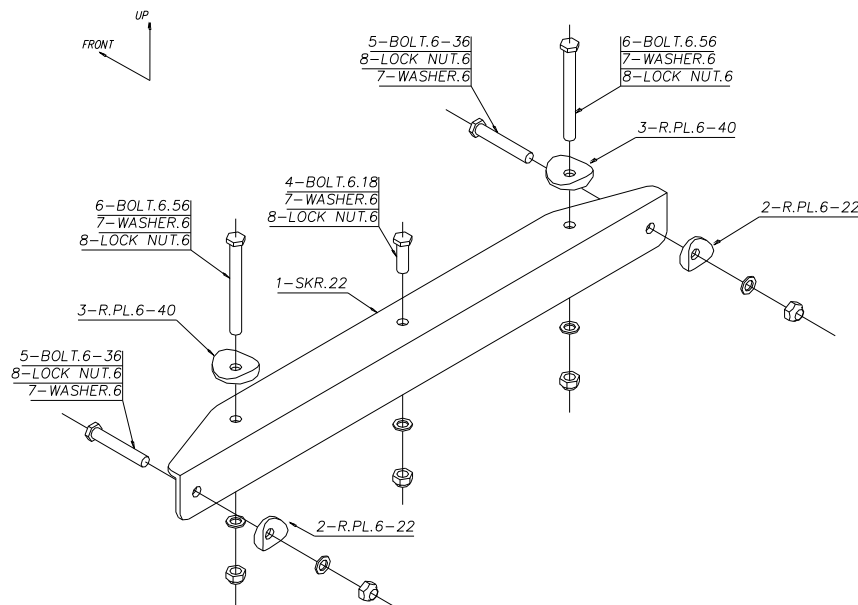


Figure 65 vertical and horizontal stabiliser front mounting.

3.5 Fuel Tank Support and Flap Handle

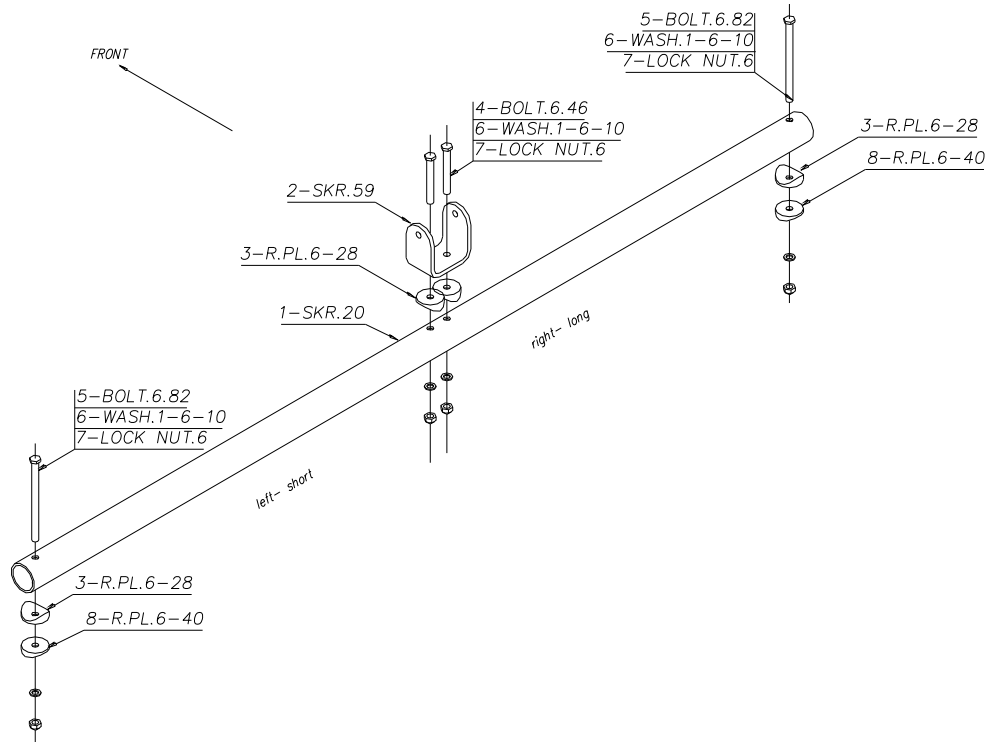


Figure 66 fuel tank support / flap handle mount.

- a) Fit the fuel tank support **SKR20** to the lower rear fuselage tubes **SKR4**, with the U-bracket located towards the port side of the fuselage and facing upwards, Figure 69 and 70.

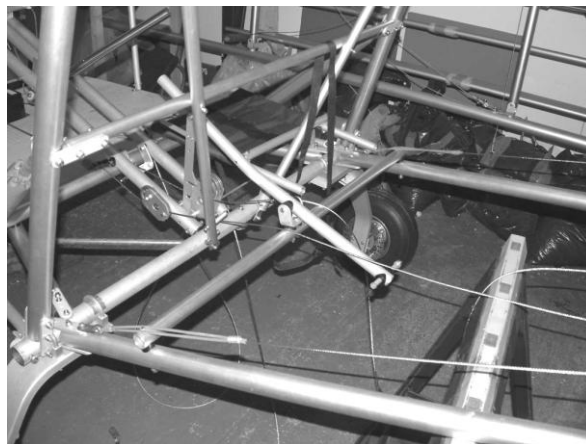


Figure 67 flap handle and fuel tank support bar.

- b) Fit the flap handle to the U-bracket, biasing the flap handle tube as far to the starboard side of the bracket as possible, leaving only one saddle washer between the handle and the starboard side of the bracket, figure 71.

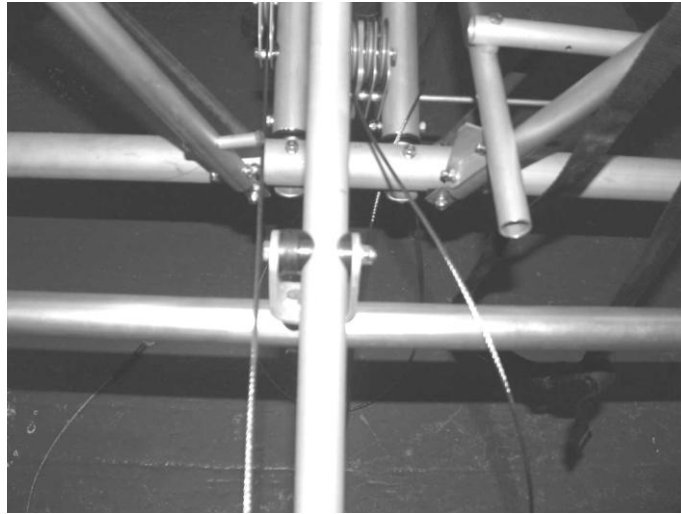


Figure 68 flap handle pivot looking forwards.

Do not space the detent lever away from the handle, use only one thin plastic washer or a single saddle washer between them. It is permissible to bend the lever slightly into a Z-shape to make it align with the flap handle and the latching slot.

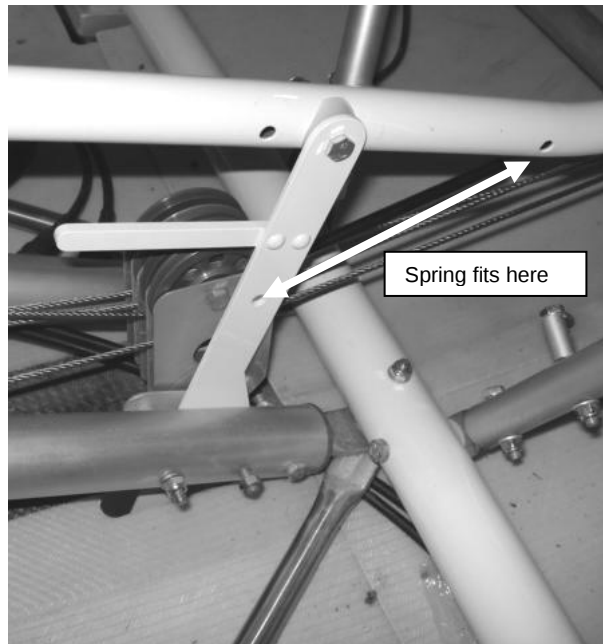


Figure 69 flap lever detail

- c) Fit the S70 spring from the flap handle to the detent lever, in position shown in figure 72. The eye end may need opening up slightly to fit in the rear hole

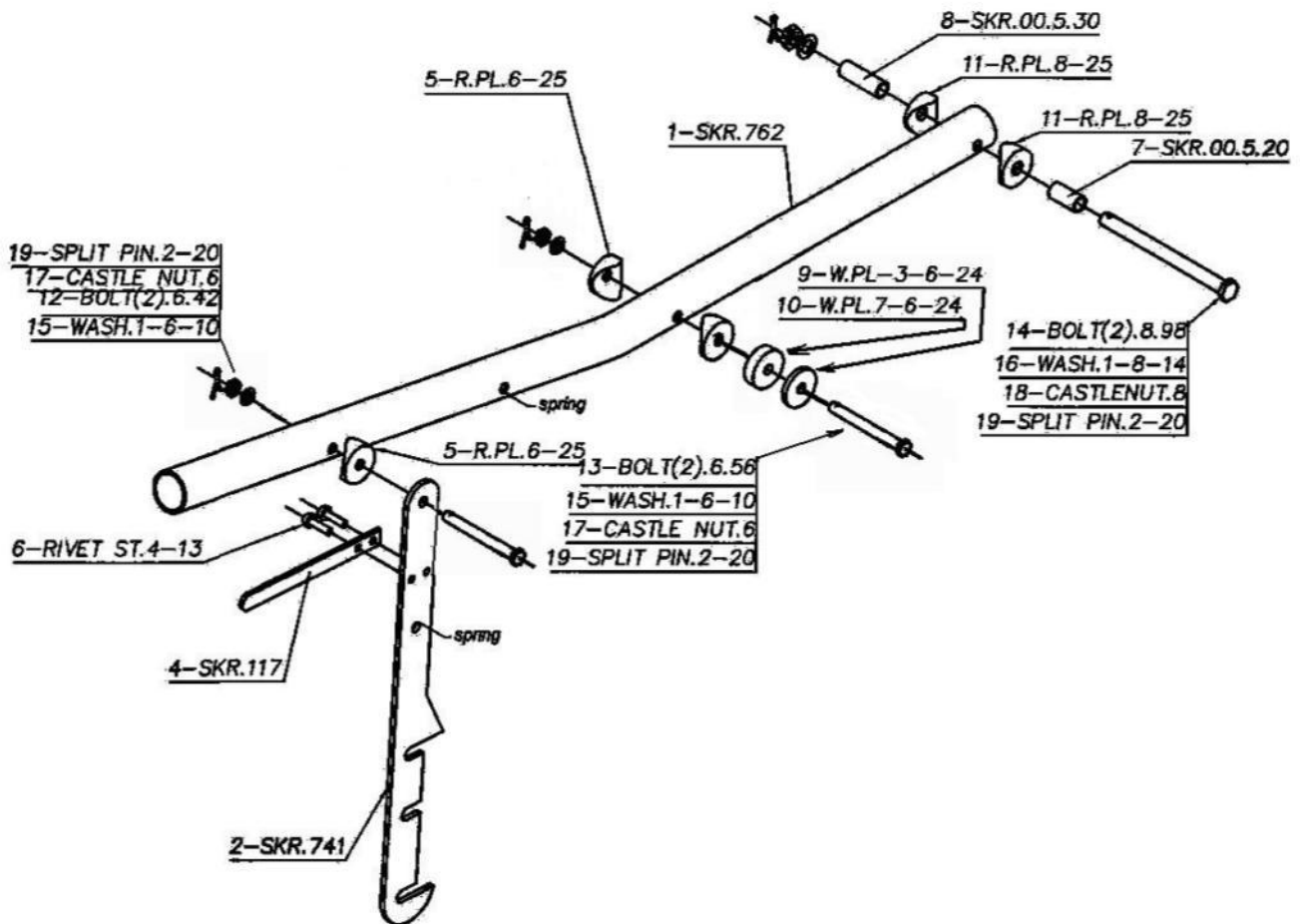


Figure 70 Flap handle

3.6 Not Tightening the Bolts

Do not tighten the bolts around the rear fuselage at this stage.

Lightly tighten the cables to get the rear fuselage to sit approximately squarely, but the final alignment and tensioning is left until section 7.1 - **Error! Reference source not found.** This is to avoid building a "set" into the fuselage. If you cannot get the turnbuckles onto the cables, try propping-up the tail end.

4 Undercarriage

4.1 Wheels

All three wheels and tyres are identical, only the hubs differ between the nose wheel and the main wheels, which are fitted with brake discs.



Figure 71 wheel parts.

- a) Place an inner tube inside a tyre, Figure 75.
- b) Loosely place the tyre onto a wheel half with valve hole, locating the valve through the hole in the wheel half.



Figure 72 tyre and inner tube.

- c) Place the other wheel half onto the first wheel half, so that the tyre and inner tube are positioned between the two wheel halves.
- d) Take a hub, put a drop of thread lock into each of the six threaded holes, and position it against the wheel half opposite the valve side, Figure 73. Note that the hub has a machined face with square inside corners one side and a radiused face the other. The machined face should sit against the wheel halves. **Do not assemble with hub between wheel halves!**

- e) Check that the inner tube is not trapped between the wheel halves, and pass all six bolts from the valve side through their washers, both wheel halves, and into the threaded holes on the hub.
- f) Tighten the bolts and inflate the tyre to 26psi. If the tyre does not slip easily into position a little squirt of neat washing up liquid around the rim can be used to make it slip more easily.



Figure 73 placing a hub against the wheel halves.

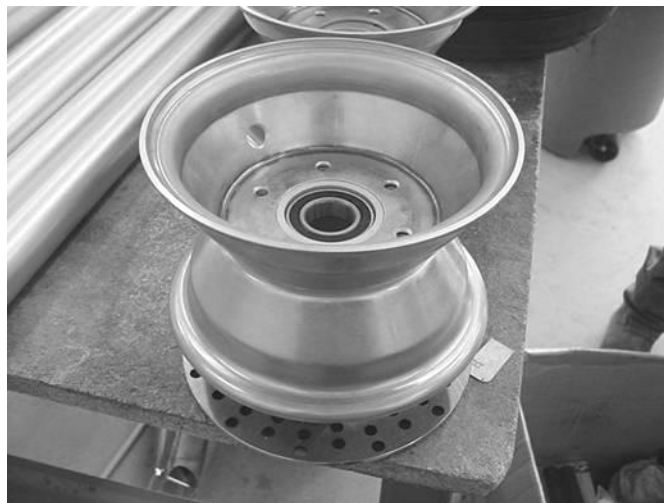


Figure 74 a wheel minus the tyre.

4.2 Main Undercarriage

4.2.1 Brake calliper attachments

- a) Check that the callipers are bolted together by the correct bolt to leave the other two holes free to mount the calliper offset slightly to the rear of the undercarriage legs. See Figure 98 for the manner in which the callipers are intended to be mounted.

It will probably be necessary to swap the bolt holding the one of the callipers together to the other hole. This will result in a handed pair of callipers.

- b) If not already done, drill an 8mm diameter hole in each undercarriage leg 18mm above the upper rear stub axle mounting holes, as shown in Figure 75.

Mark carefully, and recheck before drilling. Use a small pilot drill first, and recheck its position. Then drill out to the proper size.

Try to drill squarely. It is permissible to allow a little slop in the hole size, to allow the callipers to find their own alignment.

Take care to make a handed pair. The callipers and holes for them are to the rear of the undercarriage legs, and at the narrow end of the legs.

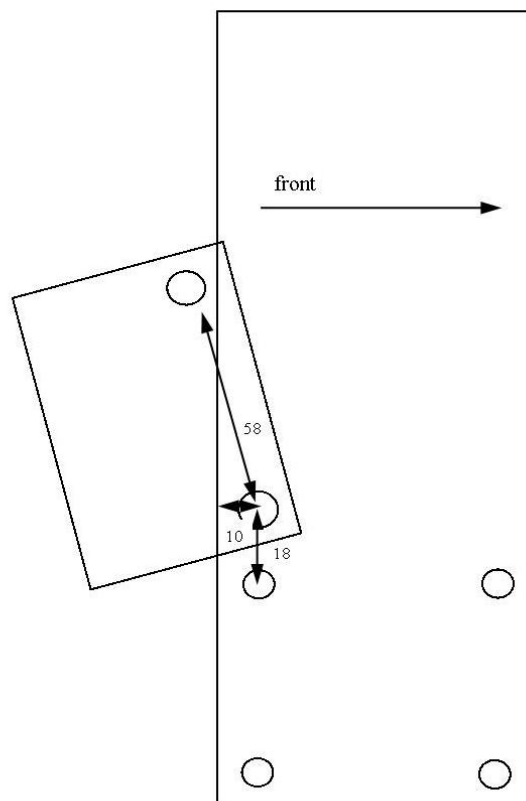


Figure 75 hole for brake calliper mounting.

4.2.2 Undercarriage legs

- a) If spats are to be fitted, fit the mounting brackets on the lower pair of stub axle mounting bolts on the wheel side of the stub-axle flange, figure 77.

Use the longer bolts supplied in the spat kit. Excess bolt threads can be trimmed off. The bracket may need relieving with a file if there is interference with the stub axle weld

- b) Fit the brake mounting piece to the forward upper stub axle bolt, and tighten the stub axle bolts.

Note if spats are fitted the stub axles should be attached with the outer fixing bolt vertical – not horizontal as shown below.

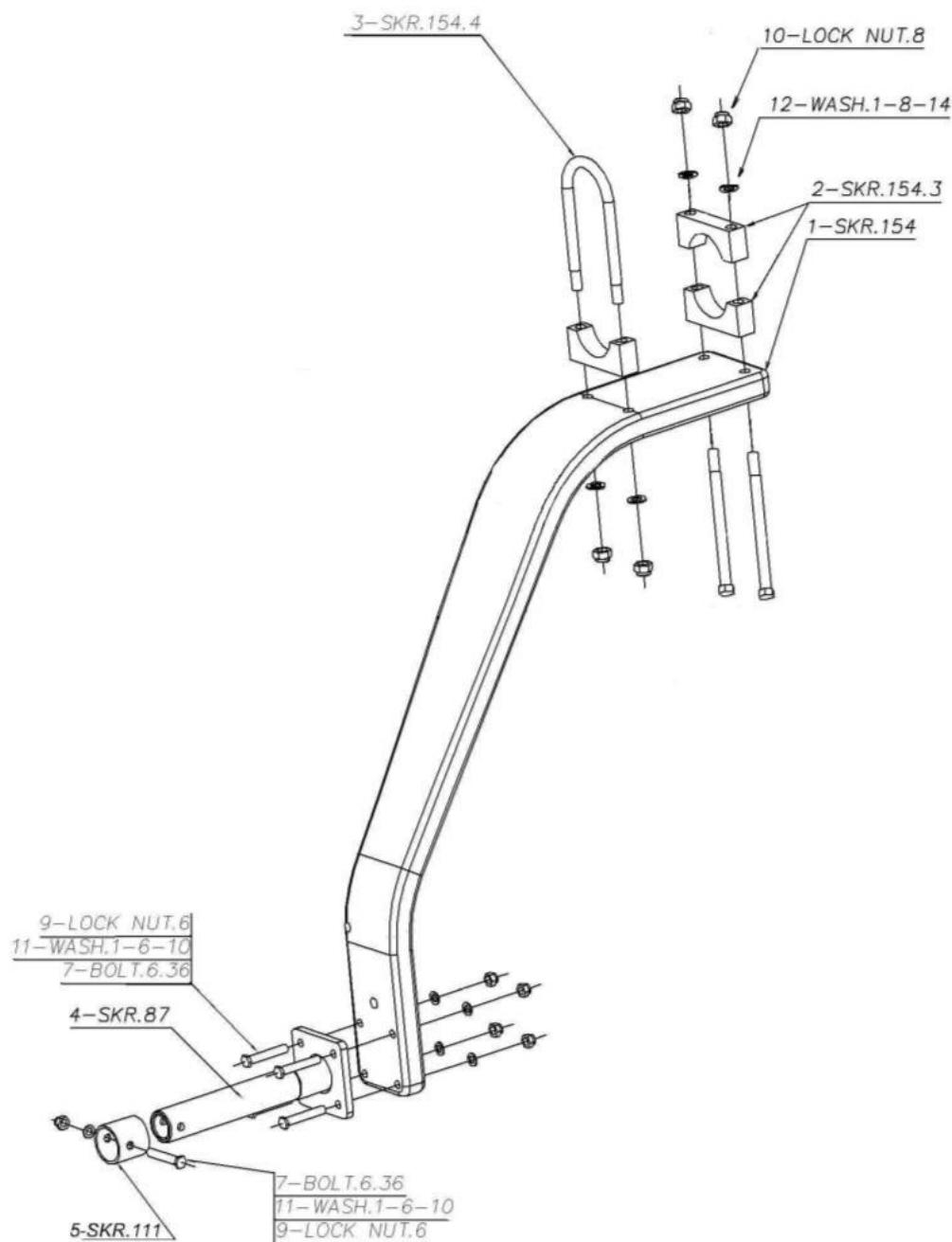


Figure 76 Skyranger 2 / Swift 2 undercarrige leg

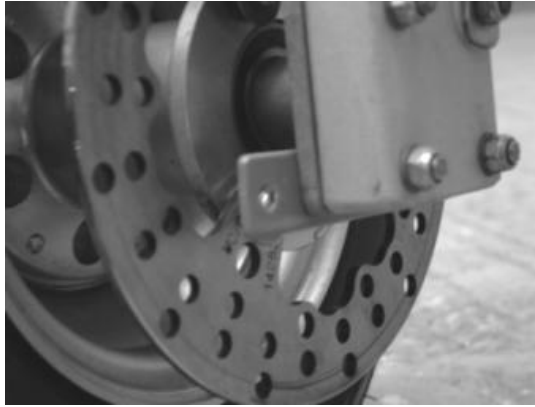


Figure 77 main gear inner spat mount.

- c) Fit the undercarriage legs to the main undercarriage cross-beam **SKR9**

Make sure that the legs are on the correct sides to place the brake callipers towards the rear!

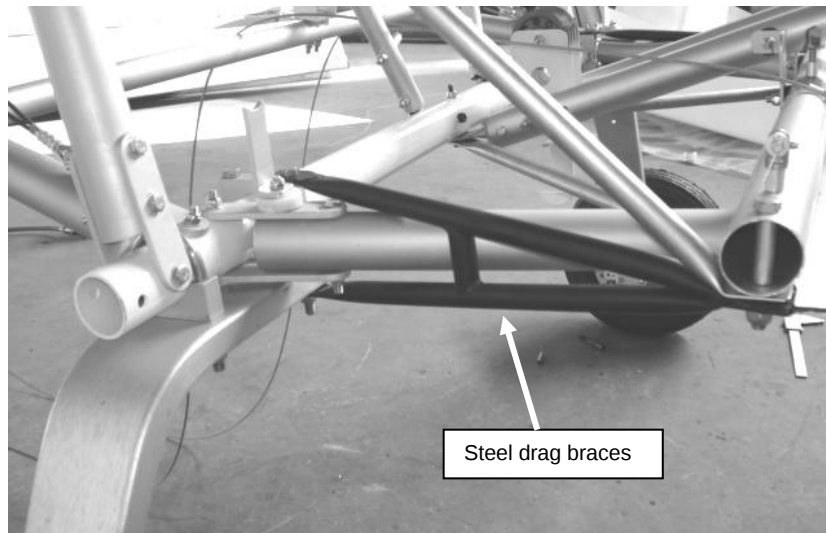


Figure 78 main gear leg mounting.

- d) The outer clamp should be positioned as far outboard as possible, against or close to the plates holding the base of the rear cabin uprights **SKR6**. Don't fully tighten yet.

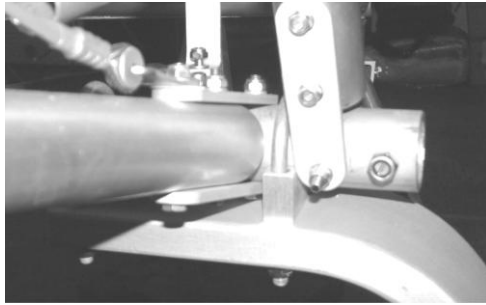


Figure 79 outer U-clamp position.

- e) Fit the steel drag braces (Fig 78), and then tighten all attachment bolts.

The forward end attaches under the SKR144 triangulation side tube (which should be fitted at this time assemble as per Figure 80). Ensure the attachment bolt does up tight without becoming thread-bound, It may be necessary to add another washer under the nut to achieve this balance. Bolts should be fitted head down as shown. Note the bolt that attached the SKR144 is longer than the rear bolt – check they are correctly orientated so.

The lower rear end goes under the gear leg and the upper rear end goes over the top of the upper clamping block. Ensure the front attachment bolt does up tight without becoming thread-bound, but also has no thread bearing on the drag brace. It may be necessary to adjust with washers under the nut to achieve this balance.

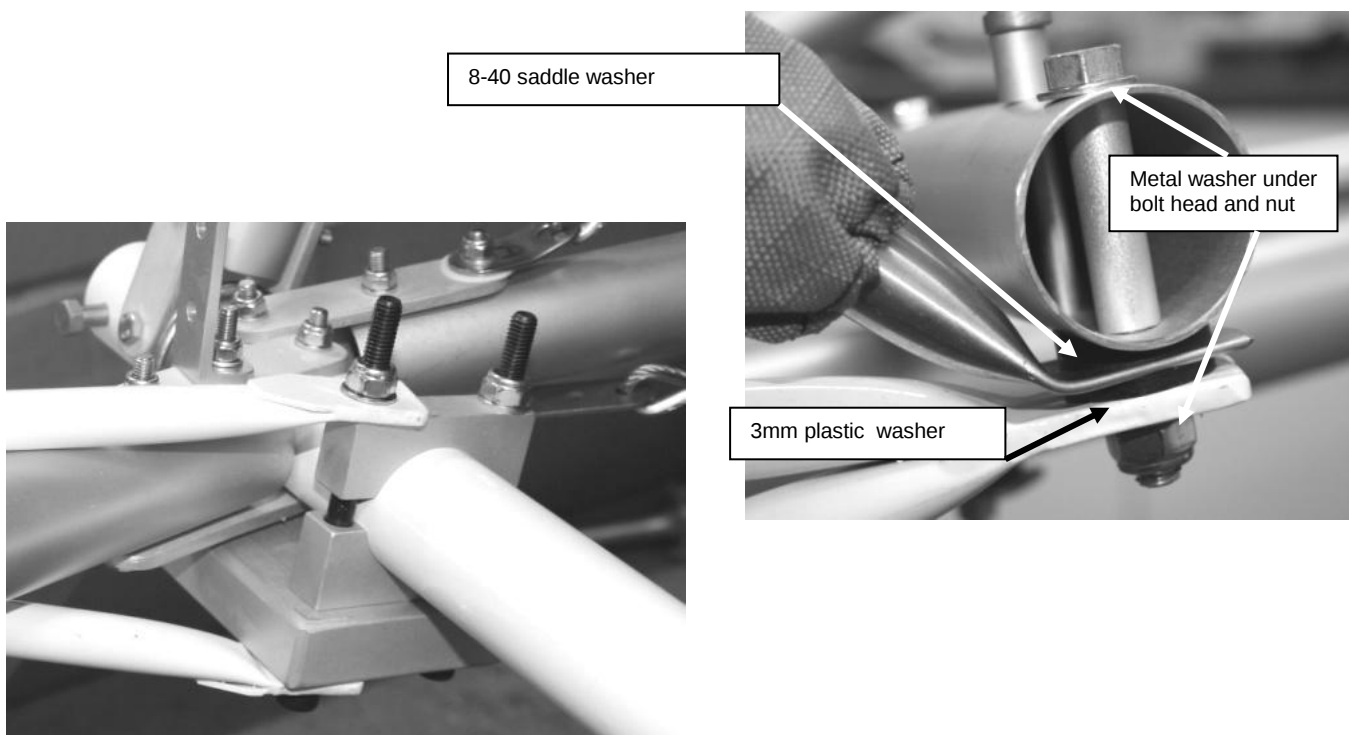


Figure 80 rear and forward ends of starboard drag brace

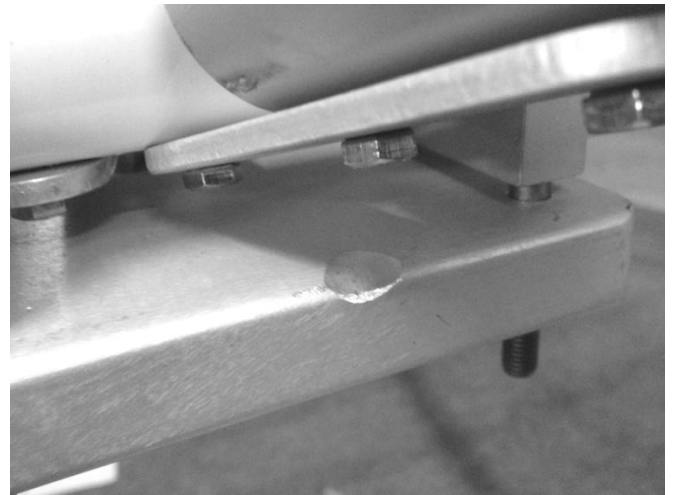


Figure 81 interference cure

- f) You may experience interference between the undercarriage leg and the bolt head as shown. If so file a rebate in the undercarriage leg as required. Make sure edges are smooth and protect the bare metal with some paint or laquer.

4.3 Nose Gear

Refer to Figure 82.

- a) If no spats are to be fitted apply grease to the inside of the nose wheel lower and upper guides. If spats are to be fitted, then leave this until the nose leg is removed to fit the spat.

This is to minimise the risk of contaminating the rubber washers with grease. It is best to leave fitting the spats until the end of the build, otherwise they are likely to suffer damage during the rest of the build (yes you will drop that hammer on it!).

- b) Slide the nose leg up through the lower guide.
- c) Put a large steel washer, then 7 rubber washers, then another large steel washer, onto the nose leg before sliding it up through the upper mount.

Washers and axle parts may be packed separately marked '88'.

Check the number of rubber washers supplied, you may receive an extra one or two. Use only the specified number.

It is important that the nose leg should be free to swivel in its guides with little or no perceptible friction.

If the nose leg is stiff to turn due to a slight misalignment between the upper and lower brackets try turning it around 180°.

If the nose leg still does not easily align with the upper bracket in a side-to-side manner, slide it clear of the upper bracket and gently apply a tweak to the lower mount using the nose leg itself as a lever. The aim is to achieve good alignment to remove any friction in the rudder controls. If a small tweak does not suffice, the holes securing the lower

guide may be elongated slightly, parallel with the nose leg. Do not elongate them in any other direction, as this will introduce slop into the position of the lower guide.

If the nose leg is still stiff to turn, smooth any protruding weld inside the upper and lower mounts with abrasives. A small file or a flap wheel can be useful.

Do not get oil or grease onto the rubber or metal washers, as this may cause them to slip over each other in a very heavy landing. This can result in the rudder control circuit feeling stiff or binding, due to misalignment of the nose wheel steering bar.

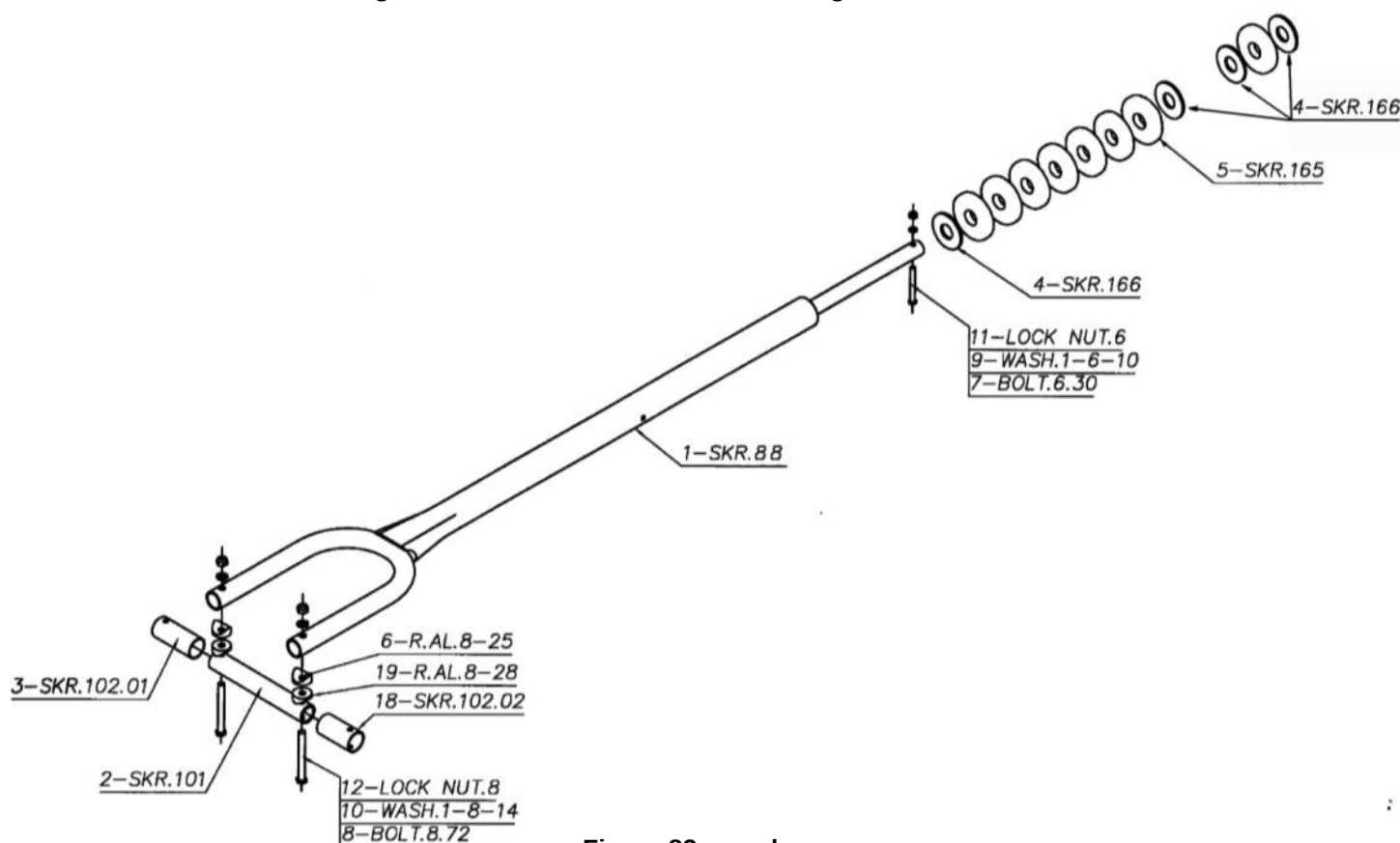


Figure 82 nose leg

- d) Above the upper mount there should be another two large steel washers with one, two, or three rubber washers between them as required, secured by a bolt though the nose-leg.

If a nice fit without excessive vertical play cannot be achieved, make a sleeve to go over the top of the nose-leg, and drill it for the securing bolt at the required position to hold the nose-leg firmly in place. Ensure that the fitting is not squeezing the rubbers, as this will increase friction. A little vertical play is no problem and better than an overly tight fit.

- e) Ensure that the lower engine mount triangulation tubes passing either side of the nose leg do not touch it.

Use additional washers to space out the lower ends of the triangulation tubes if necessary.

4.3.1 Nose wheel

- a) Assemble the wheel on its axle **SKR101** with a spacer tube **SKR102** on each side figure 82.

The spacer tubes are cut to different lengths to centre the wheel on the axle, as the wheel is not symmetrical about the hub.

- b) The axle should be attached behind and below the forks.

Check that the tyre does not rub against the side of the forks. The fit can be adjusted by filing the holes in the spacer tubes so that the wheel can be moved sideways. Once in a perfect central fit, tightening the attachment bolts will lock it into place.

4.3.2 Nose wheel steering

- a) The nose leg fits to the steering bar between the two 90 degree brackets.

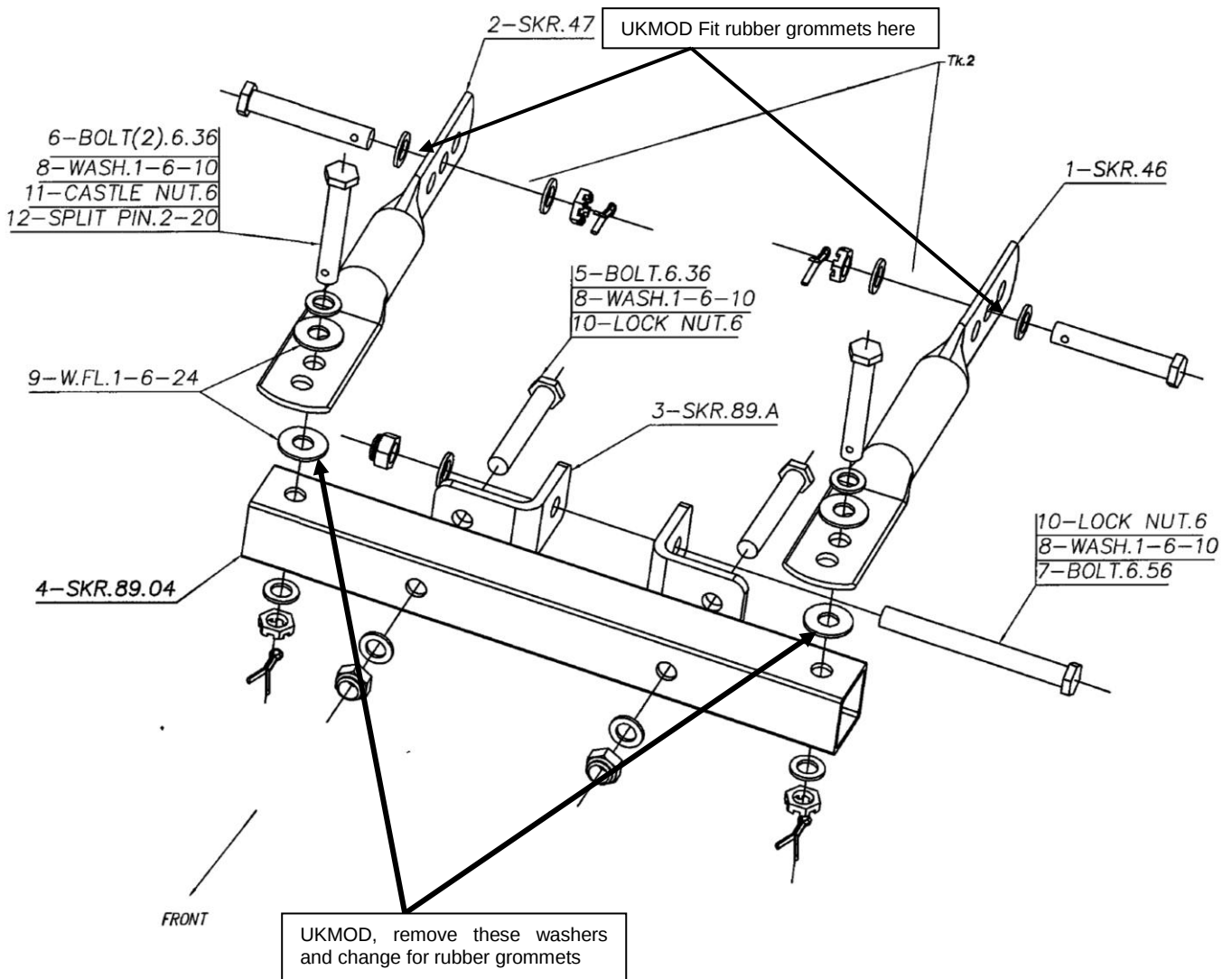


Figure 83 Nose wheel steering.

- b) Temporarily fit the two small steel pushrods **SKR44** and **SKR45** linking the steering bar to the rudder pedals. Use the middle holes at this stage.

One pushrod is longer than the other to account for the offset of the rudder pedal pivot bars.

- c) UKMOD: Rubber grommets must be fitted between the box section and steering pushrods and between the pushrods and the pedals to facilitate angle change at steering extremes.

Ensure that you have fitted these, as otherwise the steering will not operate properly.

Make sure all the other metal and plastic washers are removed. Fit one of the plastic washers supplied in the bag with the grommets under each bolt head

Do not tighten the bolts so much that you completely squash the rubber grommets!

- d) Temporarily fit the pushrods to the rudder pedals, using the middle holes on the pushrods and the second hole from the top of the pedals.
- e) Pedals may be adjusted rearwards by using one or both of the outer holes in the pushrod. However using the inner holes to move pedals forwards is not recommended as it can cause fouling with the rudder stop cables which are fitted later.
- f) Note the bolts used at both ends of the pushrods should be fitted with split pins once adjustments are finalised.

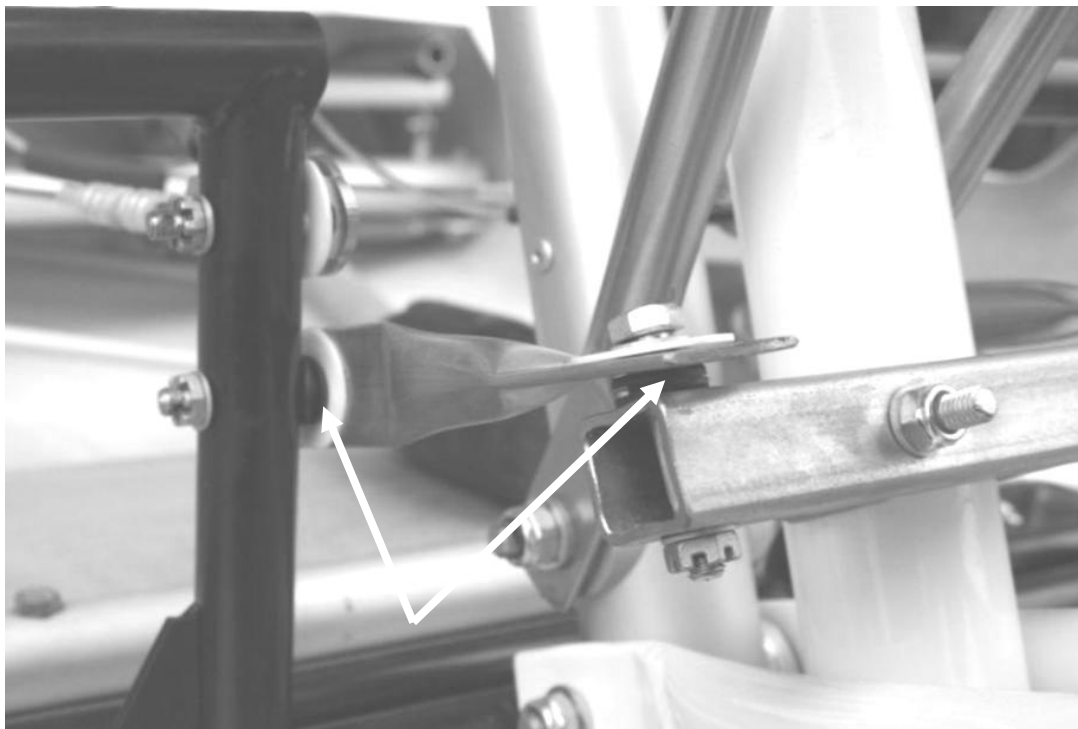


Figure 84 nose wheel steering bar, with rubber grommets between pushrods and box section and pushrods and rudder pedals, note the white plastic washers shown near the arrows should not be fitted.

5. SKR16 side rail tubes

The TU16 side rail tubes are not used on the Nynja – but are used on the Swift 2 as they act to hold the fabric fuselage covering under the cockpit. They must be modified to fit and work with the Nynja style main gear drag links.

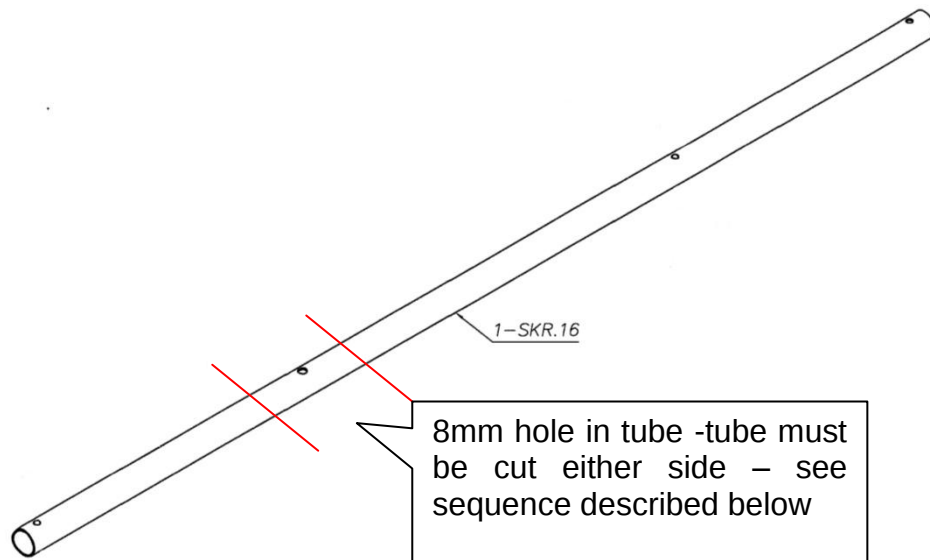


Figure 85 SKR16

- a) Joiner plates (4 required) are made from SKR 146, which are also used as seat bracing plates. The hole at one end should be drilled out to 8mm diameter and an extra 4mm hole drilled in position 50mm from the remaining 4mm hole, as shown below:

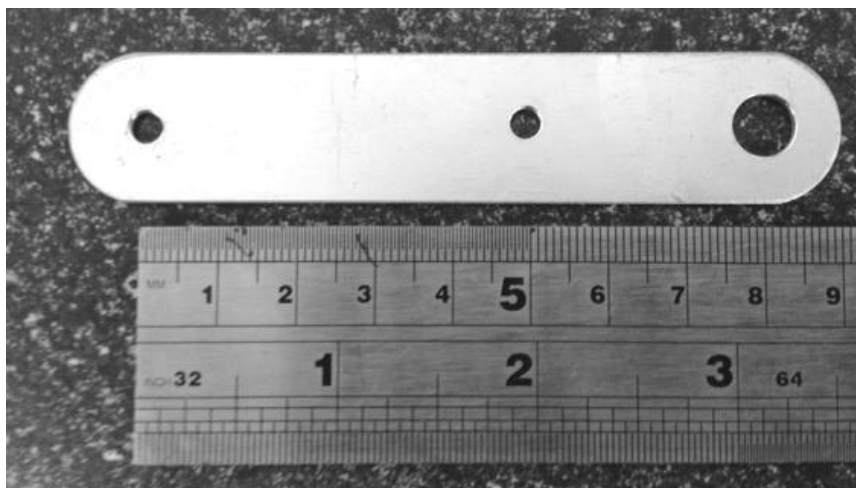


Figure 86

- b) Pop a bolt in the 8mm hole in the TU16 to hold a joiner plate as shown in the left picture below and mark through the 4mm holes onto the centreline of the tube. Then flip it around 180 degrees and mark the other side as shown in the right picture below.

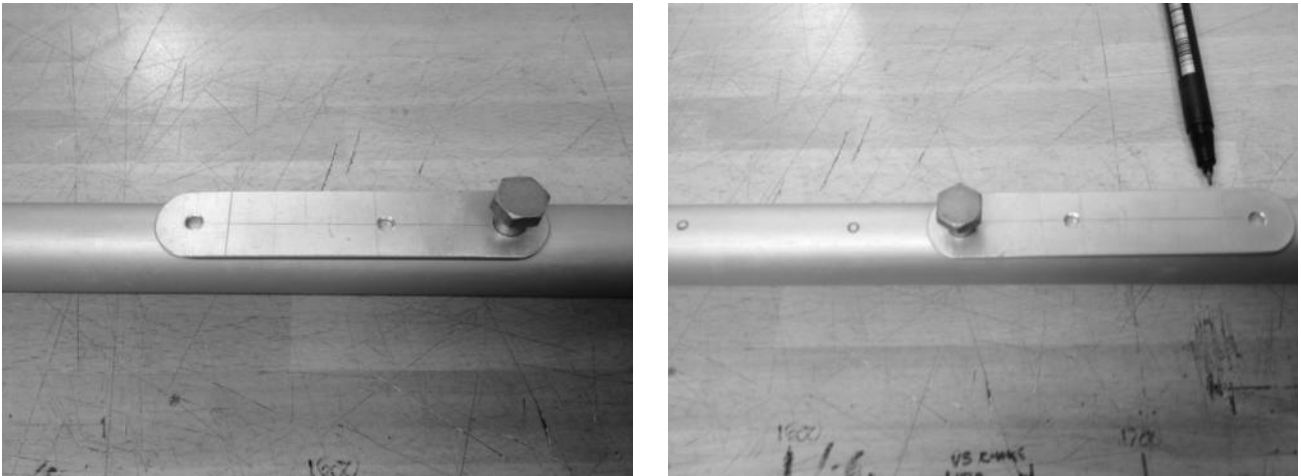


Figure 87

- c) Remove bolt and plate and cut the TU16 tube 20mm either side from the centreline of the 8mm hole.



Figure 88

- d) Take the front section and drill through the marks diameter 4mm – just through one side of the tube – not all the way through. Then using 4x16mm steel rivets fix a joiner plate inside the tube. 5mm long spacer tubes are used over the rivets between tub wall and plate.

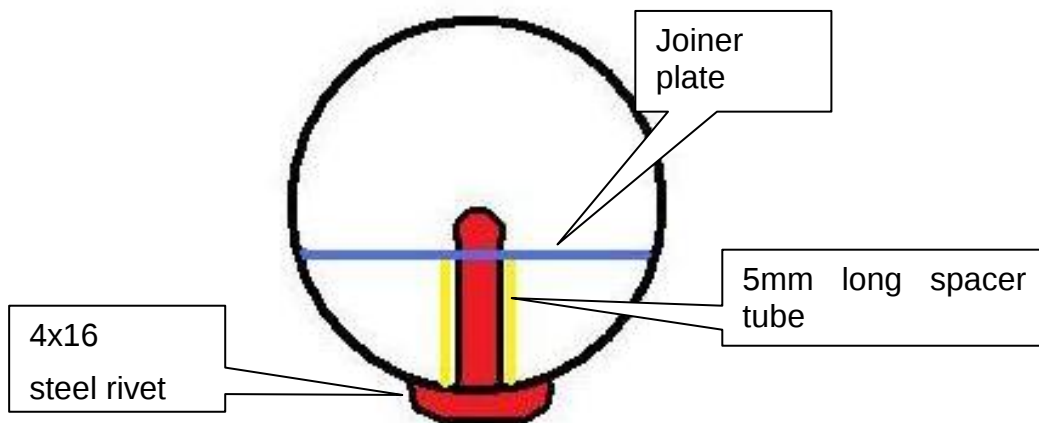


Figure 89

- e) The rear section has a joiner plate fitted the same but also needs a portion of the tube to be cut away to give clearance from the drag brace. The section shape to be cut out is as shown below – 45mm long and 20mm wide.



Figure 90

- f) Mark out for the cut, which should be orientated at an angle as shown below. Note that each side is 'Handed'.

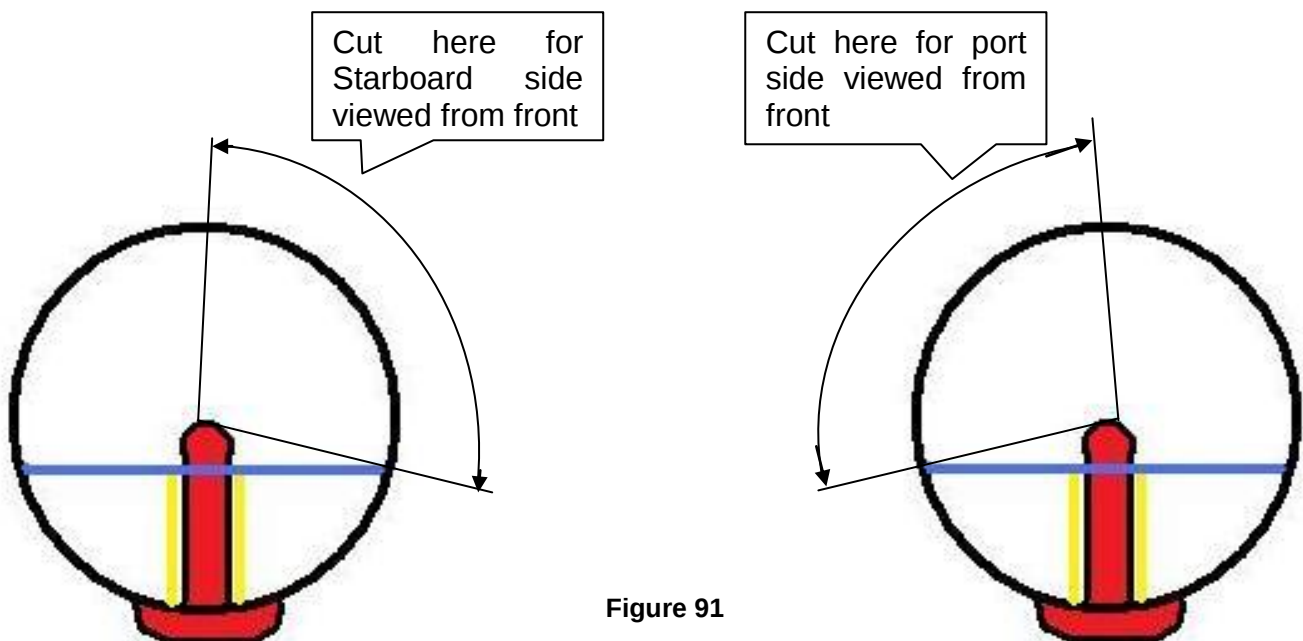


Figure 91



Figure 92

g) Finish with a further angle cut and final filing to fit as shown in picture above.
The front and rear sections fit in position as shown below:

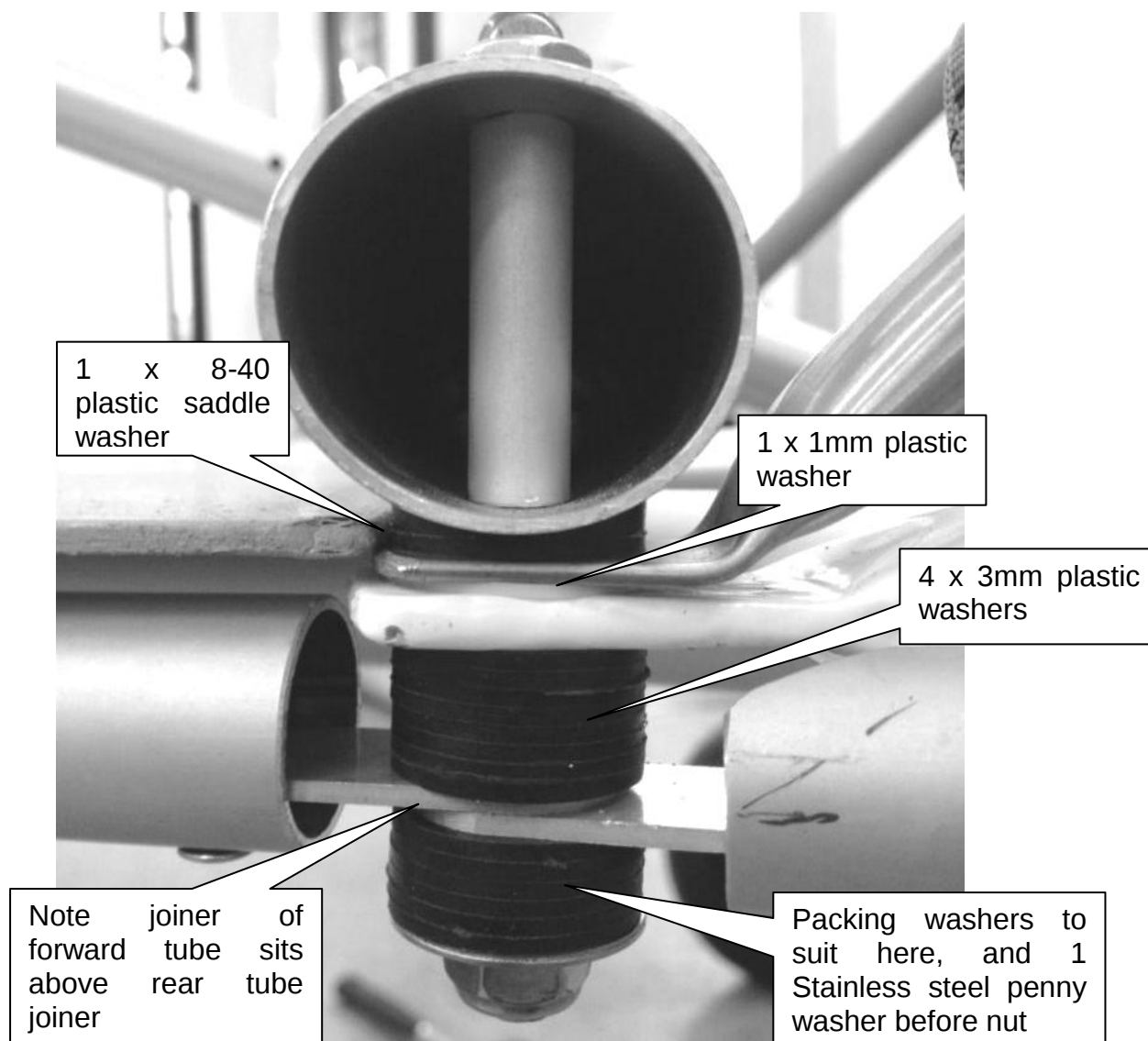


Figure 94

h) Only loosely assemble to verify fit at this stage as TU16 tubes will be removed later to fit fuselage fabric.

i) The front end of the front tube fits on the long bolt on the outer end of the rudder pedal mounting bar SKR18



Figure 95

- j) The rear end uses a stainless steel L bracket to fix to the SKR9 assembly. Note the position of the 2 thin plastic washers to isolate the stainless steel from the aluminium.



Figure 96

not tighten until the fuselage cover is fitted at a later stage, as the side tubes are removed again to fit the covering.

6. Brakes

6.1 Brake brackets

- a) Slide the main wheels into place on the stub-axles. Use a smear of grease.

Sometimes the wheels are a tight fit on the stub axles. If the wheel cannot be slid on and off easily use some fine glasspaper and smooth the exterior of the stub axle, then assemble with a little grease.

- b) Slide the callipers over the brake discs, Figure 98

The callipers must be handed to sit behind the undercarriage legs by swapping the bolt which holds the calliper halves together to the other hole on one of the callipers.

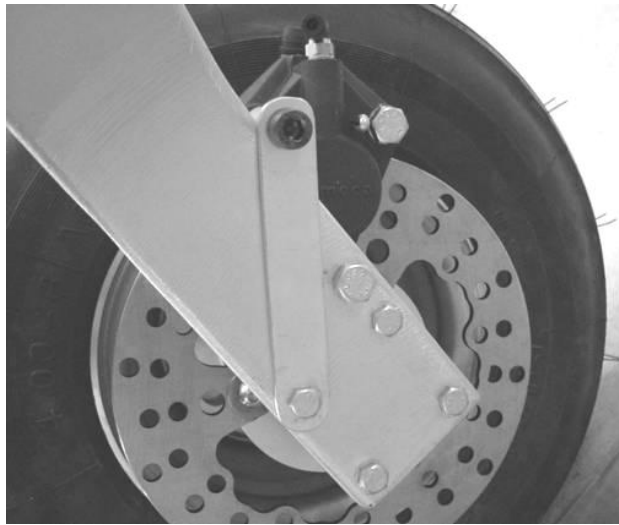
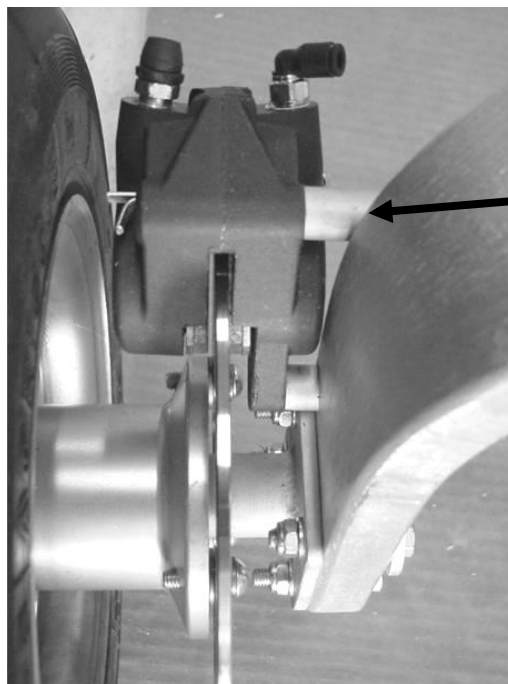


Figure 97 brake calliper mounting. Note bolts are usually the other way round, heads towards the wheel which keeps the threads away from the axle flange.



Make sure spacer / bolt sits against gear leg like this.

Figure 98 spacers on brake mounts.

- c) Bolt the callipers to the undercarriage legs, using spacers as required to centre the callipers on the discs, Figure 98. Note that 8mm washers are now used in place of spacer on the lower bolt.

The parts to mount the callipers are in the UK Mods kits, but the stainless straps may be in the A9 bag.

Note there is movement of the wheel available, but the position used should be with the wheel as close to the undercarriage leg as possible.

If the hole through the undercarriage leg is not square, the calliper will not sit correctly. Open out the hole diameter a little to allow the calliper to find its own alignment.

Adjust / shim the spacers / add or subtract washers as required to ensure calliper is centred on and in alignment with the disc

- d) Fix the wheels in place with lengths of aluminium tube **SKR111** slipped over the axle and drilled to allow a bolt to secure them to the axle.

If spats are to be fitted, fit the 80mm extension tube from the spat kit. See spat fitting section for fitting details

6.2 Hydraulics

- a) Mount the brake lever on the front of the control stick.
- b) If the brake lever fouls the instrument panel, when this is fitted, it will be necessary to put a small stop in front of the lever to limit its forward movement.

This may be a small bolt, chopped off and screwed into place, or some other chocking device. An alternative is to saw off the end of the brake lever to remove the 'bobble'.

- c) Use Teflon tape or an appropriate thread sealant on the threads of the end fittings at the callipers and the brake lever, to help seal the fittings to the callipers and lever.

The threads on the bleed nipples themselves are best fitted with loctite and will need to be done up fairly tight to seal.

- d) Assemble the hydraulic tubes from each brake to the brake handle.

Systems may be supplied with a 'Y' splitter on the brake handle outlet, or a separate T piece that may be positioned behind the SKR15 or in front of the SKR9

Cut the ends of the hydraulic pipe squarely and cleanly.

The connectors are a firm push-fit on the tubes. Give the tubes a tug to check they are seated properly.

Leave a little slack to allow for movement of the control stick.

Check that there are no high points between the brakes and the lever, as this could trap air bubbles and give a spongy feel to the brakes.

- e) Bleed the brake system until the brakes become effective at preventing the plane being pushed. The lever does not have to be very hard to achieve this.

Ensure that no brake fluid is spilt on anything. If any is spilt, wash off with copious amounts of water. Use containers / oven trays etc. to catch any fluid dripping off the reservoir or running down the stick. Beware of spurts of fluid out of the reservoir filler or the bleed nipples.

Fill the system from the bottom up through the calliper bleed nipples, using the syringe supplied or a pressurised bottle available from Halfords or similar. This seems the most reliable method and should be used. To get firm brakes it will be necessary to push enough fluid upwards in one go to fill the calliper and the brake lines and flood fluid out of the master cylinder (use plenty of rags and a catch tray to prevent fluid spilling on the airframe). A 'stop start' approach will result in bubbles of air being trapped.



Figure 99 brake bleeding

- f) If the brakes leak fluid they will require more sealant tape on the threads.

It may appear that the brake callipers are leaking from the seal between the two halves. This is unlikely to be the case: typically some fluid from a leak on the bleed nipple gets between the calliper halves, and can then be seen as a line when the brakes are squeezed and the callipers flex slightly.

The hydraulic fittings on the brake callipers may need to be tightened up quite a lot to prevent weeping of fluid.

Run-in the brakes on the ground before flight testing commences.

7. Tail Surfaces

7.1 Tensioning the Rear Fuselage

- a) Ensure that the front of the vertical fin is not yet fixed to its mount.
- b) Check that the rear fuselage is sitting approximately squarely, then tighten the bolts around the rear fuselage, remembering to use threadlock.

If there is some “set” in the rear fuselage, get a helper to twist it straight whilst you do the bolts up. This will help when the cables are used to correct the “set” as detailed below.

- c) Lift the back end of the forward fuselage off the ground by picking up on the rear of the fuselage under the vertical stabilizer tube.
- d) Fit the turnbuckles to the forward ends of the upper cables and tighten firmly.
- e) Allow the fuselage to sit on the ground normally again.
- f) To check the tension on the cables you can hang a 3kg weight from the centre of the cables with the turnbuckles: it should hang down around 2cm give or take 3mm or so. This is quite tight!
- g) Check that the vertical stabilizer is straight up and down relative to the rest of the fuselage. If it is not you can adjust it with the turnbuckle tension, loosening one slightly whilst tightening the other a little.

If small adjustments of the cable tension are not sufficient to correct the symmetry of the rear fuselage, the fixed length cables can be adjusted. To do this, disconnect the slackest of the fixed length cables and give it a couple of twists in the direction of the lay of the wire (twisting it up, not untwisting it). Reconnect the cable and repeat the tensioning and adjustments of the turnbuckles.

- h) Once correctly tightened the turnbuckles should be wire-locked.
- i) Check the positions of the plastic anti-chafe sleeves (made of slit fuel tubing if none are already fitted), where the cables cross and optionally where the cables pass the bracing frame, and secure with a small cable tie, figure 100.

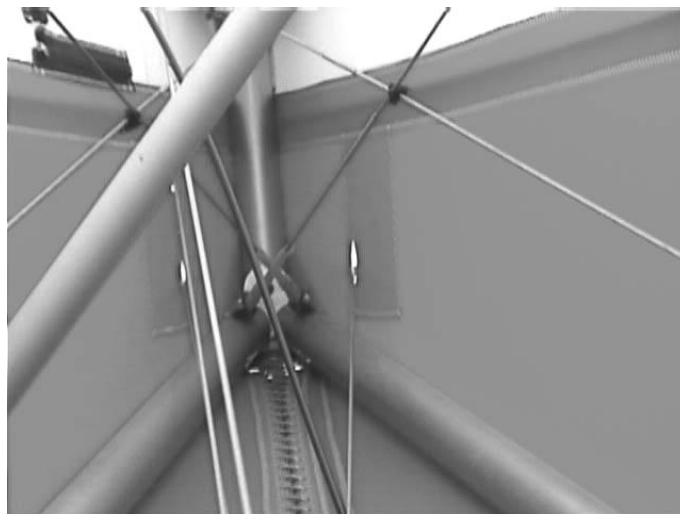


Figure 100 crossed cables and cable ties.

7.2 Trim Tabs

7.2.1 Cable outers

The action is transmitted from the trim lever via Bowden cables to the trim tab.

- a) Fit the threaded cable adjusters into the forward cable outer termination bracket.

The bracket was fitted earlier to the rear of the starboard upper cabin triangle tube. If this was missed, take care not to lose the internal spacer when fitting the bracket: push the bolt out with another bolt, then push this one out with the bolt holding the bracket.

- b) Secure the cable outers running along the starboard upper rear fuselage tube **SKR2** back to the support for the forward tailplane attachment.

White or grey insulation tape is recommended for this purpose. Whilst cable ties could be used, they will visibly distort the fabric covering.



Figure 101 forward end of trimmer cables.

The rest of the cable fitment will be done after the fuselage covering is fitted.

7.2.2 Elevator trim tab

- a) If desired, paint the elevator trim tab.
- b) Tap the elevator trim tab hinge pin out about 10mm, and cut this off. Tap the pin back into place.
- c) Drill a tiny hole, lockwire size, at each end of the hinge, either side of the hinge pin but not through the hinge pin.
- d) Wirelock these holes, to prevent any chance of the hinge pin falling out as it wears over time.
- e) Rivet the elevator trim tab hinge to the trim tab and to the lower side of the trailing edge of the starboard elevator half, figure 102 **Error! Reference source not found..**

Elevator halves are handed, choose the correct one to place the slots for the eyebolt nuts to the underside.

Align the tapered part of the trim tab with the tapered part of the elevator.

Use between five and ten 3.2mm diameter steel rivets, rather than anything larger due to the small diameter of the trailing edge tube.

If desired, leave the actual riveting on of the tab until the elevator halves are mounted on the aircraft, to keep the tab out of the way. However, it is worth drilling all the holes at this stage.

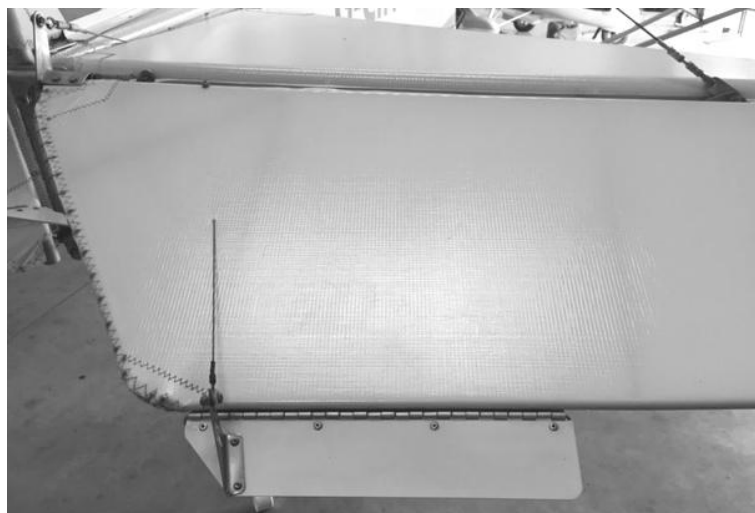


Figure 102 trim tab and horns position.

- f) Attach the rear cable bracket to the lower forward edge of the elevator leading edge spar.

Drill the 5mm diameter hole 230mm from the inboard end of the elevator leading edge.



Figure 103 trimmer rear cable bracket.

- g) Attach the control horns to the trim tab.

The horns should be towards the inboard end of the tab, with the flanges for bolting to the tab towards the outboard end.

They should be positioned in the vicinity of the inboard end of the straight section of the tab trailing edge as per the photographs.

Align the horns to point at the rear cable bracket, and to place the cable attachment holes at the ends of the horn in line with, and erring towards slightly in front of, the trim tab hinge.

Use two short 4mm diameter bolts, cut down to length if necessary.

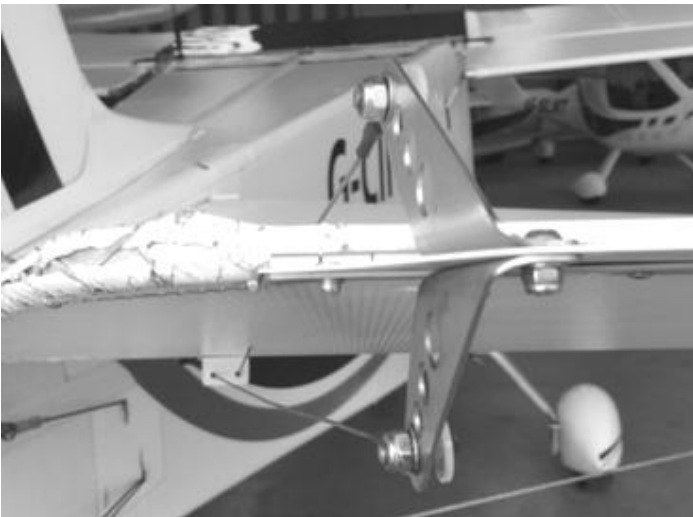


Figure 104 trim tab horns, aligned with cable bracket and hinge pin.

7.3 Tailplane

The tailplane and elevators are assembled and trial fitted at this stage, and then removed to fit the fuselage fairings.

7.3.1 Horizontal stabiliser

- a) Select the four short cables, which brace the tail surfaces.



Figure 105 tail surfaces and bracing cables.

- b) Attach the upper cables to the back of the vertical stabiliser.

These are the cables without turnbuckles .Mount the horizontal stabilisers to the forward and rear mounts on the rear fuselage,

The nut securing the front of the tailplane halves may be tight against the structure of the tailplane. If so, hold it flat against the structure and turn the bolt to tighten it up.

The forward mounting should be left fairly loose to allow the halves to pivot, and will have to be undone later when the fuselage fairings are fitted, so do not threadlock it at this stage.



Figure 106 horizontal stabiliser rear mountings.

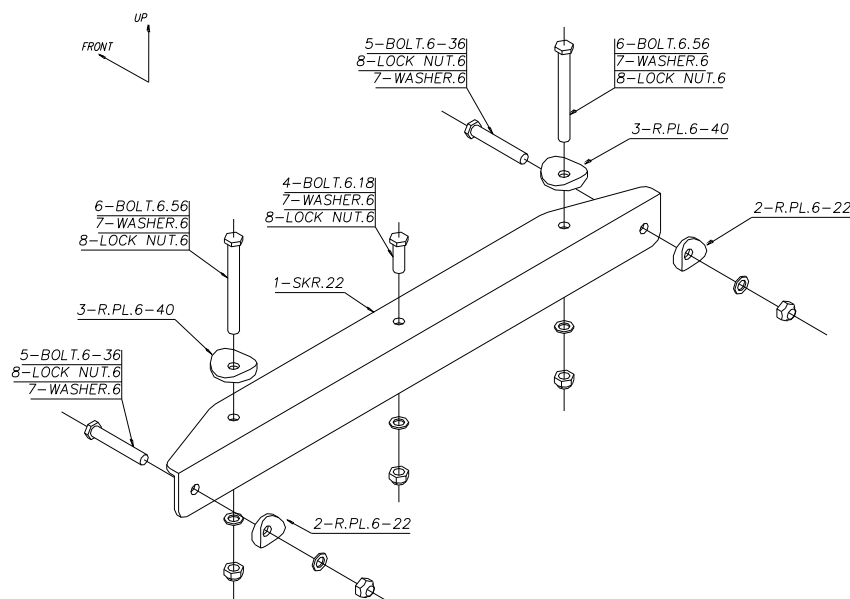


Figure 107 vertical and horizontal stabiliser front mounting.

- c) Attach the lower and upper cables to the back edge of the horizontal stabilisers at the outer eyebolt.

The upper cables should go on first, against the tailplane trailing edge tube - do not fit saddle or flat washers under them.

The turnbuckles should be at the inboard, lower ends of the lower cables, where they can be attached to the tangs already fitted to the lower rudder eyebolt. Tighten evenly by hand. All four eyebolts along the trailing edge of the tailplane halves should all line up when sighted through.

Generally to achieve alignment the inner eyebolts on the horizontal stabilizer have a saddle washer and one 3mm plastic spacer behind them, to match the spacing of the outer eyebolts where the bracing cable tangs attach. There are no saddle washers used on the outer eyebolts.

The trick of using either sticky tape or blue-tack to hold washers and nuts to spanners is worth remembering here. Alternatively Maplins sell forceps which can be very useful for this.

7.3.2 Elevators

- a) Put the port elevator into place and secure with a pivot-pin through each eyebolt.

As the elevator is likely to be removed for transportation etc., the pivot-pins should not be split-pinned at this stage.

- b) Slide the joiner into place onto the port elevator and then fit the starboard elevator.
c) Make sure that the joiner is fully pressed back onto the elevator tubes and fits snugly.

- d) Align the elevators with the tailplane, using two wing under-surface battens or similar straight edge and some bungee cord to hold them level, Figure 98.



Figure 108 elevator joiner and alignment (note: Skyranger joiner shown – Nynja version has integral elevator horn).

e) Make a final check of alignment!

- f) Ensure that the holes in the elevator joiner are perpendicular (90 degrees) to the elevator halves so that the joiner is properly centred, then using the joiner as a jig drill through the tube in the following sequence.
- g) Drill the top side first then underside.
- h) Do one hole first in one elevator half, and pop in a bolt.
- i) Recheck the alignment!**
- j) Next drill a hole on the other elevator half, and again pop in a bolt.
- k) Do another, very final check of alignment and then drill the remaining two holes, one in each elevator half.
- l) Tighten the bolts



Figure 109 drilling the elevator halves.



Ensure joiner sits so holes are drilled perpendicular to elevator centerline !

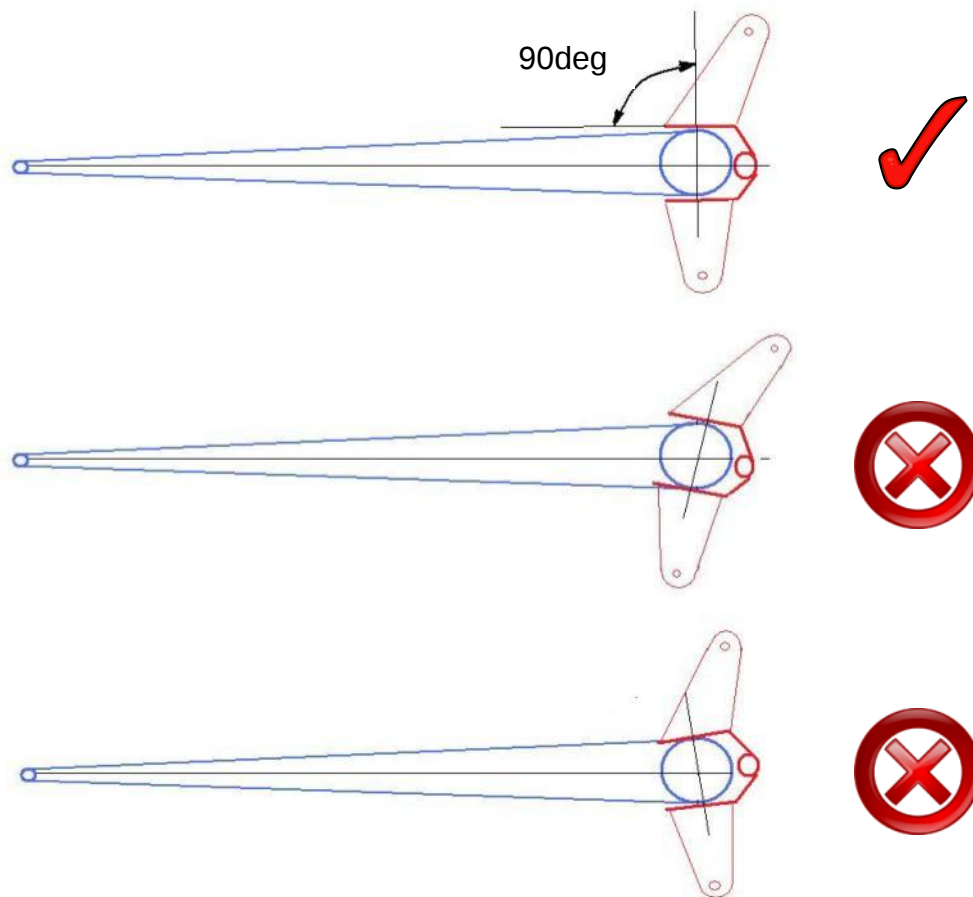


Figure 110 Nynja elevator joiner with integral control horn

7.4 Rudder

7.4.1 Rudder horn assembly

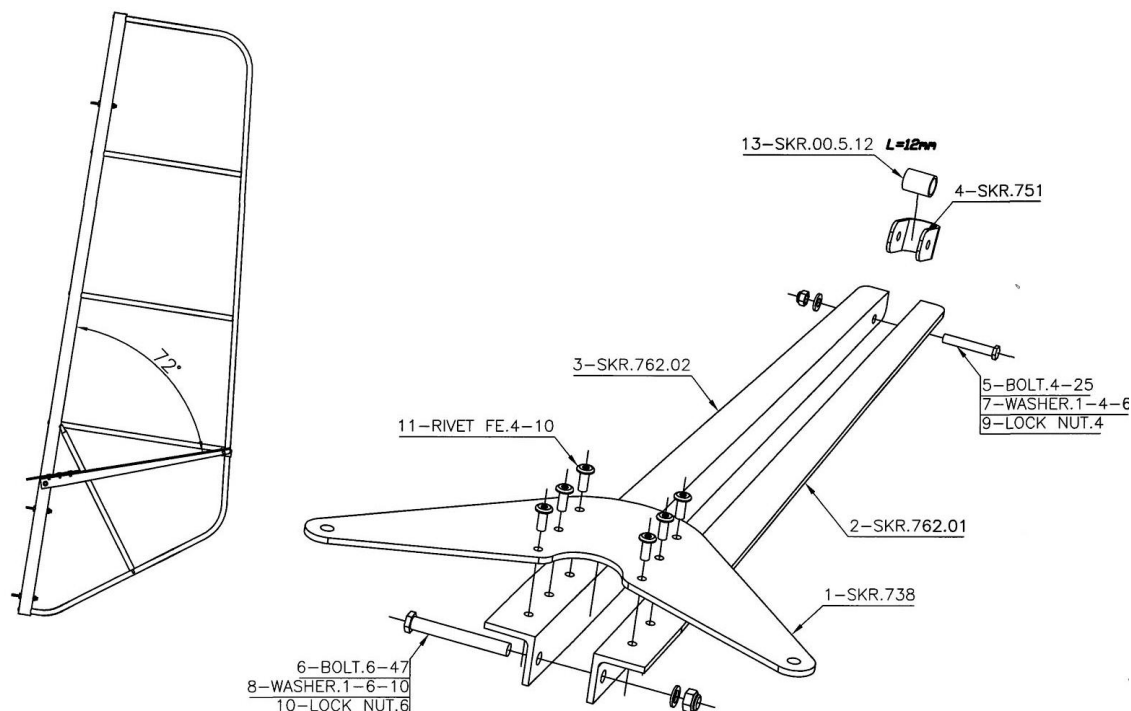


Figure 111 rudder horn assembly (note: Skyranger classic rudder frame shown. Swift2 Rudder is slightly different shape).

- a) Remove the fabric over the 6mm holes in the rudder leading edge spar with a soldering iron.

These holes can be felt through the covering,

Put in place the bracing angles and secure them lightly with a 6mm diameter, 35mm plain shank length bolt through the hole.

- b) Position the angles so that the rear 4mm hole is just in front of the rear tube, and just below the horizontal bracing tube.

This will be on the trailing edge of the rudder.

- c) Burn a hole both sides of the fabric to accept the 4mm securing bolt.
- d) Bolt this end together complete with the sheet U-brace between the aluminium braces and the rudder covering.
- e) Temporarily tighten the 4mm rear bolt and the 6mm front bolt.
- f) Take the soldering iron and burn a slot in the fabric above the braces to accept the rudder horn.

These slots should extend back approximately 80mm measured from the centre of the tube. Use the edge of the braces as a guide and keep the slots tight to their edges, Figure 112.

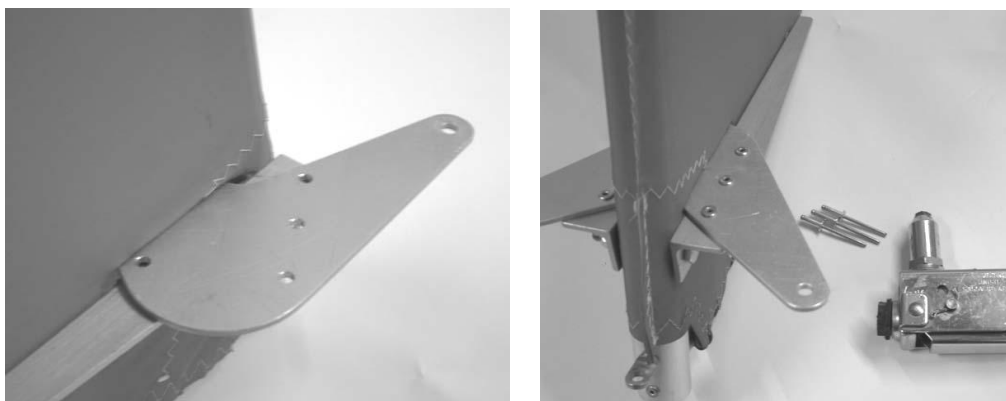


Figure 112 rudder horn fixing.

- g) Next insert the horn into position and check the alignment of the rivet holes.
- h) Ease the holes with a 4mm drill or reamer if necessary to ensure all rivets fit.

Check for excessive tightness or looseness of the securing bolts if alignment is not easy.

If the holes are well out, it may be necessary to file away some material from the central part of the horn, where it presses against the rudder leading edge tube, to allow it to be positioned slightly further forwards.

- i) Rivet the horn in position with 4mm diameter **steel** rivets.

Take care to ensure that the head of the rivet gun is flat in relation to the horn. If your gun is too wide the fabric will prevent this and the rivets will not seat correctly – get a narrower gun if this is the case.

- j) Finally tighten the bolts, remembering to use a small dab of threadlock. Don't get it on the covering!



Figure 113 Swift 2 rudder (note: trim tab not required)

7.4.2 Mounting the rudder

- a) Attach the vertical stabiliser front mounting. It will need spacing from the SKR22 angle so that when tensioning the bolt it doesn't pull downwards. There are some plastic bobbins in the A9 bag that can be used for this plus plastic spacer washers as required.
- b) Attach the rudder to the vertical stabilizer using the three eyebolts

*The eyebolts fitted to the rudder itself should have two steel washers under their heads to stand off the rudder a little or may come with aluminium saddle washers. **Plastic saddle washers should not be used in this position.***



Figure 114 rudder mounting – top middle and lower hinge

- c) Make sure that the rudder is not touching the stainless-steel elevator joiner tube when it is deflected from side to side ($\pm 25^\circ$ or so) and the elevators are moved up and down ($\pm 25^\circ$ or so).

If it is touching you will need to put an additional steel washer under the eyebolts on the rudder to act as spacers – but ensure that thread still protrudes through the nuts..

- d) Make sure the fit of the eyebolts is easy and the rudder can be deflected with no discernible friction.

If the fit is tight and friction is present then the eyebolts need to be aligned. For up and down alignment do this by removing eyebolts from the rudder and filing the holes a little as required to bring them into alignment. For vertical alignment washer may have to be added under the heads of one or two of the eyebolts. When the rudder is finally fitted later, assemble with grease which will further provide free movement and protect these steel parts against wear and corrosion.

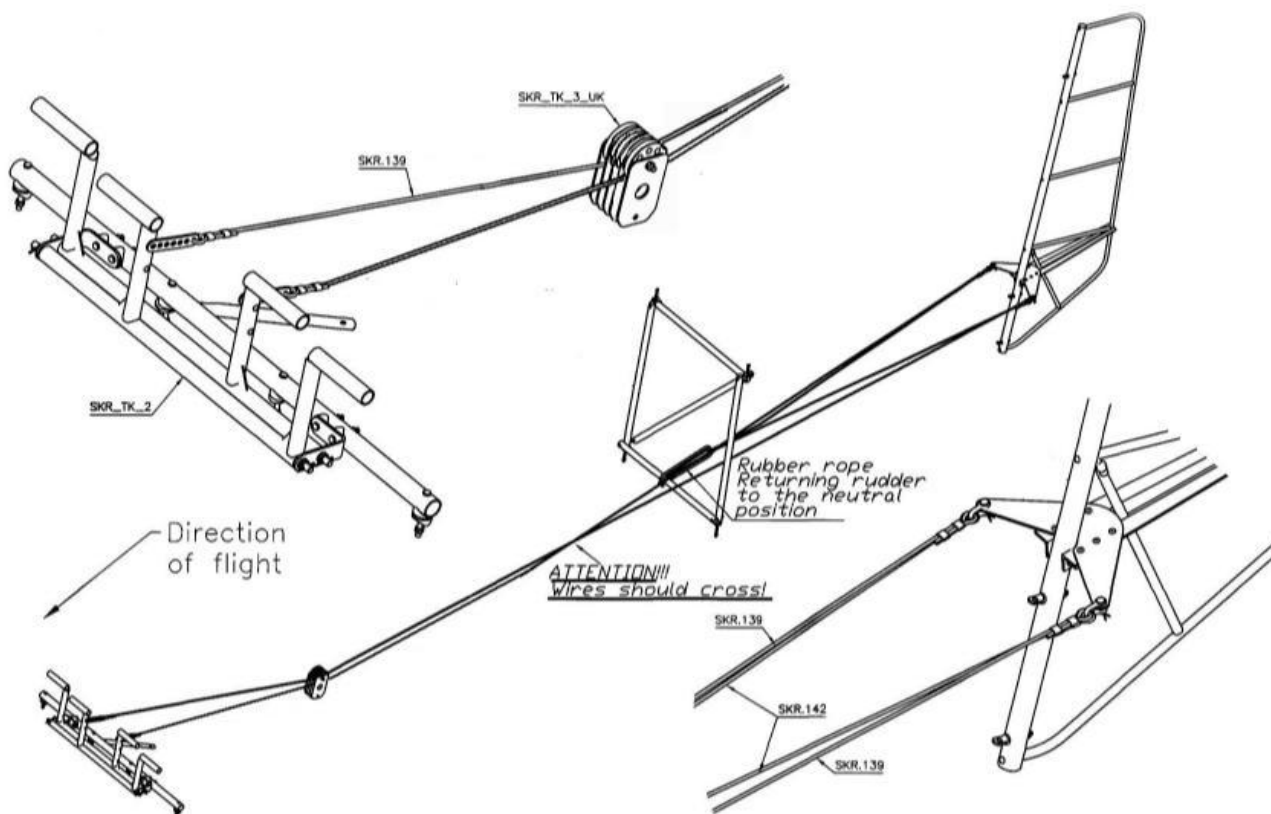


Figure 116 Rudder cable schematic

7.5.2 Pulleys

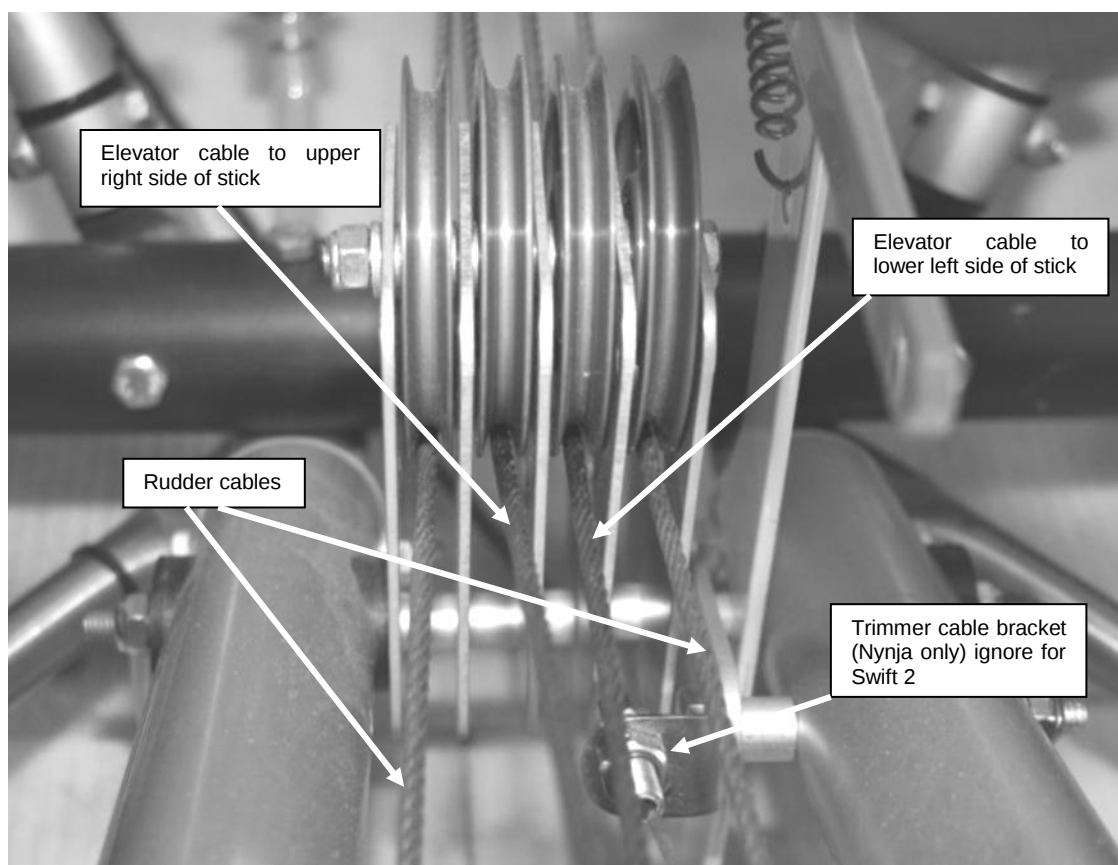


Figure 117 central pulley block arrangement looking rearwards

- a) Assemble the 4 pulley Block as shown in Figure 107 above. Note that the starboard most plate just has a single saddle washer between it and the TU19. Space as required to eliminate lateral movement with washers on the port side of the port most pulley plate.

Pass through the control cables as shown in Figure 107. Rudder cables are not handed. The tangs with lots of holes connect to the rudder pedals.

The elevator cable with a turnbuckle at one end should be fitted with the turnbuckle end to the rear and the front end to the upper attachment hole on the control stick. The other elevator cable has a turnbuckle mid length and fits to the upper end of the elevator horn and lower attachment hole on the stick.

Check that - A single metal washer should be in position on both sides of each pulley to provide a small amount of clearance from the side plate, not more than 1mm. A spacer tube should be in position on the pivot bolt to keep the side plates parallel.

Don't forget the flap detent lever retaining plate and its spacer tubes. The trimmer cable bracket attaches to the forward end of this and can be fitted at this time.

The control stick may have more than one set of cable attachment holes. If so the pair closest to the stick pivot should be used.

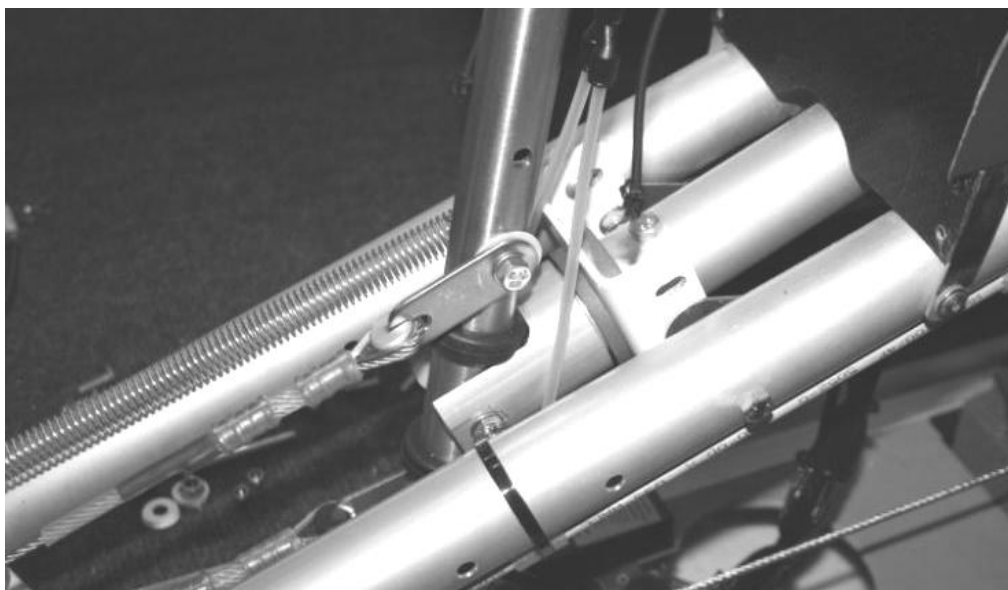


Figure 118 elevator cable connection on control stick. (Note: ignore spring)

- b) Tighten up the bolt passing through the pulley bearings
- c) Looking rearwards. The rudder cables are the lowest, with the elevator cables passing above them.



Figure 119 cable routing past flap handle.

The cables pass close over the top of the tubes. Check the clearance with some tension in the controls, rather than just slack.

If the cables rub on the flap actuating rod, check that the lever is fitted as per the instructions, particularly on its position to starboard and the spacing of the detent lever. If this does not cure the problem, space the starboard spacer tube at the rear end of the flap handle out with washers and shorten the port spacer tube.

- d) Check that the elevator deflects upward when you pull the stick back toward the rear of the aircraft.
- e) Tension the turnbuckles by hand, keeping the elevator central when the stick is at 90° to the cabin central tubes **SKR19** (not vertically upwards).
- f) Check the elevator moves smoothly, without binding.

It is not necessary to have a lot of tension in the cables.

- g) Check that the rubber stop-rings on the joy stick act against the edges of the stick pivot, forming the control stops.

When moving the stick forward or backward you should have around 25° of deflection in the elevator each way. If necessary, adjust this by filing the top and bottom edges of the stick pivot piece where the stop-

rings bear. These are somewhat flexible, so set the deflection with some pressure on the stick.

- h) Secure the stop-rings with a cable tie above and below each, and adhesive such as epoxy or silicone under the rings themselves.
- i) Attach the rudder cables to the pedals, using the stainless tangs that have several adjustment holes in them.

The cable from the starboard-side pedal is the one which passes through the starboard-most pulley in the group of four. Note the cable routing for the starboard cable which passes to the outside of the central brace angle, Figure 125.

Make sure the rudder cables pass over the flap handle mount and over the flap linkage at the rear end of the flap handle..

If they pass beneath the linkage the flap handle will push the cables downwards when you deflect the flaps.

- j) Attach the rudder cables to the rudder horn, crossing them on the way back in the rear fuselage so that the starboard cable at the pedals attaches to the port rudder horn and vice-versa.

Where the cables cross ensure the cable from the port side at the front is above the starboard cable. The port cable is then lifted up with the addition of a P clip fairlead as shown in Figure 120 below to help with clearance

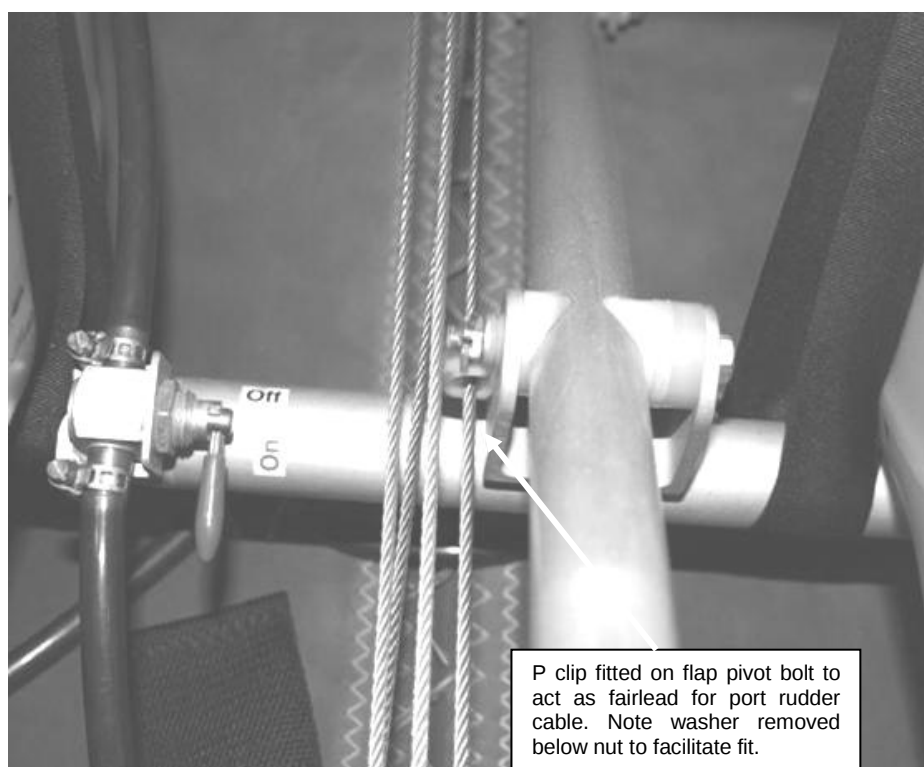


Figure 120 Port rudder cable fairlead

- k) Connect the rudder centring cables - a pair of steel cables connected together at one end, to the shackles on the rudder horn using the other ends

- l) Check to make sure that the rudder moves to the left when you push on the left pedals, and to the right when the right pedals are pushed.
- m) The tension in the rudder cables is adjusted using the selection of holes in the rudder cable attachment tangs.

Try a range of combinations until you achieve a centred nose wheel and a centred rudder together, with just enough cable tension to remove any slack in the cables and prevent them lying against any tubes.

The resulting positions are likely to be asymmetric due to the offset in the rudder pedal pivots.

Fine adjustments can be made by twisting up the cables in the same manner as was used for tensioning the rear fuselage.

The positions of the rudder pedals fore-and-aft can be adjusted together at this stage to bias the aircraft for tall or short pilots if desired. The seats can also be adjusted to suit.

- n) Connect the bungee between the centring cable single end and the middle of the rear fuselage bracing frame.

Use three loops of bungee around the tube. Offset the bungee by about 5cm to port of the centreline. Apply a gentle amount of tension, as a starting value. This will be adjusted on flight test.

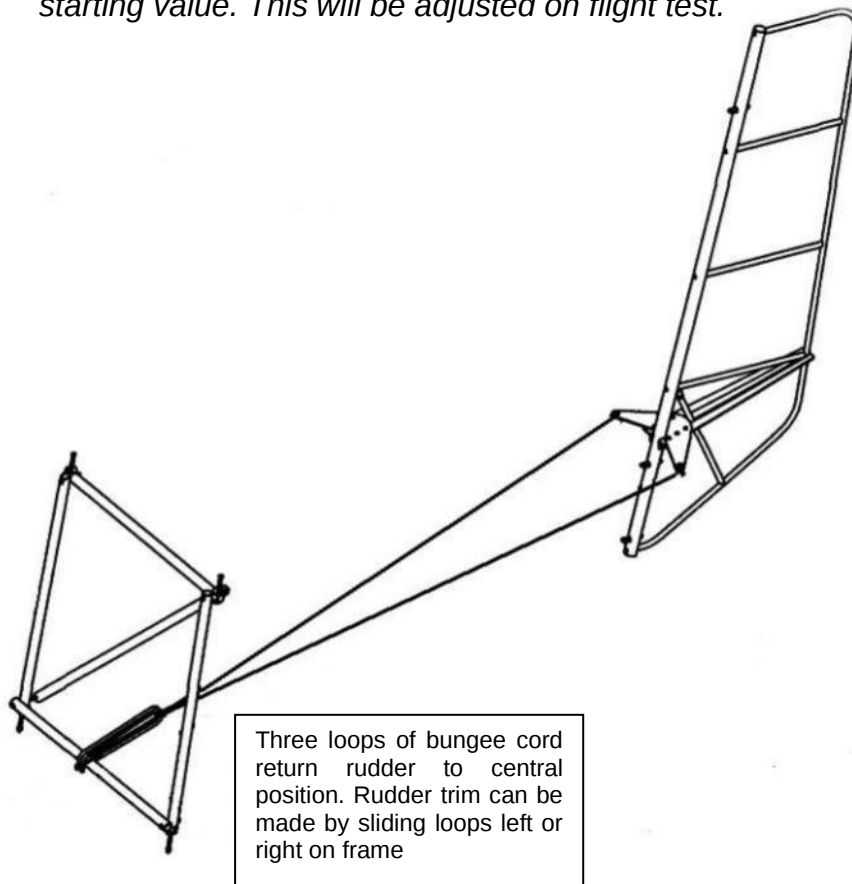


Figure 121 rudder centering bungee arrangement

7.5.3 Rudder stops

- a) Fit the rudder stop cables to the rudder pedals.

The forward ends of the cables have a tang with a bend in it. This picks up on the same bolt as the rudder cable tang, fitted outside the rudder cable tang (closest to the centreline of the aircraft), with the bend angled towards the centre of the cockpit, Figure 122.



Figure 122 rudder stop cable tang fitted over rudder cable tang.

- b) The other end should be fitted to the bolts supporting the rear stick pivot, Figure 113, with the cables crossing: the cable fitted to port side pair of pedals should fit on the starboard side of the rear stick pivot, and vice-versa.

*A thin nylon washer should be placed between the tang and the rear stick pivot support, and a saddle washer between the tang and the central cabin tubes **SKR19**.*

Note that they fit between the stick pivot support and the SKR19 tubes. They will have to be sprung apart to get them in.



Figure 123 rudder stop cables attached to rear stick pivot.

- c) Ensure that rigging the rudder cables and setting up the correct tension/nose leg alignment etc. has been done before adjusting the rudder stop cables.

- d) Deflect the rudder until the required maximum deflection is achieved (see current HADS), and then adjust the stop cable to match.

This is done by lightly clamping the cable with the stainless steel wire clamp supplied. Leave it loose enough so that the cable will slide through when the spare end is pulled firmly with pliers/grips. Pull the stop cable until it will go tight to match the rudder deflection. Ensure that the wire grip is slid up tight enough to push the cable ferrule against the cable thimble (the cable 'eye'), Figure 114.



Figure 124 rudder stop cable adjustment.

- e) When happy with the adjustment, clamp up the wire grip to hold the correct position.

Do not do this up too tight as it will distort the cable.

- f) If you have access to a Nicopress swaging tool crimp the ferrule, remove the wire clamp and trim the excess cable. Use a hot air gun to shrink the piece of heat shrink supplied in position over the ferrule and cable end for neatness.

If you could please return the clamps at your leisure they can be reused to keep costs to a minimum.

- g) If you do not have access to a Nicopress swaging tool then remove the stop cables, send them back to us and we will crimp them for you.

Leave the clamps in position so we will know where to crimp them! It's also a good idea to mark them so you know which side to refit them.

- h) The bolt securing the rear tang can be done up tight, but do not crush the tube.
- i) The bolt on the pedal end should be loose enough to allow rotation as the pedal is deflected.
- j) Secure the middle of the stop cables with a short length of light Bungee looped over the control stick torque-tube just out of sight under the instrument panel, to pull the cables up and prevent sag towards the battery.

7.5.4 Rubbing cables

- a) Check both the rudder and elevator cables to make sure they are not rubbing on any tubes.

Apply some typical tension to the cables, such as feet against the rudder pedals, as this will give a better indication of any problem areas.

- b) Fine adjustments to the pulley positions can be made. The pulleys may have to be carefully shimmed with thin washers between the starboard central cabin tube **SKR19** and the first pulley plate to ensure that the rudder cable just avoids rubbing on the tube where it runs from the pedal to the pulley, figure 115.

*The cable should not quite touch the tube with weight on the rudder pedals. If it is too close for comfort a piece of prop tape can be placed on the tube to act as a fairlead. If it touches the starboard central cabin brace piece this may be shimmed out with plastic washers between it and the **SKR19** tube, up to 3mm if necessary. This limit is due to the elevator cable rubbing the central brace at full left aileron.*

*Any shimming of the pulleys must not be over-done or the elevator cable on the lower end of the stick will rub on the central cabin brace, attached to the port central cabin tube **SKR19**, on full right aileron. Wait until the aileron movements are set up later before worrying too much, you may have to adjust the stops to reduce the movement to the correct amount.*

Adjustment of the cables and the pulleys will require some fiddling to achieve nice clean cable runs which do not rub, so don't tighten the bolts up until this is achieved.

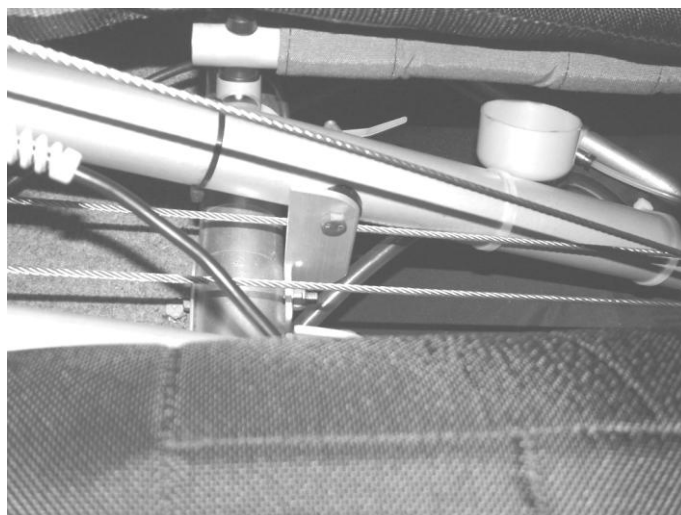


Figure 125 starboard rudder cable routing past central braces.

- c) Pieces of prop-tape or off-cuts of Lexan from the screen can be used to provide additional protection to the tubes if the cables only rattle against the tubes with vibration.

They should not be relied on if the cables apply any constant pressure to any tubes they pass over.

The brace in the middle of the rear fuselage is a good place to apply such protection.

- d) With the controls centred and the cables properly tensioned, including foot weight on the pedals, the elevator cables will be close to, but not touching, the rudder cables, and there should be 5mm or more between the rudder cables where they cross. With the rudder deflected the rudder cables may touch one another where they cross, but this is acceptable.

The cables are supplied with lengths of heatshrink tubing on them. Place these where they will best protect the cables from the structure and vice versa, and then shrink in position using a heat gun.

The upper elevator cable also has a length of plastic tubing which will be positioned later to act as a fairlead where the elevator cable emerges from the fuselage fairing.

8 Covering the Fuselage

Do not cover the fuselage until it has been inspected!

See the inspection schedule in your BMAA paperwork.

Important: Before covering the fuselage, make sure the cables bracing the rear fuselage have been tightened and the turnbuckles have been safety wired.

If fitting the external filler option, some parts have to be fitted before covering is applied - read that part of the manual before covering.

8.1 Covering



Figure 126 covering the fuselage.

- a) Apply a layer of clear, thin, lightweight self-adhesive plastic film, such as Fablon, to the leading and trailing edge tubes and wing tip tubes where they touch the covering.

Do not skip this step! This prevents vibration from abrading the anodising, which can then cause unsightly stains visible through the covering.

To save weight, just apply the film where the cloth can touch the tubes. If desired to increase resistance to corrosion it may be applied to the whole circumference of every tube, which will protect these difficult to clean areas.

Do not use thick, heavy tape, such as prop tape or gaffer tape, as this adds too much weight, is too grippy, and can look horrible!

- b) Disconnect the rudder and elevator cables at the control surfaces.
- c) The flap detent lever and the flap lever itself will need to be moved out of the way whilst the covering is put on, as the lever will bear on the covering at its rear end, and the detent lever needs to have a hole cut for it in the fabric when it is in place and tensioned.
- d) Lay the covering over the top of the fuselage.



Figure 127 begin by loosely lacing the rear of the covering.

- e) Unbolt the front mounting bolts on the horizontal stabiliser, and make sure the mounts to attach the horizontal stabilizer are sticking through the holes in the fabric. Reattach the horizontal stabiliser.

Alternatively remove it entirely for now.

- f) Only loosely lace the string through the holes in the rear part of the fuselage covering, just behind the vertical tube of the vertical stabilizer, Figure .

Do not apply any tension yet!

Lacing the covering is best done with a single string (rather than two strings shoelace-style) in a simple zig-zag pattern, Figure . Settle on a consistent pattern to make the job look neat: out of one hole, into the next is simple and effective.

- g) Insert the long straight batten on the top of the fuselage.
- h) Insert the side fuselage battens.

*Do not slide the batten too far back: the plastic fitting at the front of the batten should sit against the outside of the rear cabin uprights **SKR6** to maintain a smooth curve in the rear fuselage covering. Its a good idea to drill the holes for the push out batten bracket in the battens before inserting (see ahead in manual for details of pushout batten)*

- i) Rivet or use self-tapping screws to secure the covering in place to the front of the rear cabin uprights **SKR6**.
- j) Slip the seat belt shoulder harnesses over the top cabin cross-tube, Figure , and then rivet or self-tap the top fabric in place.

Use at least 4 rivets along the top cabin cross-tube. Additional holes should be melted in the covering, through the reinforcing strip, if required. The two holes already in the covering do not usually line up with any of the holes in the tube, and may be ignored or the tube drilled to match them as desired.

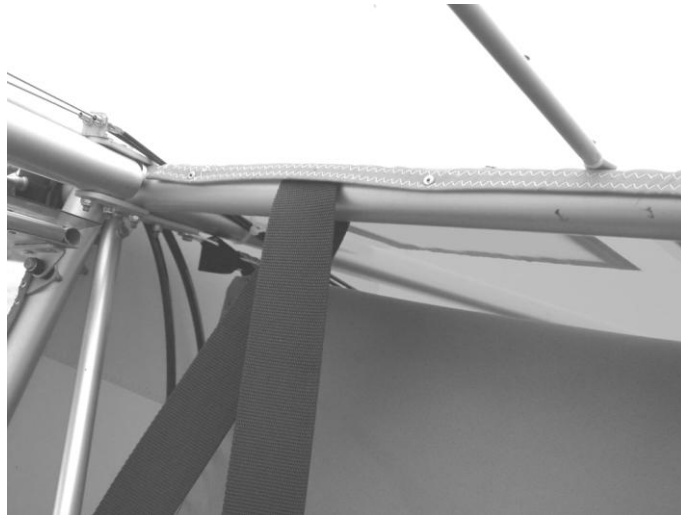


Figure 128 top of seatbelt.

- k) Remove the SKR16 side rail tubes and put them to one side. Remove the steel drag link braces. First tighten fully the main gear attachment U bolt so the undercarriage doesn't retract when you do this...!
- l) With fuselage covering in place use the supplied pattern and put in place as shown below, mark and cut the covering – the hole is to allow the steel drag braces to pass through. Cut can be made with a sharp knife seal edges of cut stitching with a dab of superglue or similar.



Figure 129 Cutting pattern

- m) Refit the steel drag braces with lower leg passing through the cut hole.
- n) Slide the TU16 halves in to the pockets on the sides of the covering. Using a sharp knife, open up the rear of access hole in the covering a little as shown below:

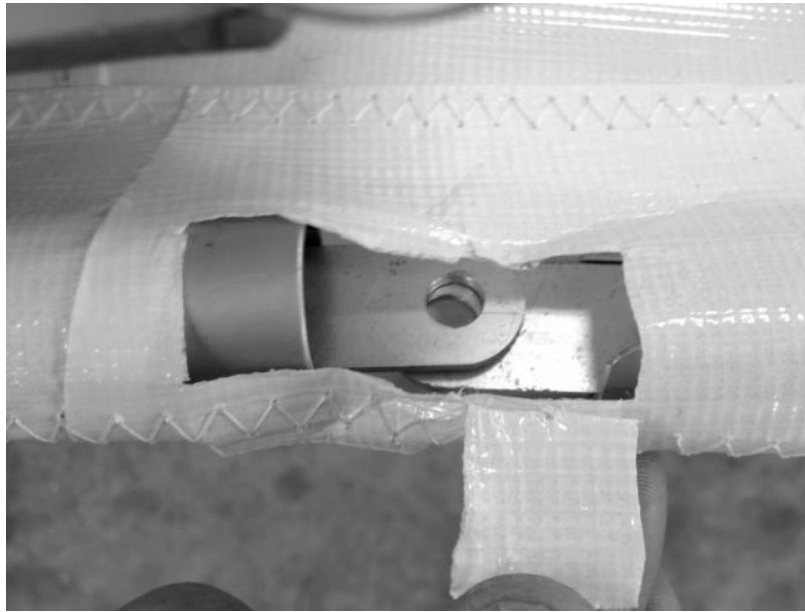


Figure 130

- o) Refit the TU16's front, middle and rear. Make sure the assembly goes together in the correct order as described in an earlier paragraph – picture repeated below:



Figure 131

- p) Insert the battens into the covering below the fuselage.

Two run fore-and-aft, with a third crossing below the front of the cockpit.

- q) Lace the string from the front without tightening it at this point. Lace at least 3 feet of the front of the fuselage at this time, Figure .

Make sure the covering is not caught on any protruding bolts or fittings as it is tensioned.



Figure 132 under the cabin.

- r) Stretch the front lower batten over the bolts sticking down under the front of the fuselage. Use screwdriver to pry the batten over the bolts figure 133. The front ends of the other two battens should clip onto this batten, through holes on the inside only.

Ensure the covering is not caught on the undercarriage legs or trapped by the drag link attachment brackets.

The holes for the bolts may need slotting laterally to allow the covering to pass over them and then to be tightened up. The coverings may be tightened up somewhat at the front before they are prised over these bolts.

If the alignment of the holes for the lacing falls out of step, causing the two sides to be pulled in a distorted manner, then either miss a hole or melt a new hole with a soldering iron to re-establish the alignment.

The seam located just behind the main undercarriage cross-beam tu9 is a good guide to the alignment between the two sides of the covering. If they are not well aligned wrinkles will result!



Figure 133 pulling the covering tight under the cabin.

- s) Tighten the rear part of the fuselage just behind the vertical tube of the vertical stabilizer.

This is the rear part of the fuselage that you already laced.

Make sure the covering is not caught on any protruding bolts or fittings as it is tensioned. Adjust the coverings until the holes for the bolts line up with the bolts.

It may be necessary to make small “ramps” out of bits of plastic or similar to ease the fabric over the bolts securing the lower parts of the rear fuselage brace.

Work the lacing to pull the fuselage covering rearwards. This will require a few repeat tensionings. Failure to do this enough will result in vertical wrinkles down the fuselage sides when the main lacing is tightened under the fuselage.



Figure 134 tighten the lacing.

- t) Lace the rest of the fuselage starting from the rear and tightening as you move to the front, figure 134.

It can be useful to snug-up the covering a little by attaching cable ties through the lacing holes every foot or so before starting to lace properly.

Poke the rudder, elevator and trimmer cables loosely through their holes in the fabric whilst you can still reach them. The trimmer outer cables should pass out through the hole for the tailplane forward mounts.

- u) Tighten the entire fuselage up several times to make sure it is very tight.

Use the Velcro gap seal as a guide to the final position of the covering.

It looks impossible at first, but work steadily and it will get there!

The string may seem too short, but as you tighten the covering it magically gets longer!

- v) After the covering has been left to settle for a few days, any small wrinkles left in the fuselage can be taken out, carefully, with a heat gun. If there are large wrinkles, there is something wrong and you need to examine the fuselage very carefully to find the problem.
- w) Remount the cables for rudder and elevator. Secure them permanently at this time, unless they are to be removed for transportation.
- x) Melt a hole in the fabric for the flap detent lever to pass out of the bottom of the fuselage between the seats. Do not worry that the flap lever itself touches the fabric of the rear fuselage, as this will alter when the fuel tanks are installed.
- y) Secure the front of the vertical fin to its mount. Use spacer washers as required to pack out the gap and prevent pre-stressing the fin.

8.2 Trimmer

8.2.1 Trimmer cables

- a) Pass the trimmer cable outers through the hole in the covering at the starboard tailplane forward attachment.
- b) Cable tie the outers to the horizontal stabiliser lacing, allowing enough slack for the elevator movement and keeping a smooth curve, figure 135 **Error! eference source not found..**



Figure 135 trim tab cables.

- c) Determine which cable outer is the innermost one at the cabin end. This one must be the outermost one at the elevator end.

Trial fit a cable if necessary to work this out.

- d) To hold the cable ends into their thimbles on the rear cable bracket on the elevator leading edge, cover the cable ends and their thimbles with a piece of heat shrink tubing over each cable/thimble combination.

Take care not to melt the coverings! Direct the heat away from them, and check they don't get hot.



Figure 136 aft end of trimmer cables.

- e) Melt a hole in the upper surface of the elevator fabric for the upper cable, 230mm forwards of the trailing edge and 130mm away from the tapered edge of the elevator, both distances measured at 90° to the respective edge, figure 137

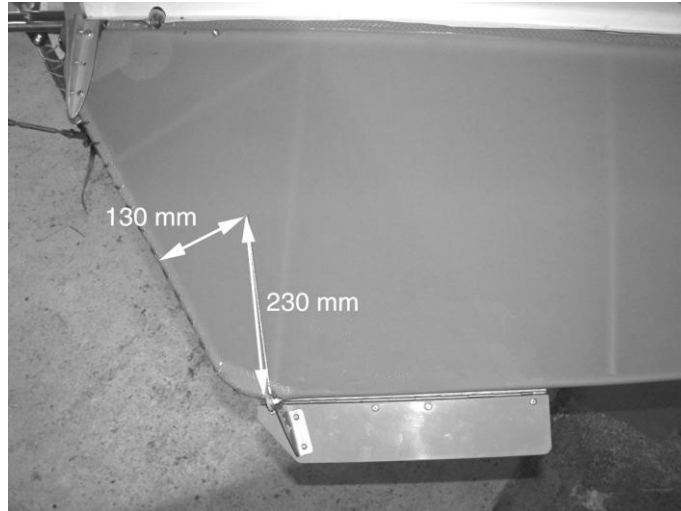


Figure 137 position of hole in top elevator surface.

- f) Melt a hole in the lower surface of the elevator fabric for the upper cable, 140mm rearwards of the centre of the leading edge and 170mm away from the tapered edge of the elevator, both distances measured at 90° to the respective edge.

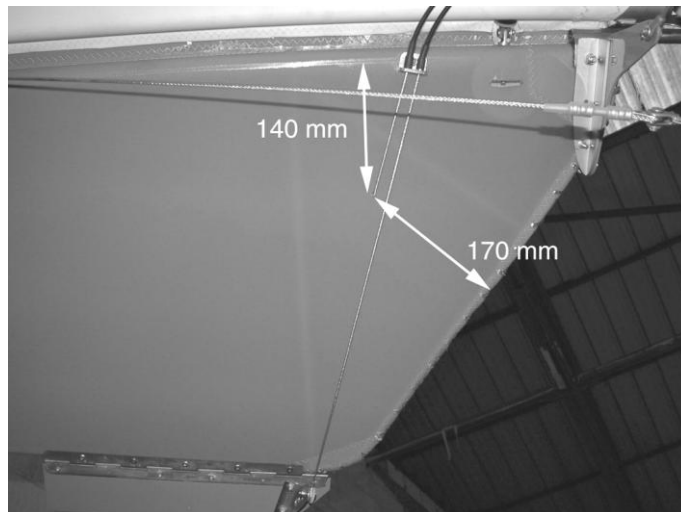


Figure 138 position of hole in lower elevator surface.

- g) Attach the loops at the end of the trimmer cables to the trim tab control horn with bolts and plastic spacer pieces.

The cables go on the inboard side of the horn.

The plastic washer part with the seat for the cable should go on the side of the cable away from the horn. The other plastic washer is only needed if the cable interferes with the horn.

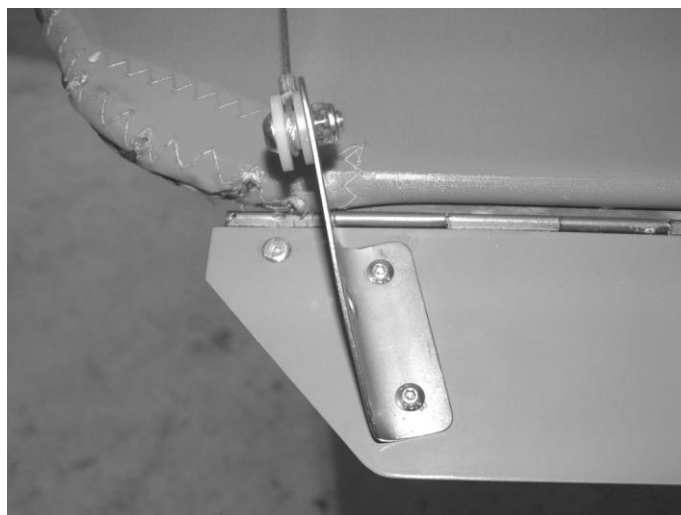


Figure 139 cable attachment on trim tab horn.

- h) Thread the upper cable through the elevator coverings and then into the outboard-most of the cable outers, and up to the cabin.
- i) Thread the lower cable into the inboard cable outer, and up to the cabin.

8.2.2 Trim lever

- a) If not already done at the cabin assembly stage, a 6mm hole must be drilled for the lever 350mm rearwards from the centre of the forward fixing bolt for the starboard side **SKR10**.

This hole should be vertical in relation to the cabin structure and perpendicular to the tube. To do this, use a straight edge across the tops and bottoms of the upper cabin triangle tubes to mark the hole positions onto the top and bottom of the tubes. Measure the location for the top hole and use a piece of paper wrapped squarely around the tube to mark the position of the bottom hole.

- b) If the wing fold kit is to be fitted, slip a 25cm length of heat-shrink tube over each of the exposed inner cables before connecting them to the trim lever pulley wheel.
- c) Loosen the cable adjusters to almost fully slack and thread the cables through the hole in the pulley wheel.

The hole in the pulley wheel may need opening out to 5 or 6mm to get the wires through, depending upon your patience and dexterity!



Figure 140 trim lever.

- d) Fit the pulley wheel and trim lever onto their pivot bolt.

The lever points to port, and is held on to the pulley with a short steel rivet or screw.

Wrap the cables in opposite directions around the pulley wheel so that each cable runs from the hole positioned towards the rear, around the front of the pulley, then back to the cable adjusters.

*The trimmer lever is bent down at its end, and this provides a full deflection stop as it touches tube **SKR10** at either extreme.*

*The sequence along the pivot bolt, inserted from the bottom, is bolt-head, metal washer, saddle washer, **SKR10**, saddle washer, thin plastic washer, trimmer handle, trimmer wheel, thin plastic washer, steel washer, nut, lock nut, and split-ring.*

- e) Adjust the trim lever friction with the first nut, and lock it with the second nut.

Movement should be smooth, but tight enough to prevent the lever slipping due to the trim tab loads. This can be checked on flight test.

- f) Adjust the neutral position to give the correct movement.

With the trimmer lever at 90° to the upper cabin triangle tube upon which it is mounted, the tab should be level with the lower surface of the elevator.

- g) Join the cable ends together with a solderless nipple, tightening the screw firmly.

- h) Adjust the cable tension to achieve a smooth, slop-free action.

- i) **Ensure that the trimmer works in the correct sense!** Trim lever forwards, trim tab deflects upwards, pushes elevator downwards, tail goes up, nose goes down.

8.3 Fuselage transverse 'push-out batten

A batten is fitted inside the fuselage pushing outwards on the fuselage side battens to produce a curve in the fuselage sides.

- a) Fit the batten brackets in the fuselage side battens so that its central spigot is 405mm along the battens measured from the rear face of the rear cabin uprights SKR6.

Drill and fix with 2 x 4mm aluminium rivets. Take care when drilling the battens as it is easy to slip off and make an annoying small hole in the covering! It's a good idea to remove them for drilling..

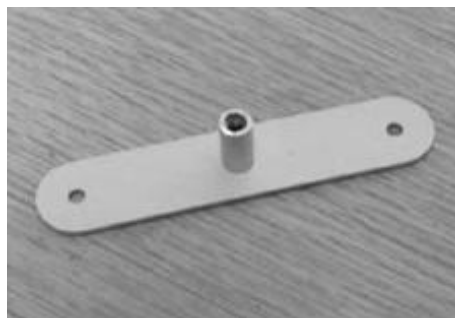


Figure 141 Batten bracket

- b) With the brackets in position fit the battten.

Insert diagonally over a spigot on one bracket. Push sideways to spring the side batten outwards and spring it into position over teh spigot on the other bracket.

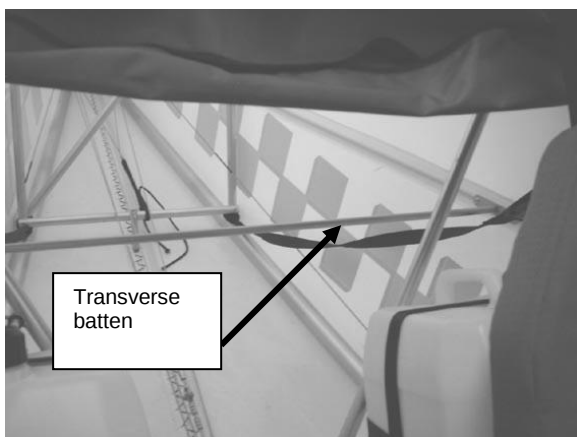


Figure 142 Transverse batten and curve produced in side of fuselage

9 Engine Installation

Note that the engine is LIVE until the magneto wires are grounded.

9.1 Rotax 912

9.1.1 Preparation

- a) Find a clean area to work on the engine, and then give it an even better clean: you do not want any dust or swarf etc. to get into your engine.
- b) Read the instructions which came with the engine for details of installation requirements, and for maintenance and operating procedures.
- c) Remove the carburettors and air filters by loosening the screw clamping the carburettors into the rubber mounts and sliding them out. Cover the exposed holes with tape or similar.

When reinstalling the carburettors the rubbers should be degreased to remove any oil, and the clamps tightened as specified in the engine instructions.

- d) In order to clear the engine mounts, undo the bolt holding the cable clamp and the rear CDI bracket where it attaches to the engine.

Be careful not to let the screw or washers fall into the magnets around the magneto area.

- e) Discard the cable clamp and the spacer tube below the rubber part of the CDI mounting.

If the cable clamp is used the cables will be crushed by the engine mount.

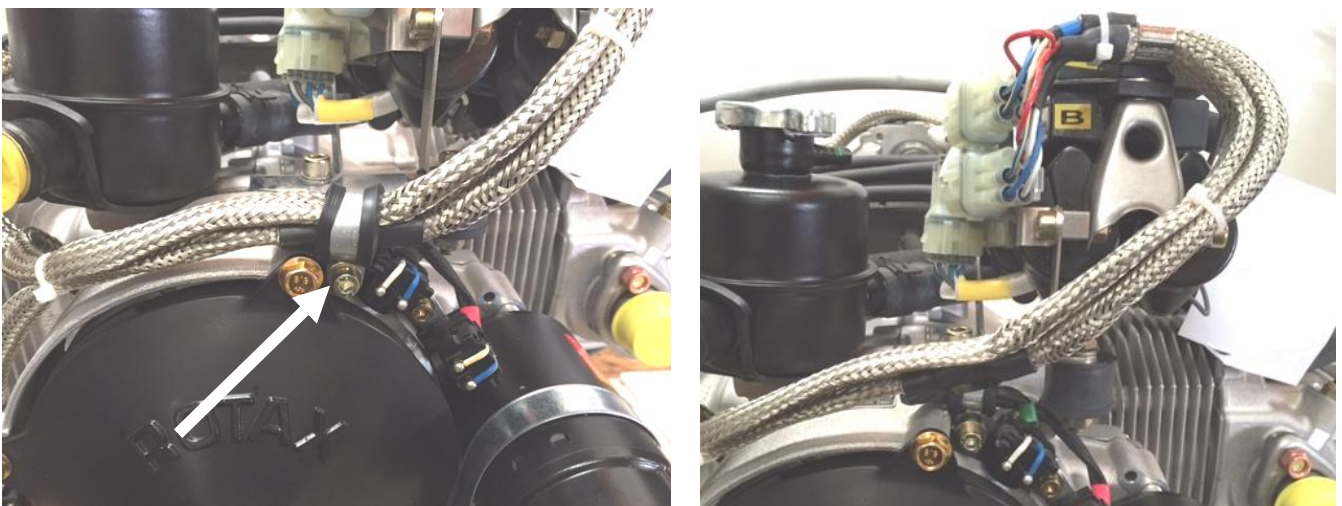


Figure 143 Take off cable clamp – before and after photos

- f) Shorten the thread on the rubber bobbin by the length of the spacer tube.
- g) Replace the L-bracket above the rubber part of the rear CDI mounting with the supplied longer version.



Figure 144 replacement CDI mounting bracket.

- h) The mount for the CDI should be put back in place, omitting the cable clamp and the spacer tube as already instructed, and the screw carefully tightened up.

Leave the bolt securing the top of the mount loose, as it will need to be removed later when mounting the engine.

- i) At this stage if using a late model 912UL /ULS engine with soft start provision, it may be easiest to fit the wiring harness to the connectors now – see soft start wiring instructions in the wiring section later in this manual.
- j) The water pump inlet on the bottom rear of the engine must be turned so that it points to the lower starboard side of the engine, see the engine instructions for the procedure.

Take care not to lose the O-ring seal and note the torque value of 10Nm (1kgm, 7ftlb) for the fixing screws.



Figure 145 water pump outlet positioning

- k) Remove the upper rear case bolt located above the starter.

This bolt will be replaced with a 10mm x 140mm Allen head machine bolt when the engine is fitted.

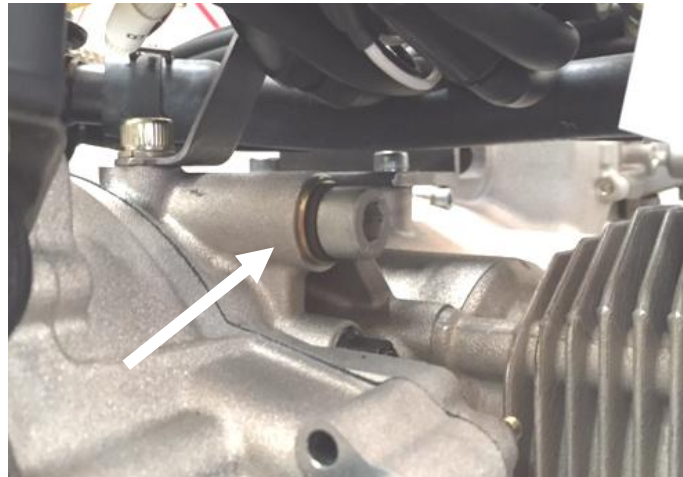


Figure 146 upper case bolt to be removed

- l) The upper port mounting bolt will not clear the cylinder head fins. The fins must be trimmed with a file, a small Dremel grinding tool, or similar method.
- m) Trial fit the bolt to make sure you have trimmed enough off, including the rubber mount and washers. Ensure an easy fit, to eliminate any risk of cross-threading the bolt.



Figure 147 upper port mounting bolt.

- n) Drill a small hole for lock-wire in the heads of all four 10mm diameter engine mounting bolts.

Use a new, good quality bit, drill slowly, and lubricate with 3-in-1 oil.

- o) Push the rubber mounts firmly into their holes in the engine mounts. Orientate them so that the male section is on the outside – to facilitate ease of removal for replacement in later life.
- p) The stainless-steel diagonal brace **SKR310** will be fixed to the starboard engine mount after the engine is in place. However, as it is difficult to drill in situ it may be drilled now if desired.

*To do this the spacing between the inner edges of the engine mounting plates must be held at 175mm at the position of the rubber mounts. Check that the mount is symmetrical, then position **SKR310** and drill a fixing hole through the starboard mounting plate. Do not secure it yet. Some fiddling may still be required later.*

*Check that **SKR310** clears the rubber engine mounts, file the end of **SKR310** if necessary.*

- q) Swing the stainless-steel diagonal brace **SKR310** up out of the way.

9.1.2 Engines fitted with new Rotax Large starter

- a) Rotax have recently changed the standard configuration of 912ULS engines to include the large starter motor. As supplied this gives rise to clearance issues with the Skyranger engine support structure as illustrated below:

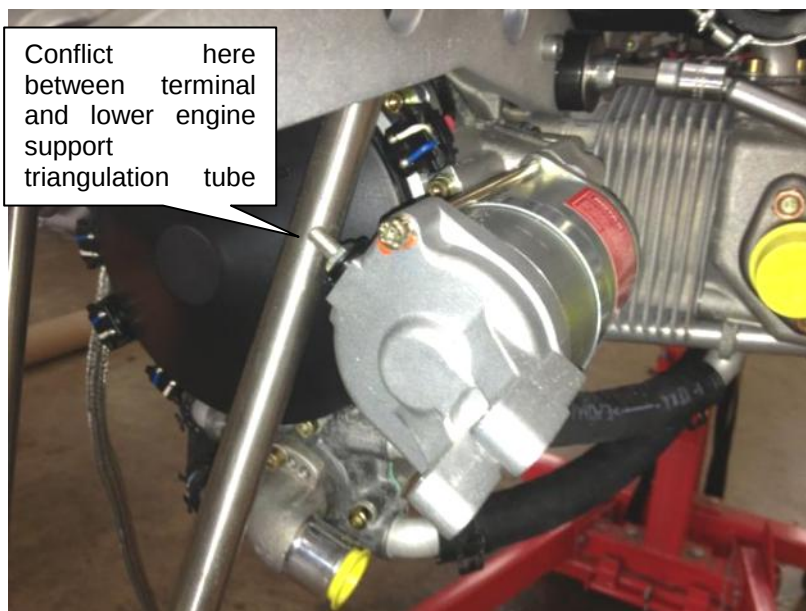


Figure 148

- b) The starter motor should be rotated by 180 degrees to rectify this conflict – as shown below:



Figure 149

- c) In order to do this, remove the two long bolts. Slacken the bolt holding the clamp around the middle of the starter body. Rotate 180 degrees then refit the long bolts and re tension the clamp. If desired to save weight the two big mounting lugs at the rear can be cut off with a hacksaw or similar and filed smooth.

9.1.3 Mounting

- a) Position the engine on the Skyranger making sure you do not bump the CDI pickups located on top of the flywheel.

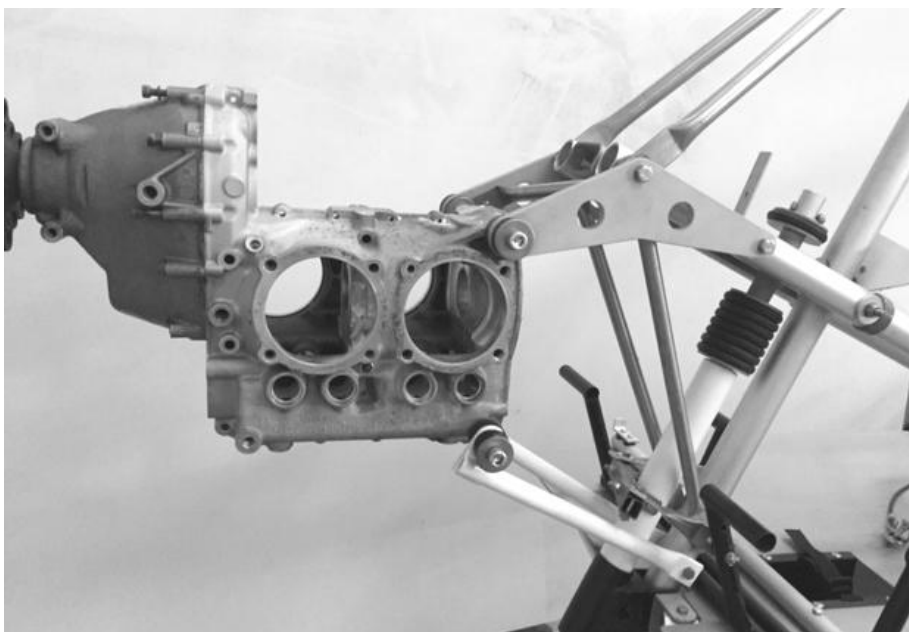


Figure 150 engine mounts.

Support the engine on a bench, such as a workmate, chock it up to the correct height, and offer the fuselage up to it. An engine hoist (which can be hired from your local hire shop), or some other method of lifting the engine may be used as an alternative.

Be careful how you support the engine, do not let its weight bear on any of its many ancillary parts such as the spark plugs, filters etc.

Warning: do not let the engine tip forwards whilst connecting the upper engine mounts to the mounting plates as damage will occur to the rear of the engine.

- b) Fix the upper starboard rubber engine mount between the two penny washers with the long 140mm bolt.

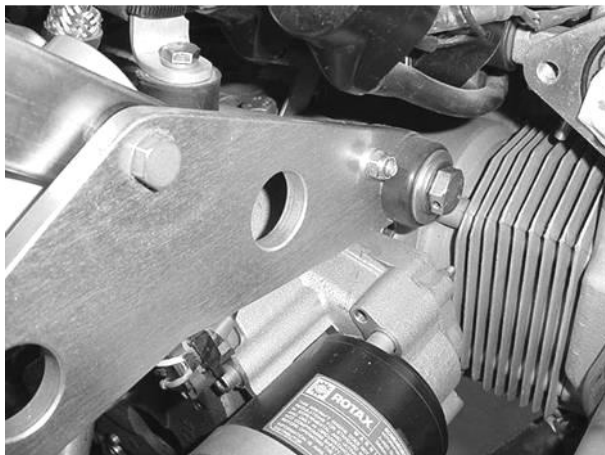


Figure 151 upper starboard mounting bolt.

- c) Fix the upper port rubber engine mount between the two washers with a short 60mm bolt.
- d) Fix the lower starboard rubber engine mount between the two washers with a short 60mm bolt.
- e) Fix the lower port rubber engine mount between the two washers with a short 60mm bolt.



Figure 152 lower port mounting bolt.

- f) Tighten the bolts to a torque of 38Nm (3.8kgm, 27ftlb).

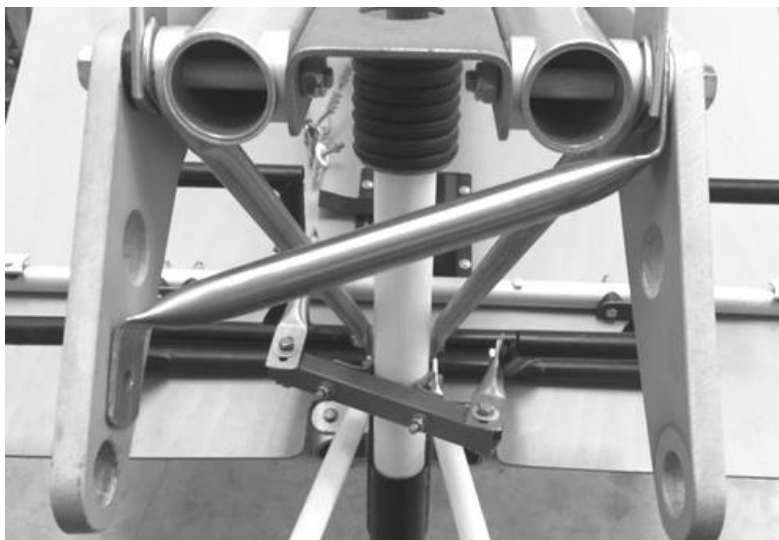


Figure 153 SKR 310 diagonal piece.

- g) Check that the engine mount is square, then fit the front end of the stainless-steel diagonal brace **SKR310** to the starboard engine mounting plate by drilling a hole for a 6mm diameter bolt.

It will be necessary to undo the two rear mounts on the ignition unit to allow the brace to pivot past it.

It may also be necessary to remove the starboard intake manifold to drill the hole. Check the engine instructions, and remember to cover the all holes before drilling and scattering swarf around. When refitting the manifold, use a torque setting of 10Nm (1kgm, 7ftlb) on the 6mm diameter bolts.

The hole position will require careful marking, as you will probably have to drill from the opposite side from the brace.

*If necessary file the end of **SKR310** to clear the rubber engine mount.*

- h) Wire-lock the engine mounting bolts.

The bolt heads can be locked to each other – with wire lock running vertically between each pair.

9.2 912ULS bracing strap

For 912ULS engines which have high torque and start acceleration an additional bracing strap is fitted on the port side on the engine. It is not necessary to fit this to the 912UL engine. The strap replaces the snubbing washer on the outside of the top engine mount rubber and runs down to the replace the snubbing washer on the inside of the lower engine mount rubber. This then provides support against bending loads due to torque being applied to the top engine mount bolt.

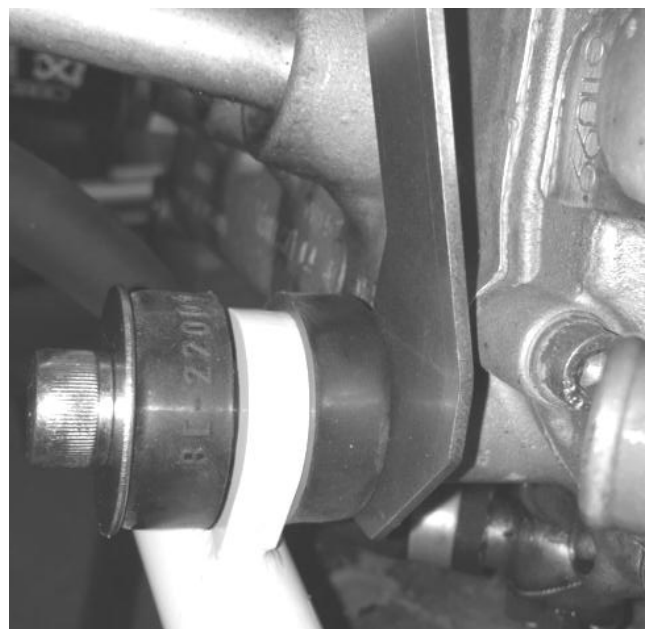
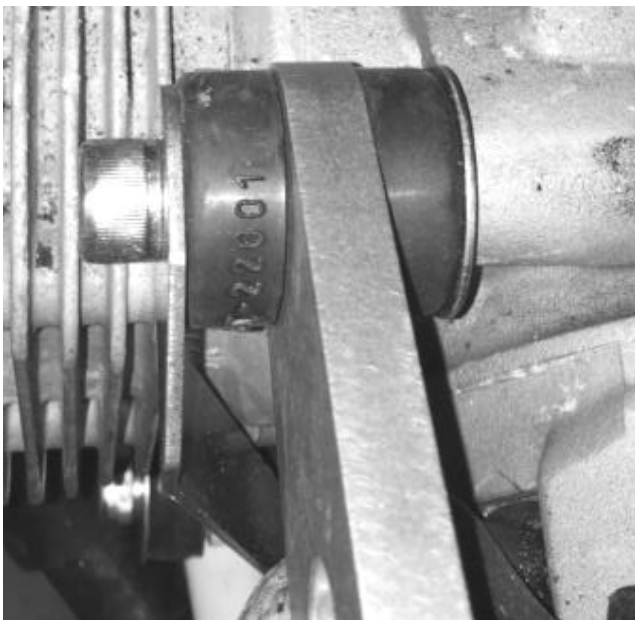
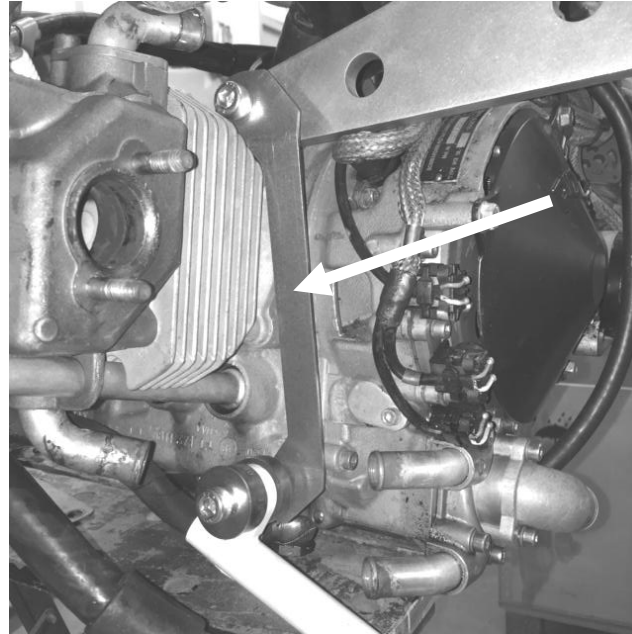


Fig 154 Overview and views of the upper and lower attachment points of the bracing strap

10 Wings

The wings are built at this stage to allow them to be fitted to the fuselage to permit accurate positioning of the parts supporting the windscreen. Use these instructions for both long and short (Swift) wing versions. Remember to make a handed pair of wings!

10.1 Wing Frame

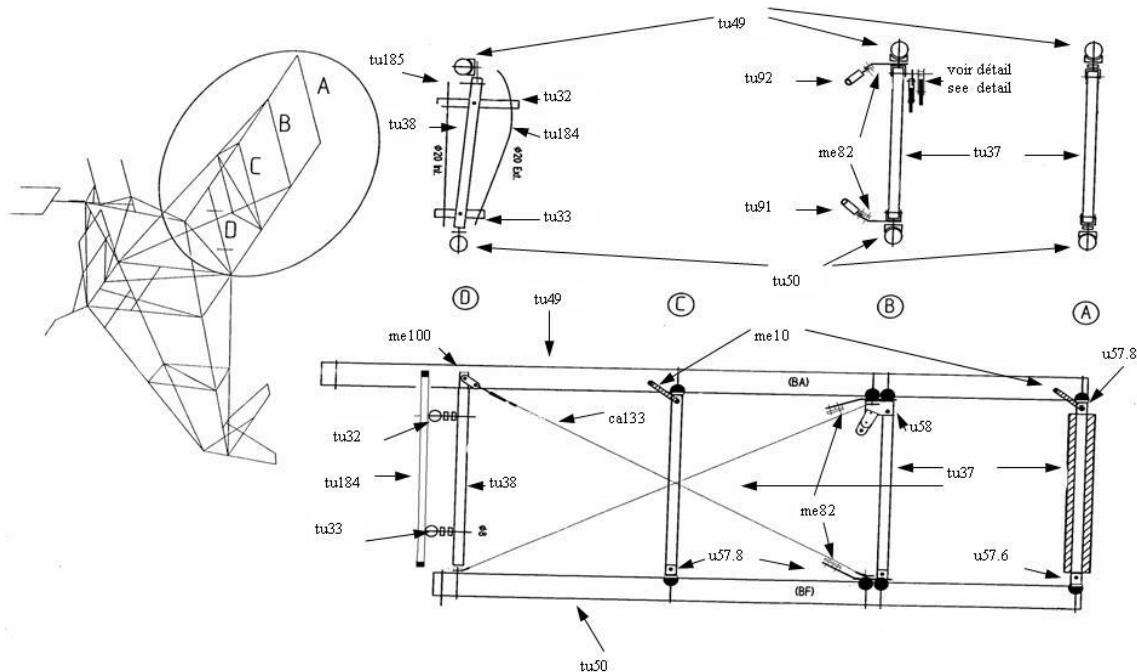


Figure 155 overview of wing structure. Ignore the cable numbers.

- Set the leading edge tube **SKR49** and the trailing edge tube **SKR50** across two supports at a comfortable working height, or lay a piece of carpet or similar on the floor to work on.
- Tighten the fittings already attached to the tubes except for the aileron eyebolts (the outer 3 eyebolts) as per the rest of this section.

Remember to include the leading-edge tip extension tubes. These may need to be fitted first, if they are not already in place (N/A for Swift version).

Important: Do not over-tighten the bolts, and remember the Loctite! You should not be able to see any deformation of the tubes when you have finished tightening the bolts. If you can see any oval-ing of the tubes, you have tightened them too much.

The saddle washers shown in Figure 166 over which the tensioning tube fits often foul the edge of the rear spar attachment bracket on the fuselage. It is worth filing 2-3mm off the side closest to the wing root before the saddle washer is fitted to the spar.

- Join the leading and trailing edge tubes with the oval tube **SKR37.3** (maybe marked **SKR54**) at the tip,

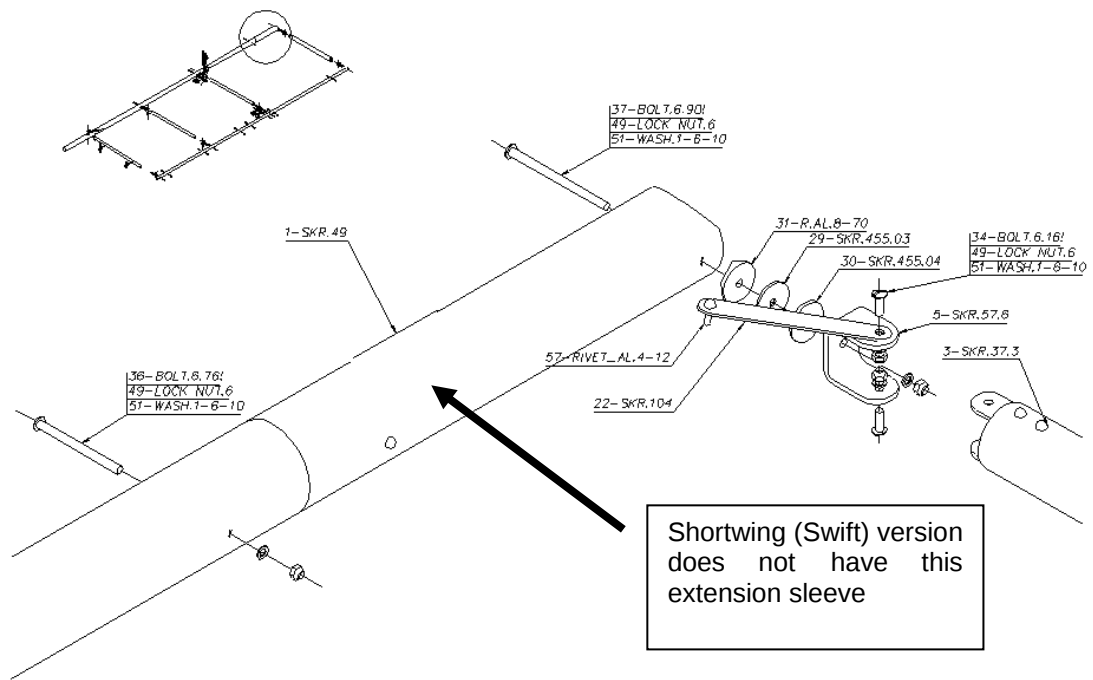


Figure 142: Front of tip

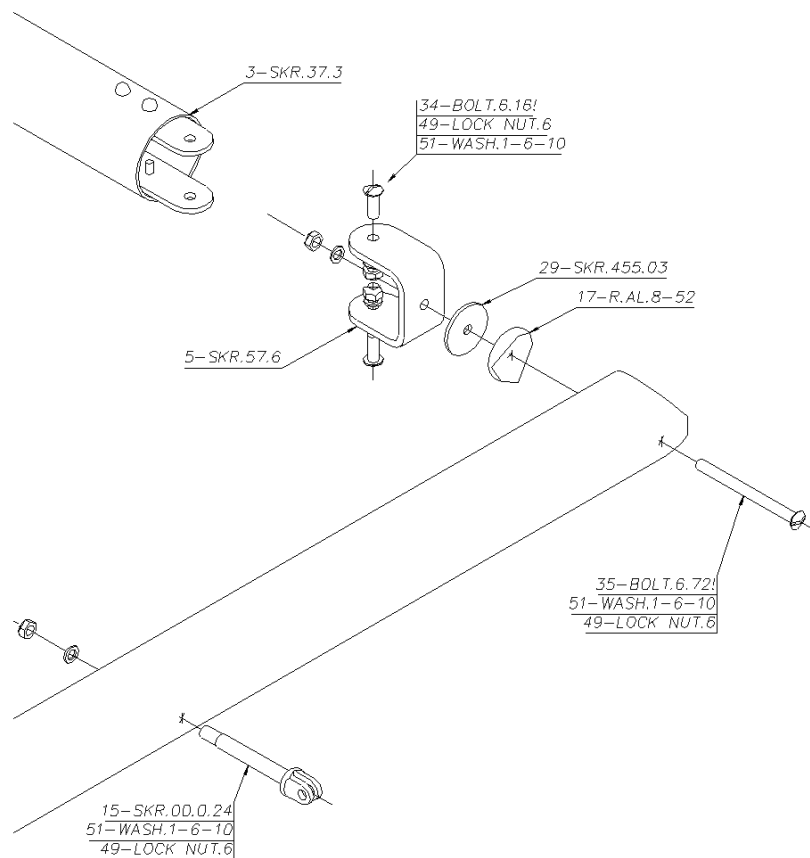


Figure 156 rear of tip.



Figure 157 wing tip.

- d) Use a round **SKR37** tube to join the leading and trailing edges at the jury strut location.

The orientation of the bracket that holds the jury struts should be long side downwards and towards the tip, figure 159

The orientation of the bolts should be head downwards, to maximise clearance from the jury struts when they are fitted at the very end of this manual. They must not be fitted sooner, as their length depends upon the exact alignment and tension of the airframe.

Note: The Aerofoil section jury strut option (Skyranger Swift) uses a different upper mounting, replacing the bolt and L bracket with an eyebolt.



Figure 158 jury strut attachments.



Figure 159 jury strut bracket orientation, note the adjacent seam.

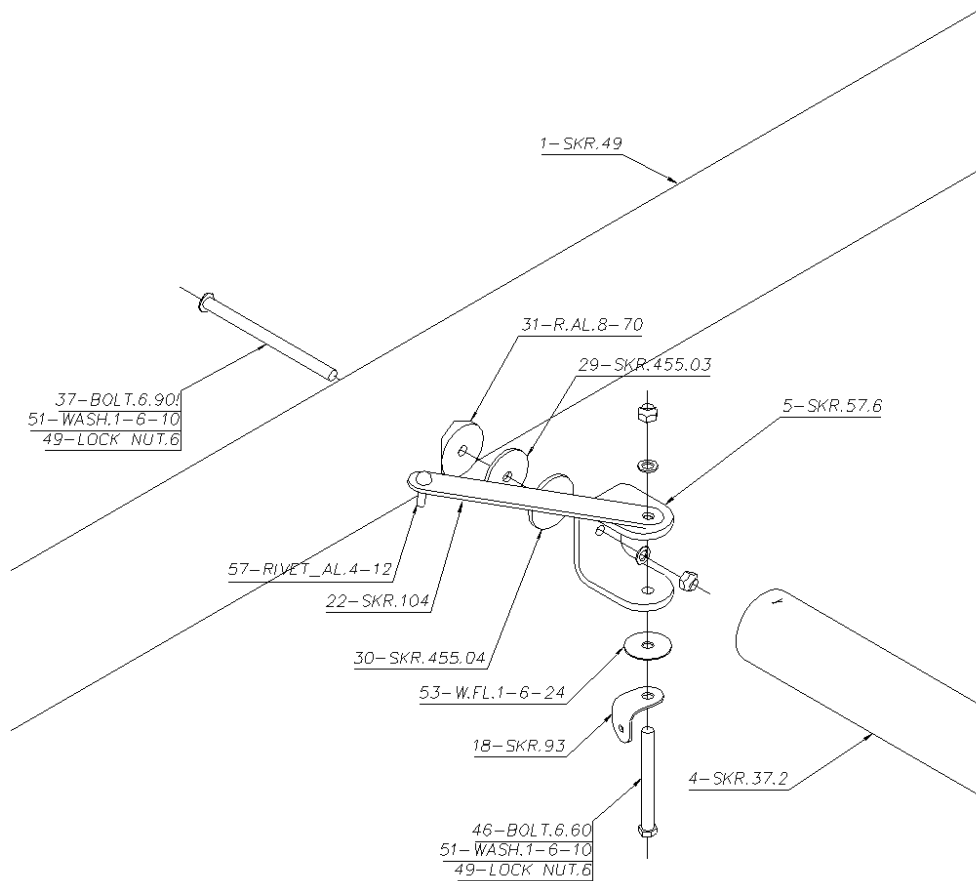


Figure 160 front jury strut attachment.

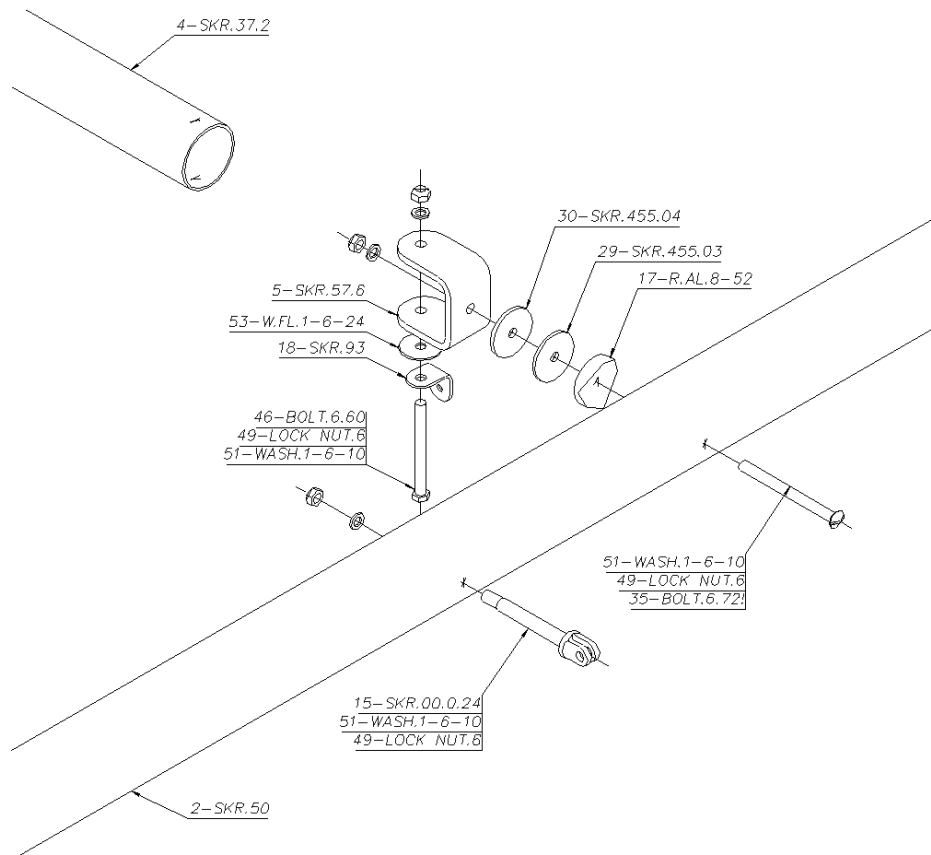


Figure 161 rear jury strut attachment.

Note: The Aerofoil section jury strut option (Swift and Nynja) uses a different upper mounting, replacing the bolts and small L brackets in the following drawings with eyebolts as above. Note they may be either male ended (as shown above) or female 'forked' ends. They may need washers to pack out excess plain shank length. Excess thread length should be cut off to prevent the rear most ones fouling the covering near the trailing edge.

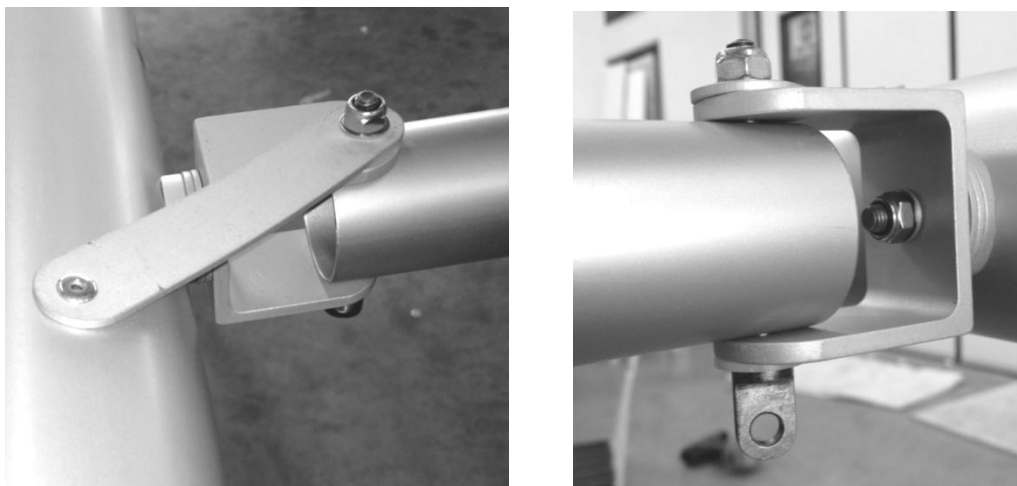


Figure 162 forward and rear jury strut attachments short wing (Swift).

- e) Rivet the small aluminium strips, located on the top of the **SKR37** tube attachments at the tip and the jury strut locations, onto the top of the leading edge tube, pointing towards the wing root.

Use 4mm aluminium rivets. These plates hold the tubes from turning.

Check that the jury strut attachments are vertically downwards, and that the flattened part of the tip tube is approximately horizontal, as per the drawings.

- f) Use another round **SKR37** tube to join the leading and trailing edges at the lift strut location.

Don't forget to attach the bracing cables at the lift strut ends: the one with the turnbuckle to the trailing edge, using the end without the turnbuckle; and the one without the turnbuckle to the leading edge.

Leave the bolt securing the pulleys loose at this stage, to allow the aileron cables to be passed through later.



Figure 163 lift strut attachments and UKMOD aileron pulleys..

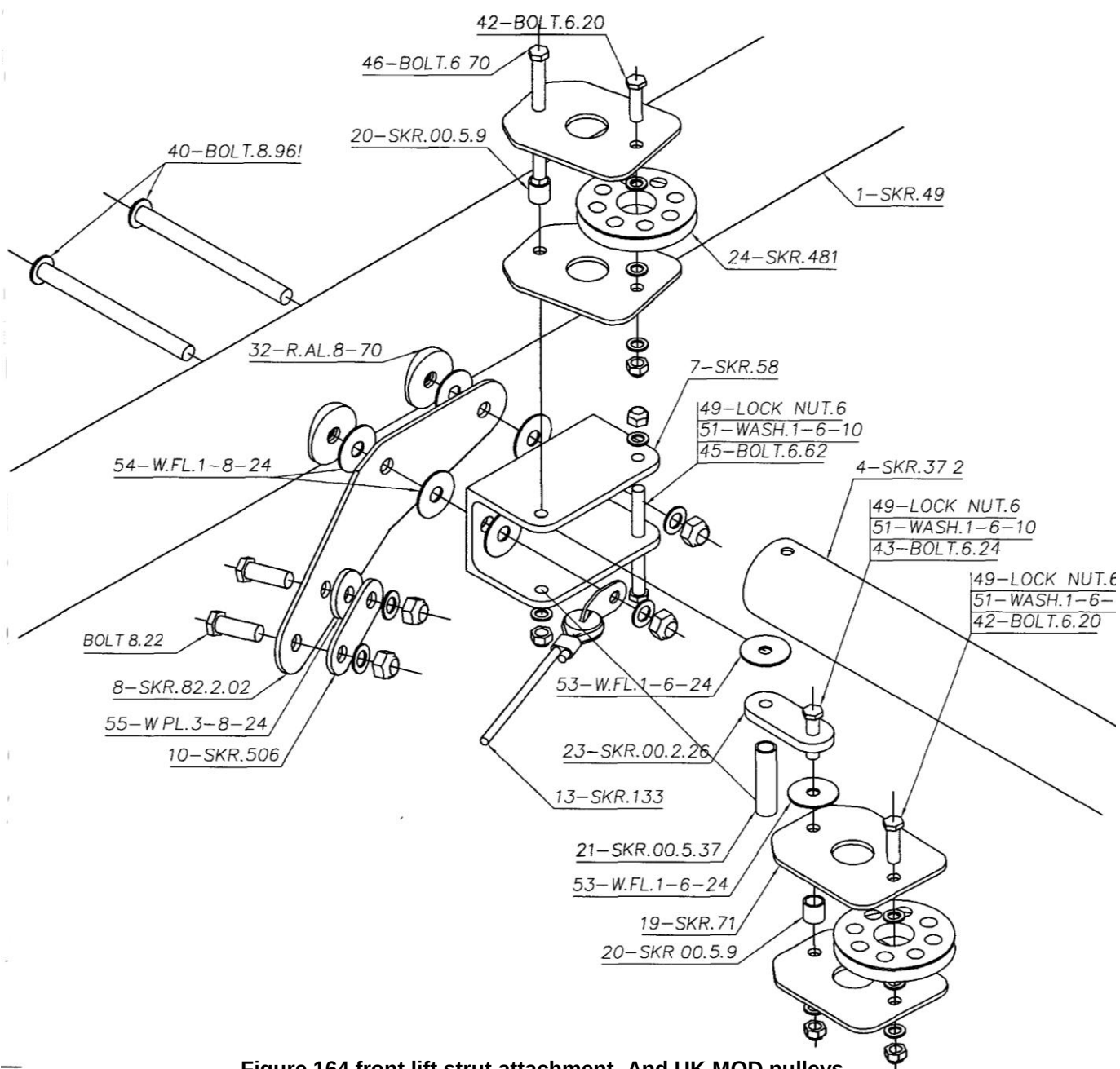


Figure 164 front lift strut attachment. And UK MOD pulleys

(The bolts holding the pulleys and the SKR37 should point upwards to avoid pressing against the coverings. Alternatively they may point downwards, but then nutcaps must be used to protect the coverings from the protruding bolt ends.)

Note: the lift strut plates (front and rear) have changed slightly and are now in common with the LS version spec and have an extra hole and link plate – they should be assembled as below:



Figure 165 rear lift strut attachment (note temporary plain nuts shown – Nyloc nuts must be fitted for final assembly!).

- a) Attach the bracing cable without a turnbuckle to the fuselage end of the trailing edge tube
- b) Attach the bracing cable with the turnbuckle to the fuselage end of the leading edge tube, with the turnbuckle at the fuselage end.

*Make sure that the cables cross and run over tube **SKR37**. The cable with the turnbuckle must be over the other cable. If the sleeving on the cables is not in the correct location it may be slid along the cable by heating it first with a heatgun. If this does not work, protect the tube where the cables cross with some prop tape.*

Do not tighten the turnbuckle yet, as the compression tubes are not yet fitted.

The split pins can be secured now, but do not wirelock the turnbuckle until the covering has been fitted.

To protect the coverings the bolt securing the turnbuckle should be cut off leaving only a couple of threads showing above the Nyloc. File to remove any sharp edges.

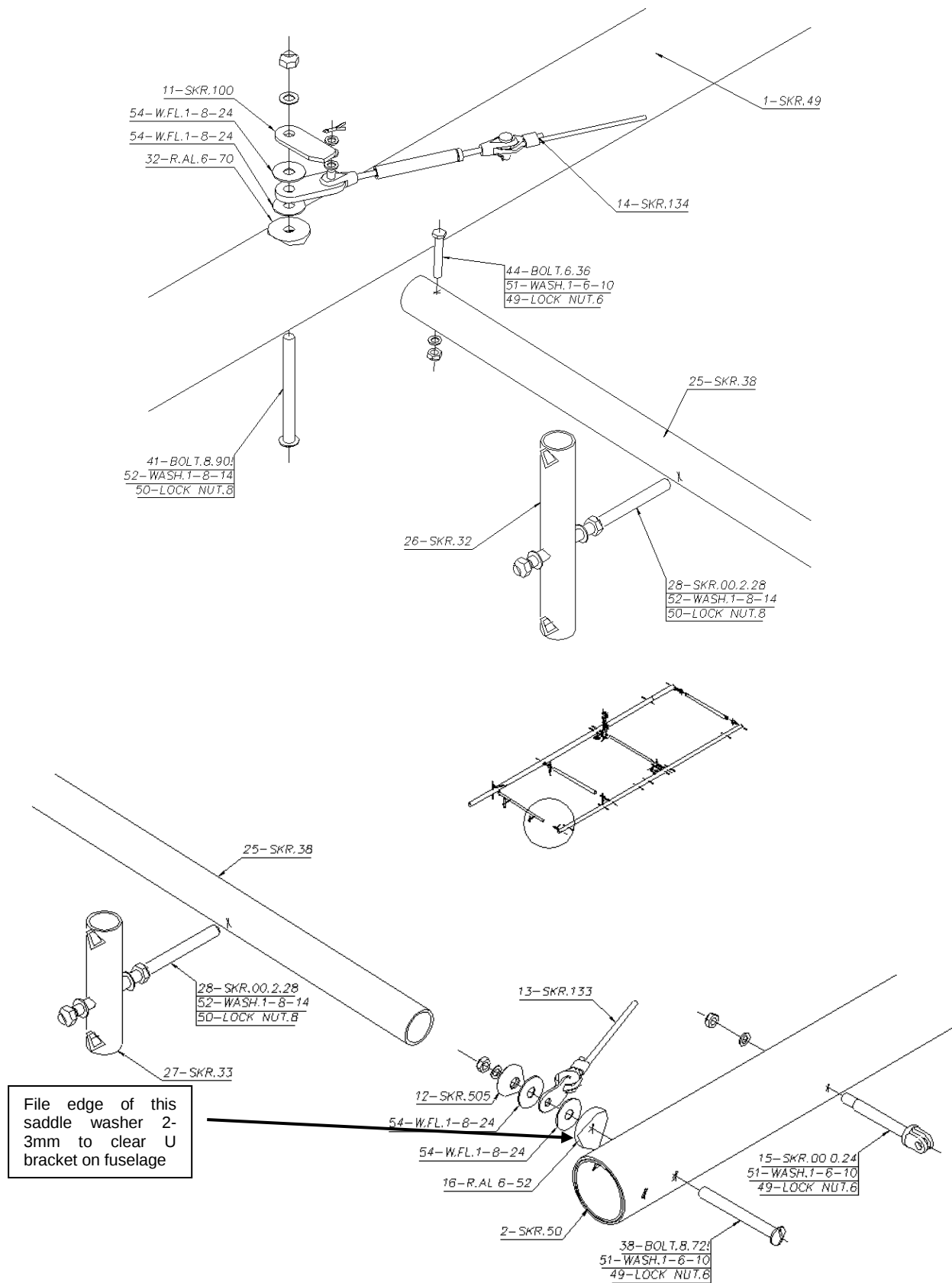


Figure 166 front and rear of tensioning tube.



Figure 167 tensioning tube fittings, front in left photo

10.2 Aileron Horn Assembly

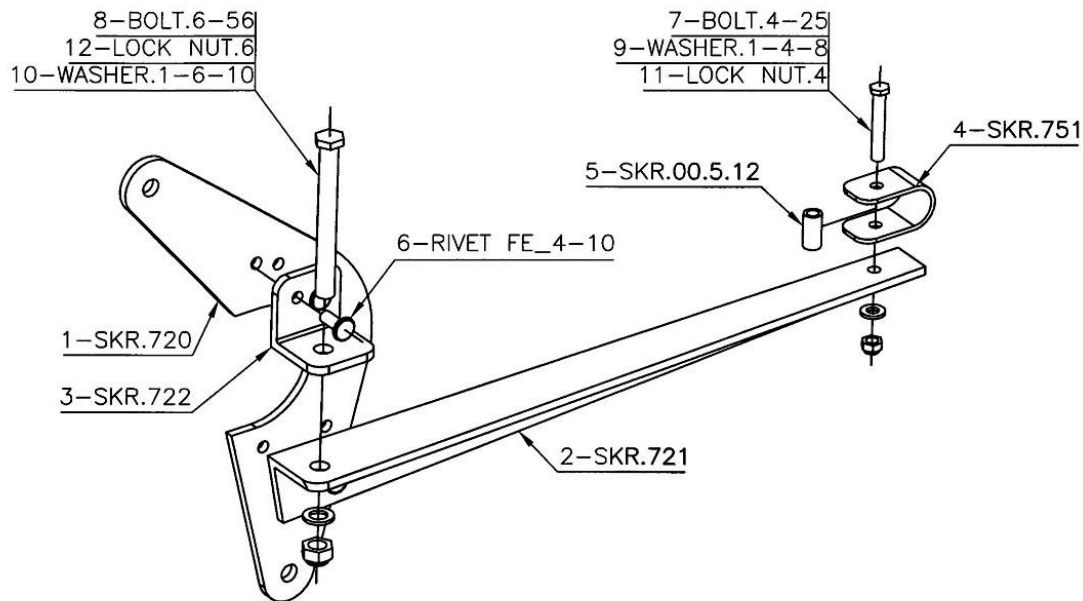


Figure 168 aileron horn parts.

- a) Find the hole in the aileron leading edge spar.

This is located 480mm from the inboard end of the spar.

- b) Burn through the fabric with a soldering iron at this point to uncover the hole.
 c) Lightly bolt into position the upper and lower angles.

Use the 6mm bolt with 45mm shank length.

The long brace goes underneath with horizontal edge facing the inboard end of the aileron, placing the horn towards the wing tip.

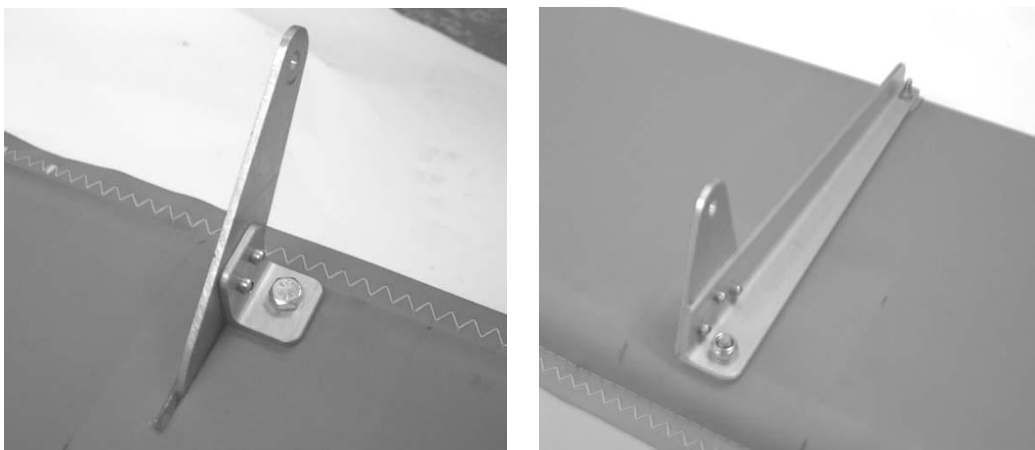


Figure 169 aileron horn, top and bottom.

- d) Temporarily mount the aileron onto the wing, and line up the long brace to point at the aileron pulleys.

This will put the brace at around 90° to the trailing edge of the aileron.

- e) If the aileron movement feels at all stiff, the holes for the eyebolts on the trailing edge may need to be eased slightly to achieve good alignment and thus easy movement. Once satisfied tighten the eyebolts, remembering the Loctite, and do not over-tighten (as a guide they should still be able to turn with only moderate finger pressure).
- f) Burn a small hole in the fabric at the trailing edge through the 4mm hole at the rear of the brace.
- g) Burn a hole in the same position on the upper surface fabric.
- h) Remove the aileron from the wing.
- i) Insert a 4mm bolt to hold the angle in position and using the angle as a guide burn a slot 60mm long on the under surface measured from the centre of the leading edge spar, Figure 170.
- j) Use the long brace from the opposite aileron against the upper surface as a guide to melt the upper slot.

This slot should be 50mm long measured from the centre of the leading edge spar.

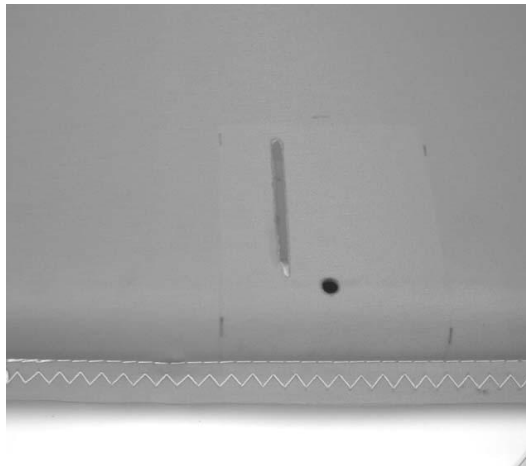


Figure 170 slot for the aileron horn in the undersurface of the aileron,

- k) Put the braces back in their correct positions and secure the trailing edge with a 4mm bolt passing through the thin sheet aluminium U-piece, the spacer tube and the lower brace, the sequence shown in Figure 143.

Note that the U-piece edges should be bent up slightly so that the edge does not cut the fabric over time.

- l) Tighten this assembly, and also tighten the 6mm bolt holding the front of the top and bottom braces.
- m) Insert the aileron horn.

If it is a tight fit through the fabric you may have to lengthen the slots a little.

- n) Check the alignment of the rivet holes.

These may have to be gently eased with a 4mm drill or reamer.

- o) Insert all rivets, from the horn side, to ensure they all fit, then pull up the rivets.

10.3 Attaching the Wings to the Fuselage

Note this is a temporary fitting, before removal for covering and transportation. However, it should be performed in order to allow easy setting up of the controls.

- a) Select the front and rear lift struts **SKR92** and **SKR91**.
- b) Lay them on the ground next to the fuselage in the position that they would attach.

The inboard ends are those fitted with the angled stainless-steel brackets.

The strut with the angle cut out of its trailing edge is the front strut.

- c) Attach the struts to the main undercarriage cross-beam, **SKR9**.

The plastic washers between the strut ends and the main beam shown in Figure 171 are not required.

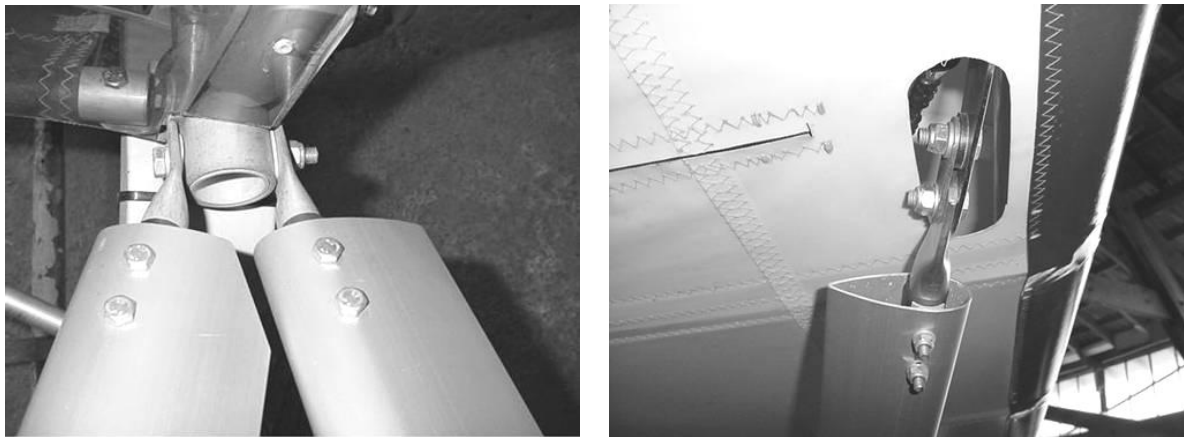


Figure 171 lift strut attachments.

- d) With two people, attach the wing to the fuselage.

One person should hold the tip up while the other person puts the pins through the U-brackets to secure the leading and trailing edges on the fuselage.

Put the leading edge pin in first, from the rear, then the trailing edge pin, from the front.

- e) Lift the struts up to the wing and attach them to the leading and trailing edges, Figure 146

Do not install the jury struts at this stage, wait until the wing has been covered and the geometry checked. This will happen at a later stage.

Do not over tighten the upper bolts holding the lift struts to the wings, there is no need to distort the connecting brackets.

Check that the lower strut attachments lie nice and flat against the TU9 tube. If not carefully bend them until they do.

10.4 Aileron Control Cables

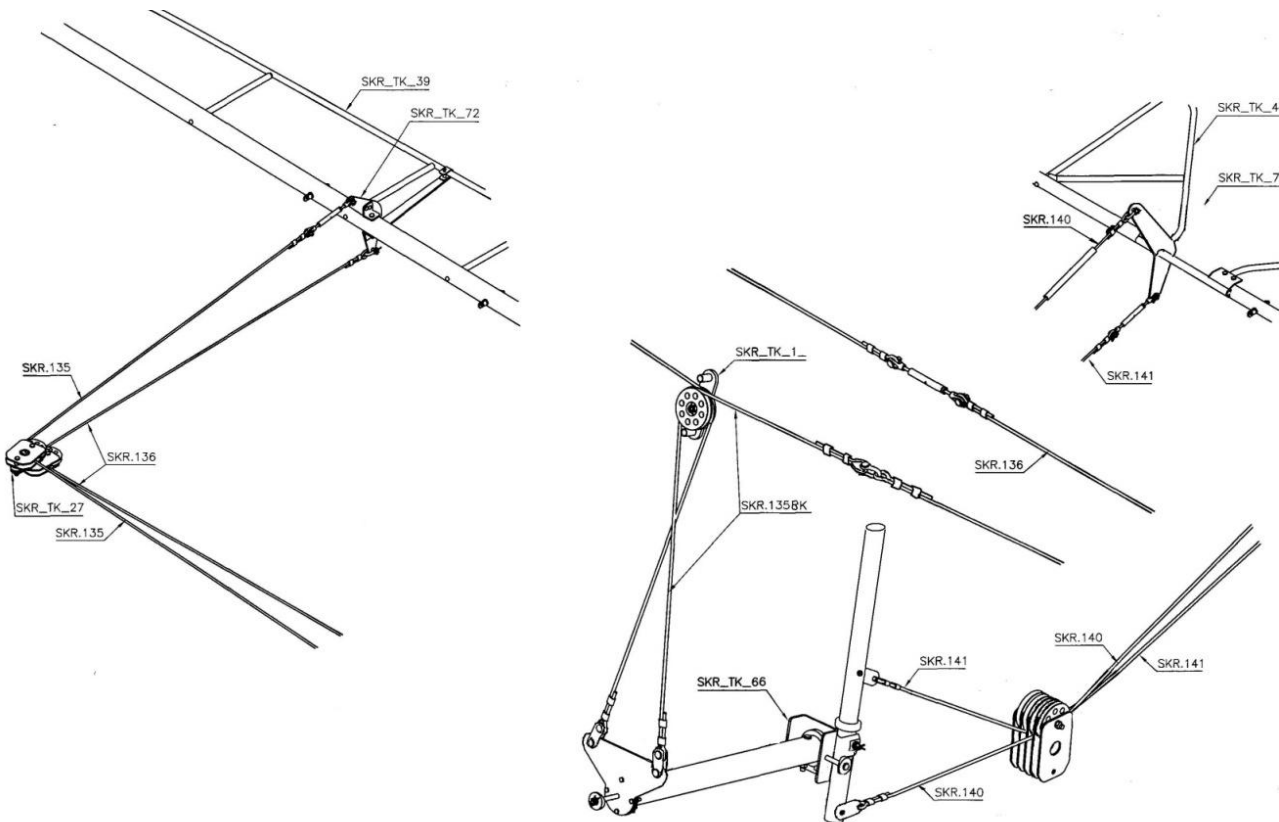


Figure 172 aileron cable runs.

- a) Temporarily fit the ailerons onto the wings.
- b) Check the ailerons for unrestricted movement.

If any friction is felt the holes in the trailing edge where the eyebolt hinges attach should be elongated slightly along the tube. This is worth doing on all the hinges, even if no friction is present at this stage, as when the coverings are fitted they tend to build some stress into the wing and cause the ailerons to bind slightly which spoils the feel of the controls.

- c) Select the pair of upper aileron cables, those with the turnbuckles on one end.
- d) Thread the ends without the turnbuckles around the upper pulleys inside the wings and through the U-brackets at the jury strut attachment locations.

Work from the ailerons inwards towards the fuselage.



Figure 173 cable routed through U-bracket.

- e) Pass the cables around the pulleys at the top of the front vertical tube **tu14** where the leading edges attach, figure 175.
- f) Prepare the fittings for attaching the aileron cables to the driving horn connected to the control stick.

The Swift 2 may be supplied with Aileron cables with de-rig connections on the sections from the pulleys on top of the SKR14 tube where they run along behind the front wing spar tube before entering the wing. If these are fitted then the cables attach to the driving horn using the shackles as supplied and as shown in drawing figure 172 above, and the following down to j) can be disregarded:

If using the full length cables, attach a pair of the stainless steel plates to the port aileron cable using a shackle pin and two plastic washers on the outside of the plates to take up some of the slack, and permanently secure with a split pin, figure 174.

Attach the other pair of stainless steel plates to the starboard side of the aileron driving horn, again using a shackle pin with a pair of plastic washers outside the plates, permanently secured with a split pin. This then forms handed cable ends, and helps prevent reversed control connection..

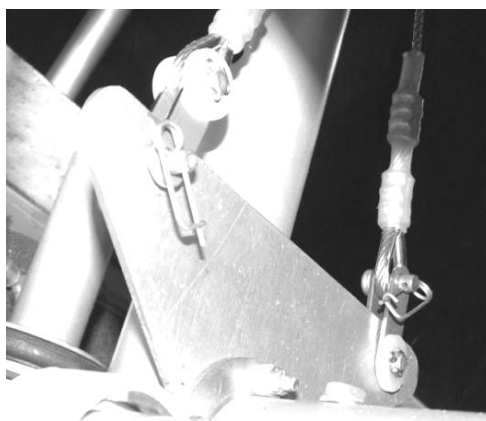


Figure 174 aileron cable connections viewed from beneath.

- g) Attach the turnbuckles to the upper control horns.



Figure 175 aileron cable fuselage pulleys.

- h) Select the other aileron cables **n6** which are connected in the middle by a single turnbuckle.
- i) Pass the ends of the cables **n6** over all the tubes in the wing and the fuselage (except the windscreen supports) and around the lower pulleys inside the wing.

Loosen the turnbuckle and feed the other ends from the fuselage outwards towards the ailerons.

- j) Attach the ends to the lower control horns on the ailerons.
- k) Tighten the bolts securing the aileron pulleys in the wings.

Ensure the pulleys can still move to take up the correct angle to the cables.

- l) Check the gap between the pulley and the plates to make sure that it is not more than 1mm or so.

If it is, there is a chance that the cable could jump the pulley and slip between the plate and the pulley. If there is an excessive gap, check the plate for bends and check for the proper washers between the pulley and the plate.

- m) Tension the cables by hand to check that all the cable lengths are accurate.
- n) Check the angle of the lower pulley bracket inside the wing.

*This is the bracket for the cable **n6** that connects to the lower control horn on the aileron. You will need to bend the bracket with a twisting motion so that the pulley is in the same plane as the cable, and moves smoothly.*

- o) A short plastic sleeve should be fitted over each of the central cabin tubes **SKR19**, immediately behind the front vertical **SKR14**, to form aileron horn stops, Figure 176.

These will require cutting to slip over the tubes if not installed earlier.



Figure 176 aileron stops.

- p) Set the levelness of the ailerons with the turnbuckles at the ailerons, whilst the centre turnbuckle simply takes up the slack.

Final adjustments to neutral position and control surface movement will be done when the aircraft is complete.

- q) Check the right and left joy stick movements for the proper aileron deflection: stick left, left aileron up, right aileron down and vice-versa.
- r) Check for any stiffness and binding.
- s) Small pieces of prop-tape can be applied to tubes where the cables may occasionally touch them, but the cables should not be rubbing continuously on any tubes.
- t) If the cables are found to “slap” against the leading edge tubes within the cabin area, either apply tape, or position a couple of cable ties or similar around the leading edge tubes to act as buffers for the cables.

10.5 Flaps

- a) Temporarily mount the flaps on the wings.

If the pin securing the wing trailing edge to the fuselage touches the leading edge tube of the flap, the pin should be shortened to fit.

The control rod mounting plates at the flap roots face downwards.

- b) Attach the push rods for the flaps to the flap handle,.

The slightly longer flap pushrod and the longer spacer tube goes on the starboard side of the rear end of the flap handle.

- c) Attach the push rods from the flap handle to the plates on the flap roots.

The plates may require a tweak to line them up with the pushrods.

- d) If the flap lever rubs the cables, check the fitment of the flap lever and adjustment of the cables against the respective instructions.

If the starboard flap pushrod still rubs the control cables (due to the UKMOD controls) cut a few mm length off the port side spacer tube and add it to the starboard side spacer tube.

- e) Check the smooth operation of the flaps, including moving the ailerons to check for any contact between them.

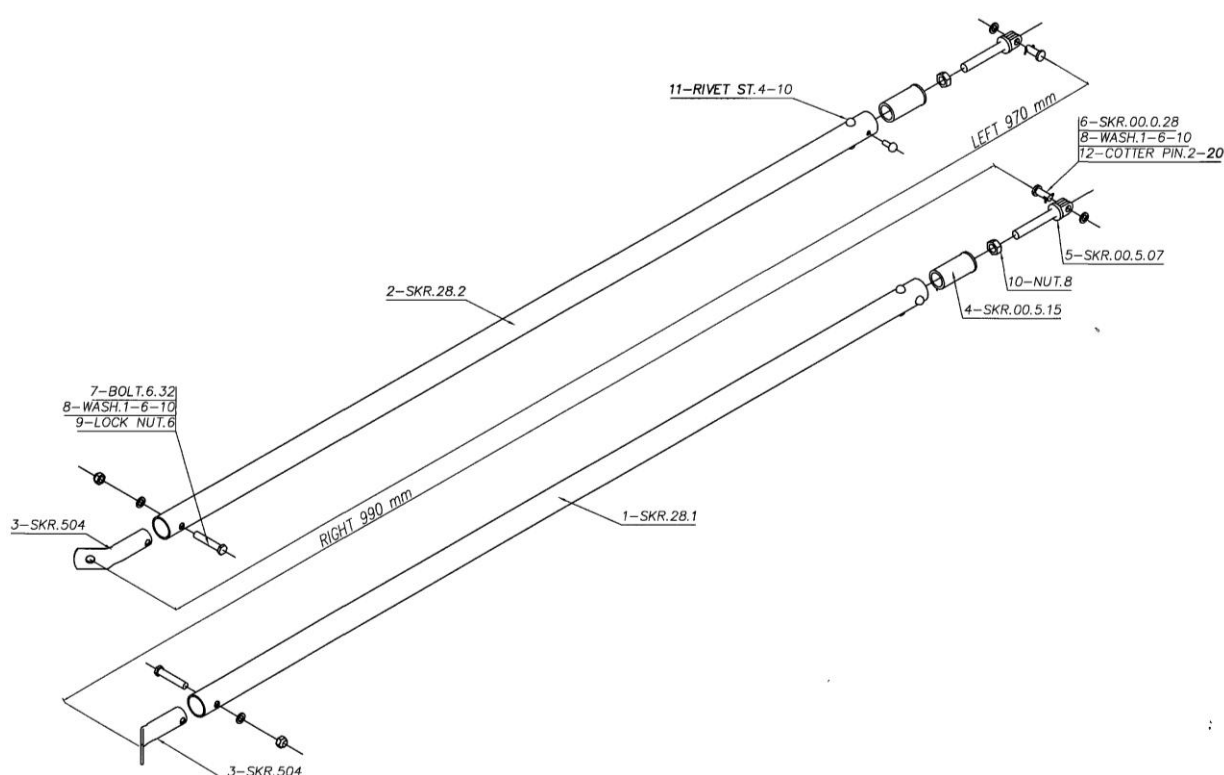
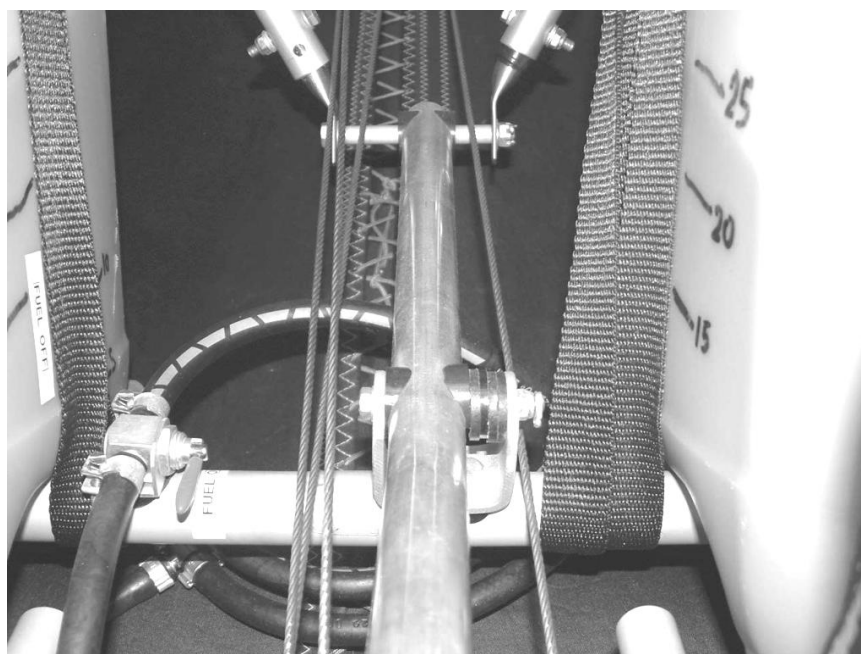


Figure 177 flap handle, looking rearwards and flap rods.

10.6 Covering the Wings

- a) **Do not cover the wings until they have been inspected!**

See the inspection schedule.

- b) Select the odd-one-out from the battens: the trailing edge fitting is flat rather than forked, lay this one aside for the cabin roof.
- c) Select a typical batten and draw around it onto a large sheet of paper, to make a template for checking the batten profiles later should this be required after repairs etc.
- d) Check the battens and their fittings for any sharp edges which might damage the coverings.

Smooth the ends with glass paper or similar if necessary.

Polishing the battens with car wax makes them slide in more easily, but on no account do this for aircraft with Dacron coverings if you intend to paint or lacquer the aircraft, the reaction will not be a pretty sight!

- e) With two people remove the wings from the fuselage.

Remove the lift struts from the wings followed by the fuselage, then remove the wings from the fuselage and lay them down flat in a very clean place.

Do not place the wings on concrete as it will scuff the cloth when you cover the frame.

- f) Apply a layer of clear, thin, lightweight self-adhesive plastic film, such as Fablon, or clear waterproof tape, to the leading and trailing edge tubes and wing tip tubes where they touch the covering.

Do not skip this step! *This prevents vibration from abrading the anodising, which can then cause unsightly stains visible through the covering.*

To save weight just apply the film where the cloth can touch the tubes. If desired to increase resistance to corrosion it may be applied to the whole circumference of every tube, which will protect these difficult to clean areas.

Do not use thick, heavy tape, such as prop tape or gaffer tape, as this adds too much weight, is too grippy, and can look horrible!

- g) Thicker tape should be applied only to the U-brackets at the wing tips to prevent chafing of the coverings.

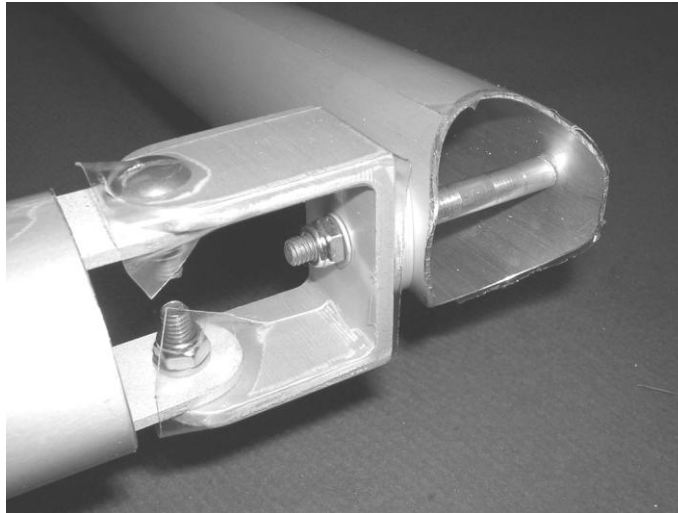


Figure 178 prop tape over wing tip U-brackets to prevent chafe.

If using Xlam coverings you can apply anti corrosion fluids such as ACF50 to all wing frame parts, and inside and outside the tubes, prior to covering. Waxoil inside the tubes can also be used but be sparing or weight will rise!

The tip batten in Swift and Nynja wings has considerably less camber than the other battens due to the taper in depth of the wing as it approaches the tip.

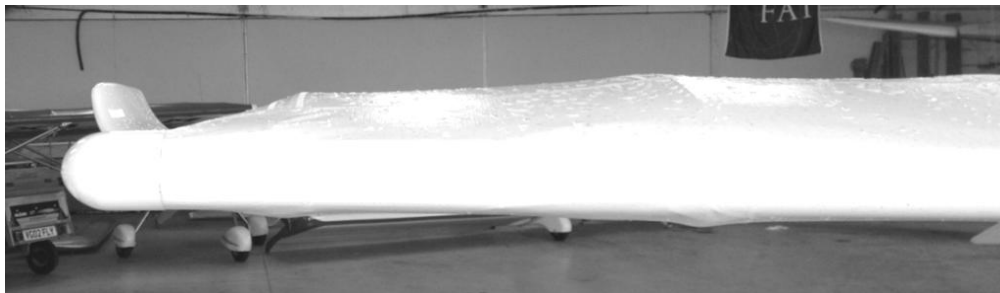


Figure 179 wing tip

The battens are supplied pre bent all the same size and camber and when inserted the tension springs them slightly flatter than the 'pre camber'. The tip batten has a significantly flatter profile than the others, and this batten must be flattened slightly before fitting.

Batten shape can be adjusted by gripping the batten firmly at each end whilst holding it upside down, then whilst kneeling, draw the batten across the extended knee whilst applying downwards pressure. Repeat whilst applying increasing pressure as required to flatten the camber.

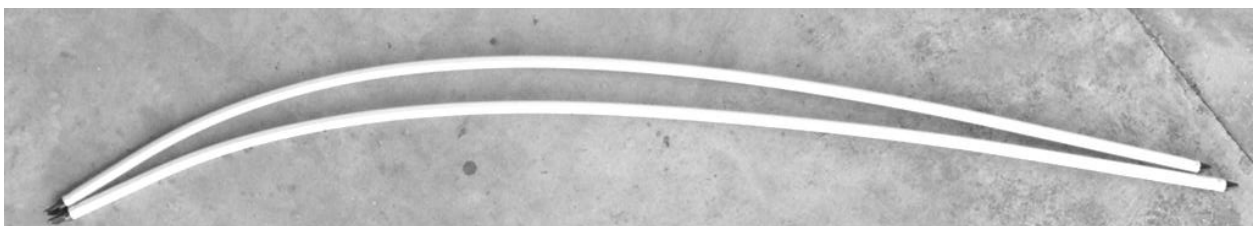


Fig 180 normal and flattened battens

The above picture shows camber reduced for the tip batten compared to its starting shape. Camber has been reduced along its length. The forward section is hardest to flatten and may need considerable pressure.

Using a straight edge as shown below a guide for max depth of camber you are aiming for is 100mm from top of straight edge and middle of batten

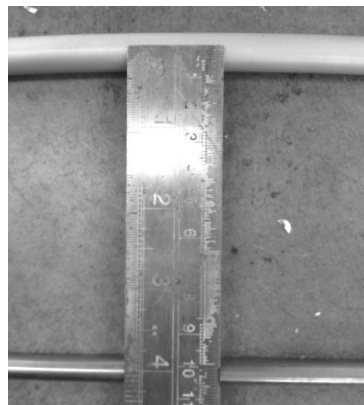
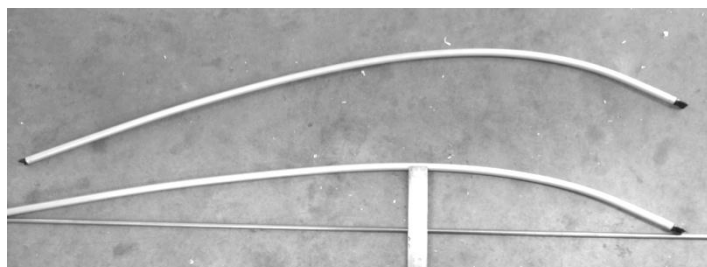


Figure 181 – measuring depth of peak camber

Due to the tip batten having less camber than the others it causes the overall length to increase. This means it sticks just out of the end of the pocket. A cosmetic enhancement can be made by cutting the batten at the rear end by 13mm. Carefully cut around the circumference so as to cut the tube and not destroy the plastic batten end. Remove the end piece with the plastic end then cut across the remaining metal 'collar' to release the plastic end. Clean up the end of the batten with a file and re insert the plastic end. Align it to match the tip insert (90 degrees to camber) and fix in place by centre punching the side of the tube.

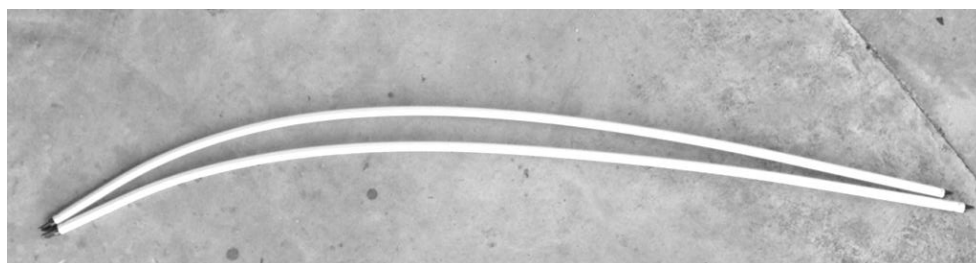


Figure 182 – flatter batten grows!

See above – tips are aligned and lower batten has 'grown' at rear end.

- h) Lay the wing cloth on the clean surface, next to the frame

Take care when handling the coverings to keep your hands (and any tools etc. you may handle) clean at all times.

- i) Remove the turnbuckle from the drag cable.

Make sure that the cable with the turnbuckle is over the top of the fixed cable.

- j) Remove the compression tubes **SKR38**, the innermost cross-tube in the wings.

- k) *Plastic stiffeners are supplied which should be slid in the root end of the leading edge pocket in the sail just so far as they are completely covered by the leading edge pocket. It can be done later but is easier to get in now. These just smooth the leading edge fabric in this inner bay which can otherwise wrinkle where the sail is pushed upwards over the head of the vertical bolt in the Leading edge.*
- l) Insert only the upper surface (curved) outermost (tip) batten, but leave an inch or two still poking out of the rear of the batten pocket.

It will be found to be very tight if inserted later, with a risk of ripping the batten pocket.



Figure 183 slide the wing frame into the covering.

- m) Collapse the wing frame using a scissor type motion so that it will slip easily into the fabric envelope of the wing, Figure 183.

The trailing edge has the most fittings on it, so scissor the wing to insert the trailing edge first.

- n) Slide the frame of the wing into the cloth taking care not to damage the fabric with any of the fittings attached to the frame.

Keep track of the turnbuckle, tie a bit of string to it if necessary.

- o) Use the same type of scissor motion to expand the frame back to its original shape.

Make sure that the fittings for ailerons, and flaps, as well as the strut attachments, exit through their respective holes in the fabric.

- p) Attach a small diameter cord (dyneema or similar) through the grommet on the leading edge so that you can use a timber bar to press against the leading edge of the frame to stretch the fabric into place, Figure 184.

It will be tight and to get the leading edge to fully seat in the end of the sail you will need to use a lever and pry against the leading edge tube, being careful not to damage it. Note the piece of wood to protect the tube end in the photograph.

Check that the fabric is properly seated at the tips of the leading and trailing edges. It should be nice and snug, with no wrinkles near the tip. If prop tape or similar has been incorrectly used it is possible that it will grip the fabric and prevent it sliding down the leading edge, causing difficulties later.



Figure 184 pulling the fabric into place.

- q) Tighten the bolts on the compression tubes **SKR38**.
- r) Install the compression tube **SKR38** by placing the end without the bolt over the round spacer on the trailing edge of the wing frame. Put the other end over the aluminium cam, and push the strut into place.

The cam should pop straight when the tube is pushed into place. It may be necessary to apply a sharp tap, or to use a blunt screwdriver to push the cam straight. There is no need to bolt the cam in place.

Ensure that the two large holes on the compression tube are facing the fuselage end of the wing.

The leading and trailing edges will have to be spread apart to get the cam in the tube. Cut a piece of timber 1035mm long and insert one end up against the trailing edge spar and use the front sliding it along the leading edge to open up the gap. Use a piece of cloth between timber and spar to prevent scratching. Pop the cam in and then remove the wood.



Figure 185 fitting the compression tube.

- s) Lay the wing flat on its lower surface. Give the leading edge rope a pull to ensure frame is snug in the tip of the sail.
- t) Replace the turnbuckle on the drag cable and tighten by hand until the other cable comes taught, which may require some effort.

The cable with the turnbuckle goes over the other cable.

If the cable without the turnbuckle will not tighten up, check that the covering is properly seated along the leading edge.

- u) Install the two large diameter battens (**SKR184** curved, **SKR185** straight) at the wing root end of the wing covering,

They are inserted through the holes at the trailing edge of their pockets (look closely, they are there), not through the holes further forwards.

Push the battens in as far as they will go and slip them into the wing root side of the pocket so that they are held securely in place.



Figure 186 large diameter wing root battens.

- v) Install the two wing tensioning tubes (**SKR32** and **SKR33**) against the outboard side of the large diameter battens.

Cut the ends of the tensioning tubes at an angle, on the sides opposite the holes, and finish them nicely. This prevents them cutting into the fabric.

They will fit into the holes cut in the fabric for this purpose. The longer end of the tensioning tubes goes uppermost. The holes cut into these tubes must clip over the battens, and the threaded rod must enter the holes in the compression tube, figure 187

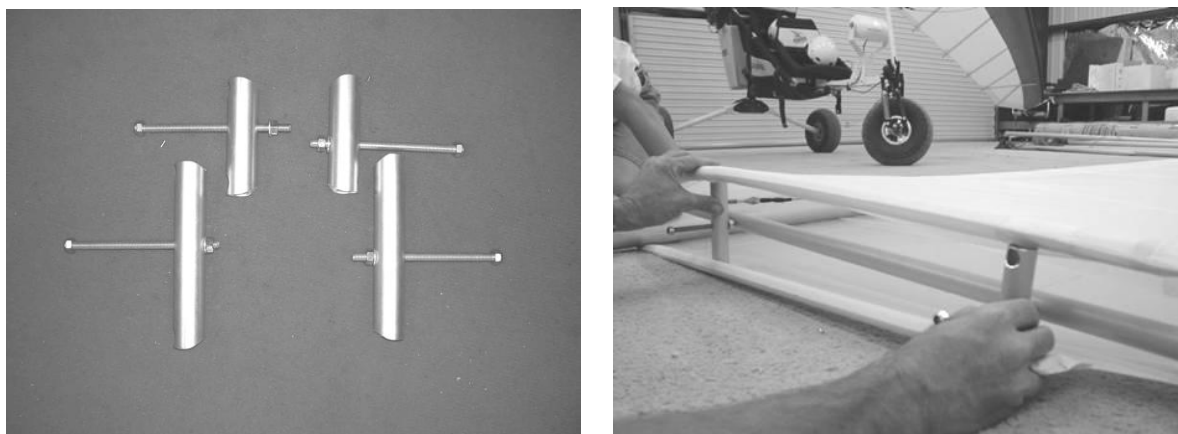


Figure 187 tensioning tubes.

- w) Tighten the wing tensioning tubes against the compression tube by turning the threaded rod.

To turn a threaded rod, put two nuts on the end and tighten against each other. Turn the rod with a spanner on the outermost nut, whilst holding the nut behind the tensioning tube with another spanner.

The threaded rod will push against the compression tube and tension the fabric.

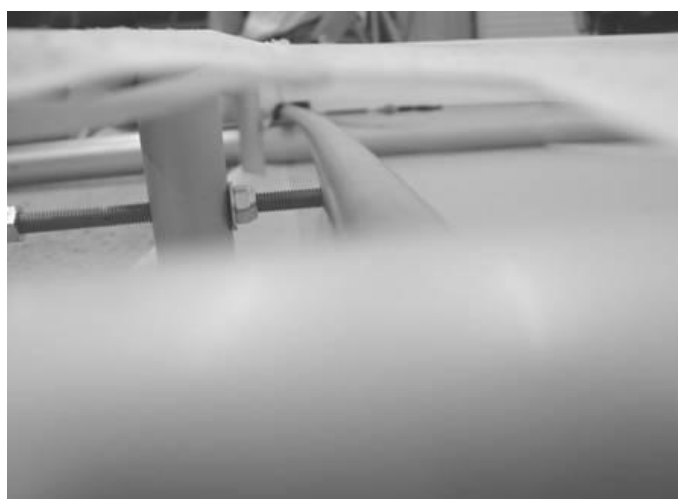


Figure 188 compression tube bowing.

- x) Tension the fabric to the point that you see the compression tube bowing, Figure 188.

There should be around a 4cm gap between the compression tube and the vertical wing tensioning tubes.

This should result in the bow in the compression tube being no more than the diameter of the compression tube. You can check by placing a straight edge along the compression tube and measuring the space in between.

- y) Check that the cables in the wing are still taught, tighten if necessary, then secure the turnbuckle with safety wire.
- z) Use the rope that you have attached to the leading edge of the fabric to pull the fabric tight in the same manner as before.

Look for the wrinkles just near the leading edge-root section of the wing. Tension the fabric with the rope until you see these wrinkles pull out. This will require a good firm pull.

- aa) Whilst holding the tension on drill a hole through the centre of the grommet and secure the fabric in place with a 4mm or larger steel rivet and a washer.

Alternatively a stainless steel countersunk screw can be used.

Remove the string before the final rivet pull or screw turn.

- bb) Leave a nut on the end of the threaded tensioning rods and cut off the remaining thread, then finish nicely with a file.
- cc) Measure the distance from the fabric to the end of the leading edge and make both wings the same, otherwise it will look odd when aligned with the cabin doors.

A typical measurement is around 44cm.

10.7 Inserting the Battens

- a) Make sure the wing battens are clean, and insert them into the fabric to the point where their rear ends still sit on the trailing edge tube.

Get someone to steady the wing.

Start with the upper surface battens first. Begin at the tip and work your way toward the root.

Do not let the battens twist, use two hands.

Use one smooth motion to insert the batten all the way into the wing. Stopping in the middle can cause the batten pocket to rip when you try to continue.

Wear a glove on your pushing hand.



Figure 189 inserting a batten. Use your other hand to prevent the batten twisting.

- b) Once each wing batten is in place, use a screwdriver to push fully home, slip the fabric flap over the end of the batten, then slide the batten sideways into the pocket in order to secure it in position.



Figure 190 secure the battens in position.

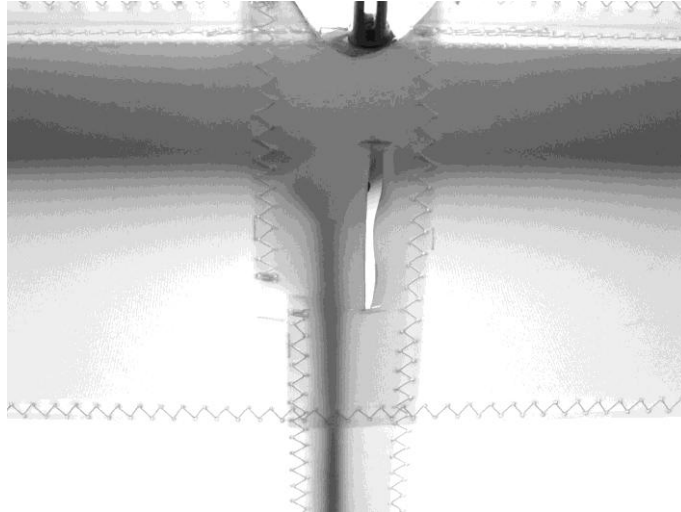


Figure 191 batten end.

- c) Next do the same with the lower surface battens.
- d) After the fabric has settled for a few weeks, any remaining minor wrinkles can be taken out using a heat gun to shrink the fabric. Great care must be taken not to burn the fabric!

11. Windscreen Frame and Throttles

Before mounting the cowlings and firewall, the windscreen support frames should be installed. These parts position the rear edge of the cowlings.

11.1 Windscreen Frame

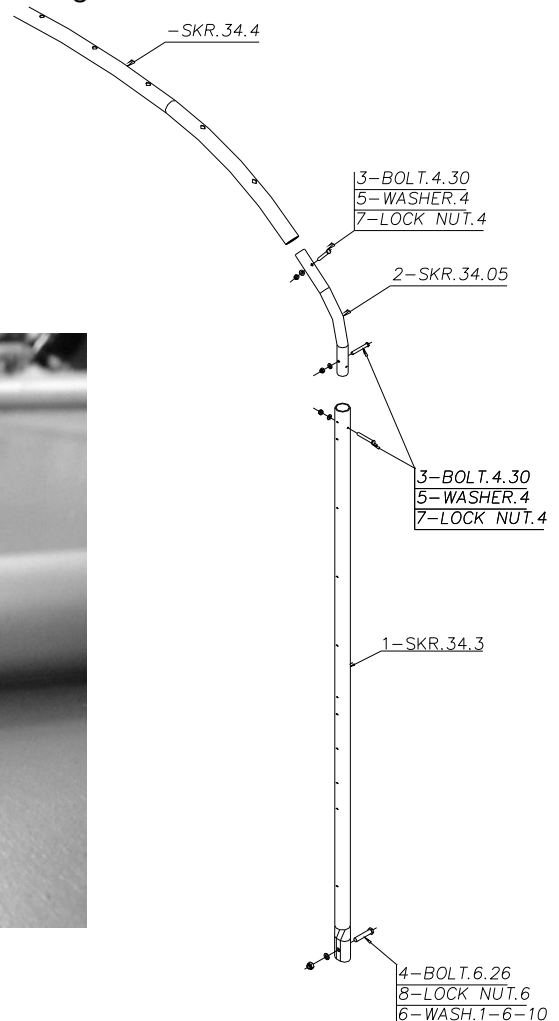
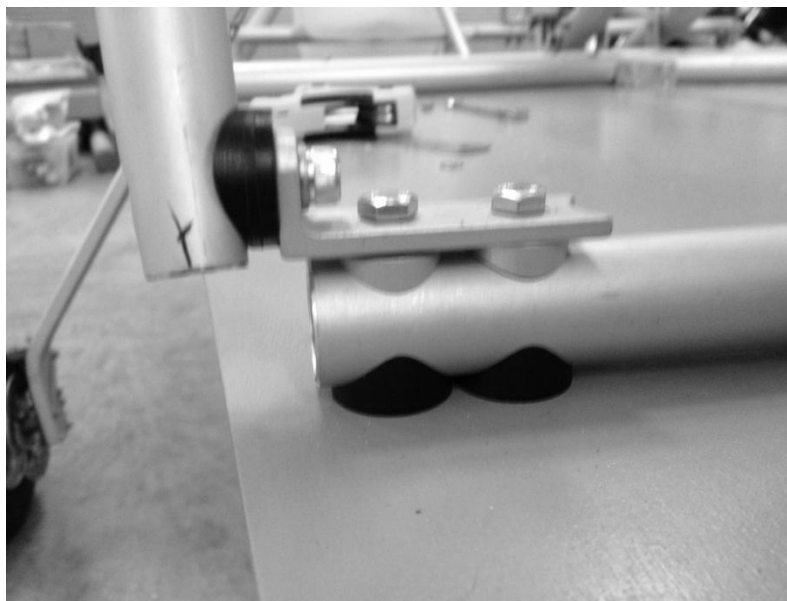


Figure 192 cabin uprights (note that saddle washer shown may be superseded by flattened tube sides and 1mm plastic washer should then be used).

- Attach the bottom of the cabin uprights **SKR34** to the outer edges of the rudder pedal mounting bar as shown above. Note that the bolt fixing the lower bracket to the upright tube **SKR34** has the nut and washer inside the tube. The thread will be too long as supplied and need trimming to be short enough. The vertical bolts also pass through the floor, and the outer one each side should have a penny washer under the nut to spread the load into the floor without crushing.
- At the rear of the **SKR34** support frame, the tubes are flattened slightly and fit onto the bolt end protruding upwards from the fuselage at the trailing edge attachments.



Figure 193 Rear ends of windscreen support frame

- c) Slip one of the large diameter heat-shrink rings over each leading edge, and fit the covered wings to the fuselage.
- d) Ensure that the **SKR34** tubes fit behind the leading edge with around 3-5mm of clearance, and that the curves of the top tubes match the curve of the large innermost wing battens, to get a good fit between the Lexan windscreen and the wing.

Use a long straight edge for this. It may be necessary to tweak the stainless steel curved piece which joins the upright tubes to the curved upper tubes to reduce its bend (it's a common part with the older Skyranger which has more bend,) then slide it up or down inside the vertical and curved tubes to get the best position, and to re-drill the holes which secure it.

In the correct position the tubes should be centred, with the centres of the tops of the tubes around 900mm apart, so that the upper curved tubes are run parallel back to the rear attachments.

The cabin uprights will then lean slightly outwards from their bases.

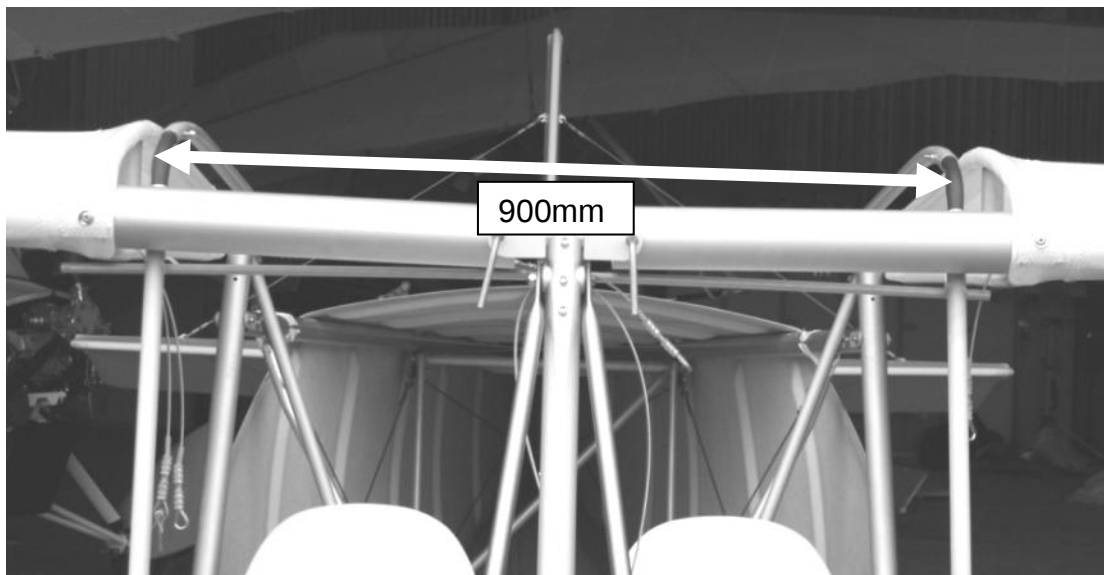


Figure 194 Position TU34 uprights 900mm apart



Figure 195 left – Check cabin roof tubes align with wing – level or slightly above. Right – check there is a gap of around 3-5mm here.

e) Rather than use the bolts to secure the stainless steel curved pieces, we recommend 4x10mm steel rivets spaced as shown below with the aim to secure and prevent any fore / aft movement of the TU34 upright tube which may close the gap to the leading edge tube once the weight of the cowling is on them.

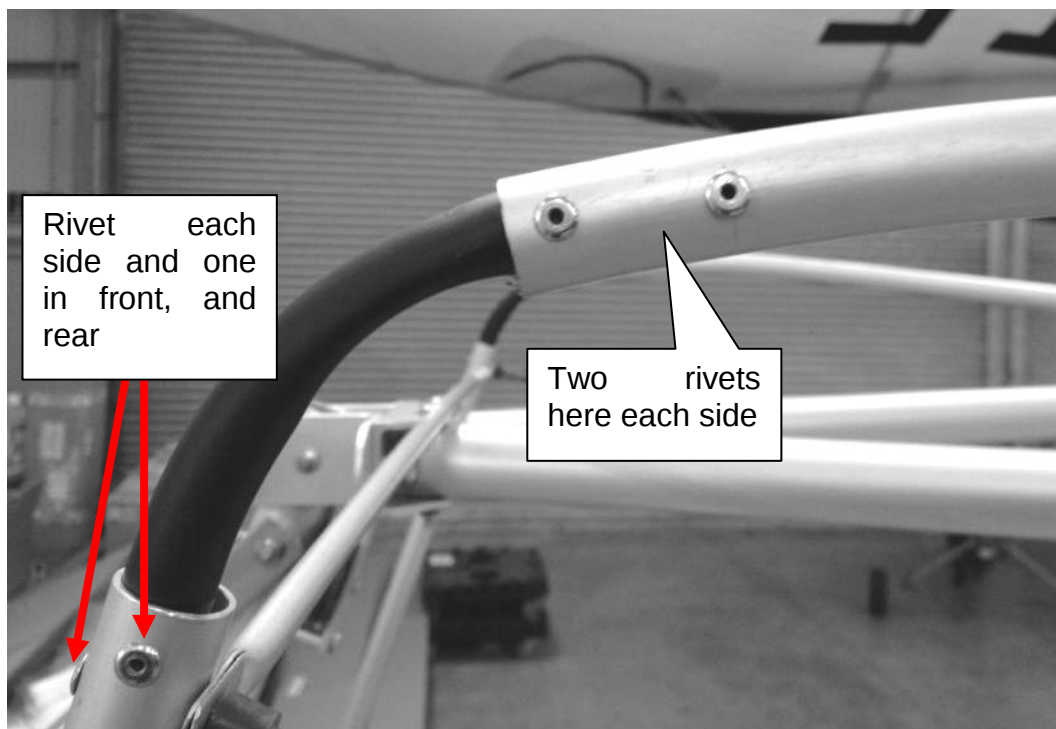


Figure 196 – stabilising with rivets

- e) It really is a good idea to have the wings covered and fitted to verify the position of the SKR34's as shown above. If for pressing logistic reasons the wings can't be constructed and fitted at this time it is possible to check fit using the measurement method as shown in fig 168 below.

If it checks out without adjustment it should be ok to proceed. If it needs adjustment then wings will have to be fitted as gap from uprights to pass behind leading edge may not be guaranteed.

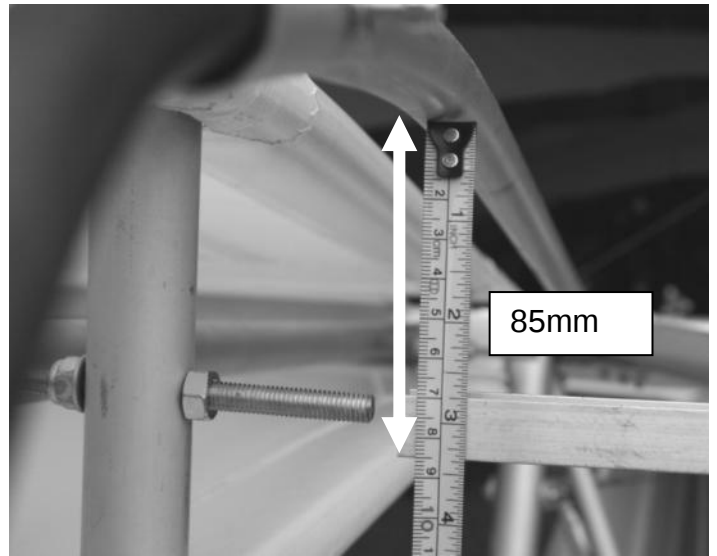


Figure 197 straight edge across cabin upper tubes. Measurement of 85mm from under tube to straight edge at point of max camber



Figure 198 match up with wing so clear roof section will later fit flush like this

- f) Measure the positions of the **SKR34** tubes relative to the centre of the aircraft to verify they are still at 900mm
- g) Mark the positions for the heat-shrink rings to centre them on the **SKR34** tubes.
- h) Remove the wings, and heat-shrink the rings into position.
- i) Secure the **SKR34** tubes at the same positions they held whilst the wing was fitted.

These can be held in place simply by a tube, such as a piece of plastic drainpipe or similar and cable ties / tape. Or a more 'engineered' system using aluminium tube and brackets. The aim is to securely locate the tubes.

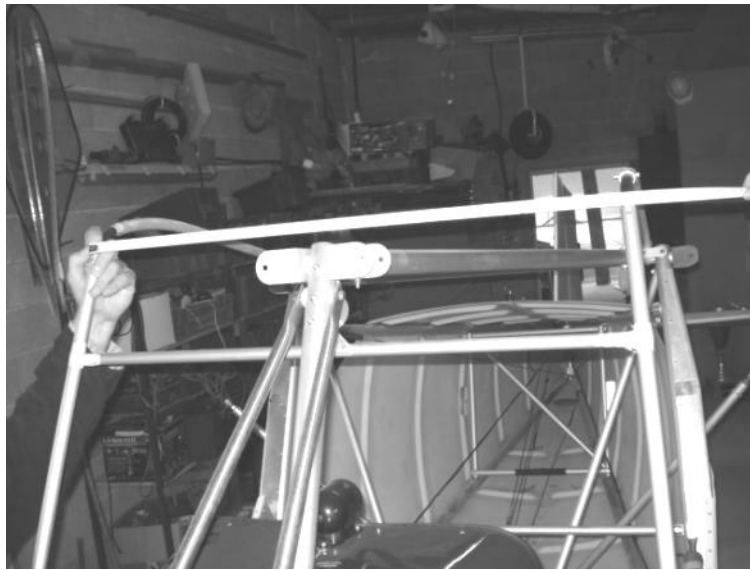


Figure 199 measuring and holding the frame in position.

11.2 Throttles

The throttle assembly consists of a torque-tube supported by pivot bolts through mounting plates on either side of the fuselage. Friction is provided by clamping two nylon washers against either side of the plates on the port (Pilot) side lever.

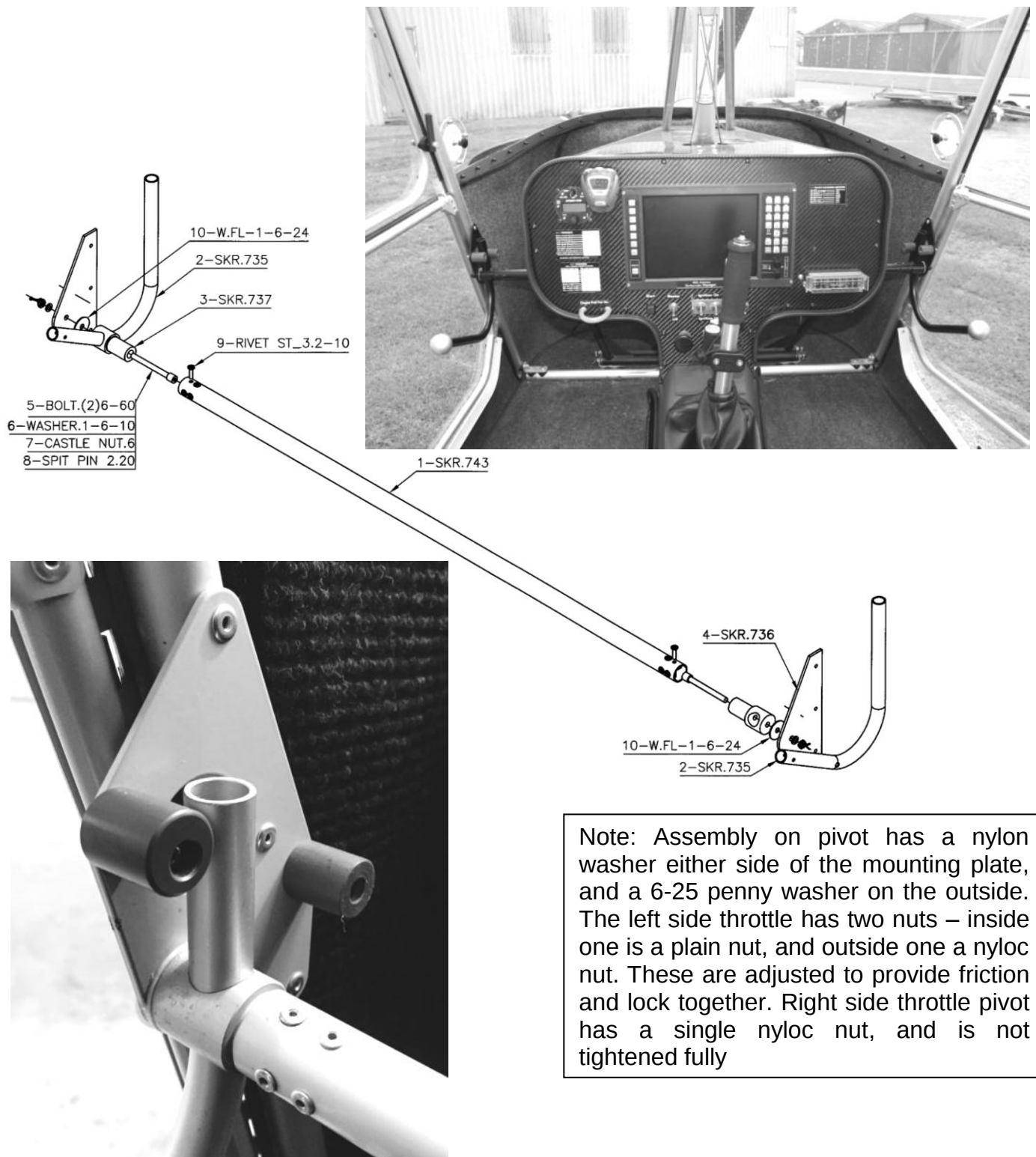


Figure 200 dual throttle parts (Note Swift 2 has slightly different plates than those shown as SKR 736 in drawing- see photos above).

- a) Assemble the mounting plates and drill and temporarily fix with clecos / skinpins to the cabin uprights **tu34**.

The plates should be fixed with top hole 420mm above the centre of the lower fixing bolt on the cabin uprights – see fig 202 below

- b) Temporarily assemble the levers onto the plates. Check correct position of cabin upright spacing. Torque tube is supplied over long, so offer it up, mark and cut to length.
- c) Rivet the port lever pivot into the torque-tube using eight 3.2 x 10mm steel rivets.

Do not drill within 12mm of the end of the tube. There should be two rings of four rivets each,
Verify the alignment of the levers before riveting the starboard lever in place.



Figure 201 throttle torque-tube rivets.

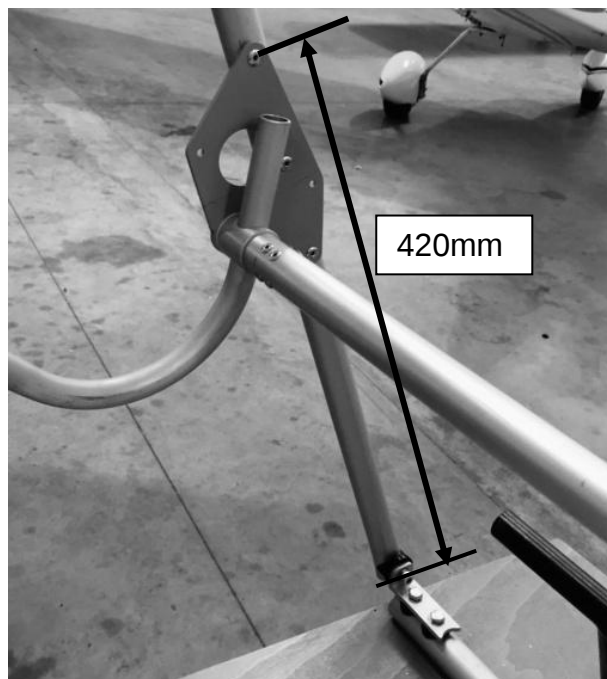


Figure 202 throttle plate fixing dimensions

- d) Temporarily tighten the bolts at the end of the throttle bar.
- e) Fit the plastic stops on the mounting plates.

Note that two of the stops are drilled off centre. They should be fitted in the rear positions on the plates and are rotated to provide fine idle adjustment later.

- f) Check that the spacing and centralisation of the parts holding the tops of the cabin uprights has not been disturbed by the fitment of the throttles
- g) The throttle cables attach to an arm that will be hidden in the instrument console.

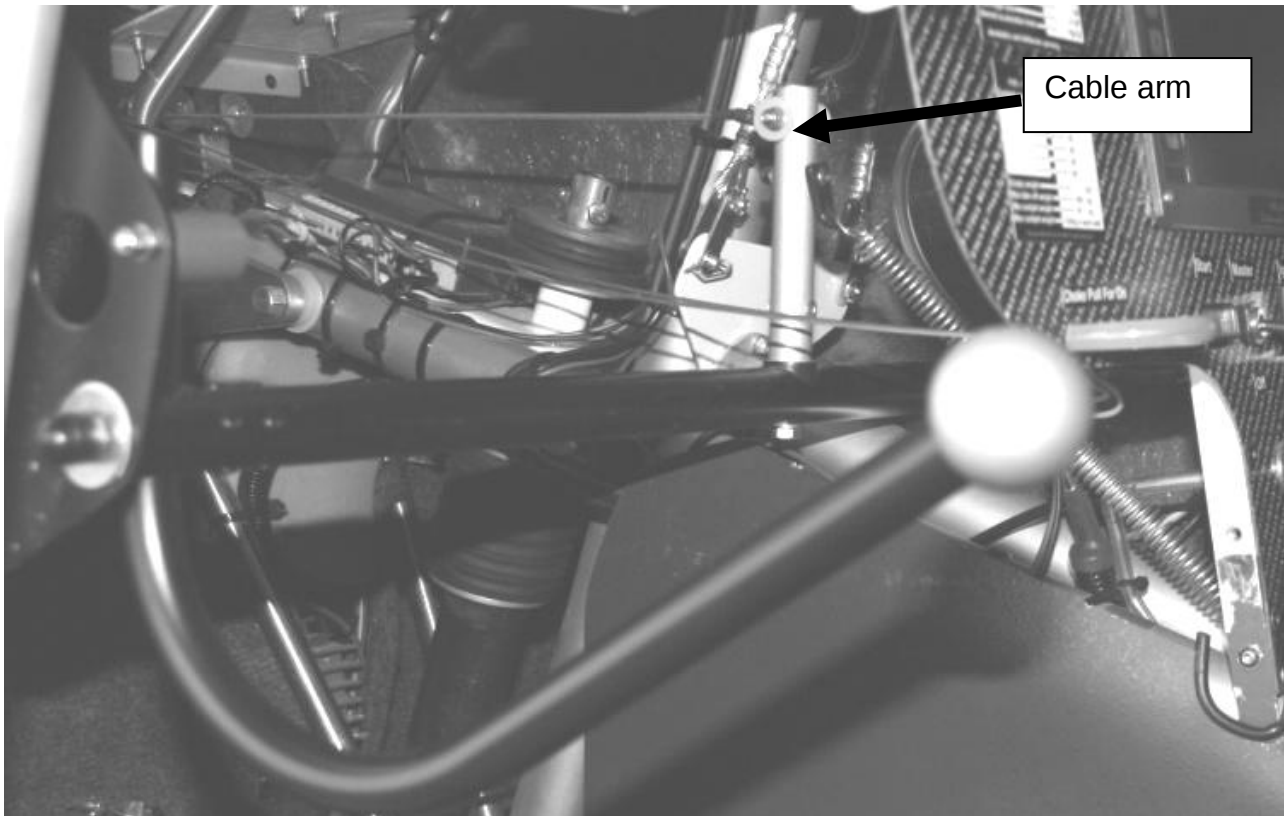


Figure 203 throttle cable arm

- h) This arm has a threaded insert in its base. The throttle torque tube must be drilled to fix this arm

Mark the position for The 6mm hole 105mm to the left, from the centre of the cabin. The control stick torque tube makes a useful centre reference for this measurement.

- i) To drill the hole it is best to remove the torque tube assembly and drill on the bench – preferably using a pillar drill.

Be careful to drill the centre of the tube. Vertical alignment should match the vertical part of the throttle handles where it passes up out of the machined end fitting – figure 179.

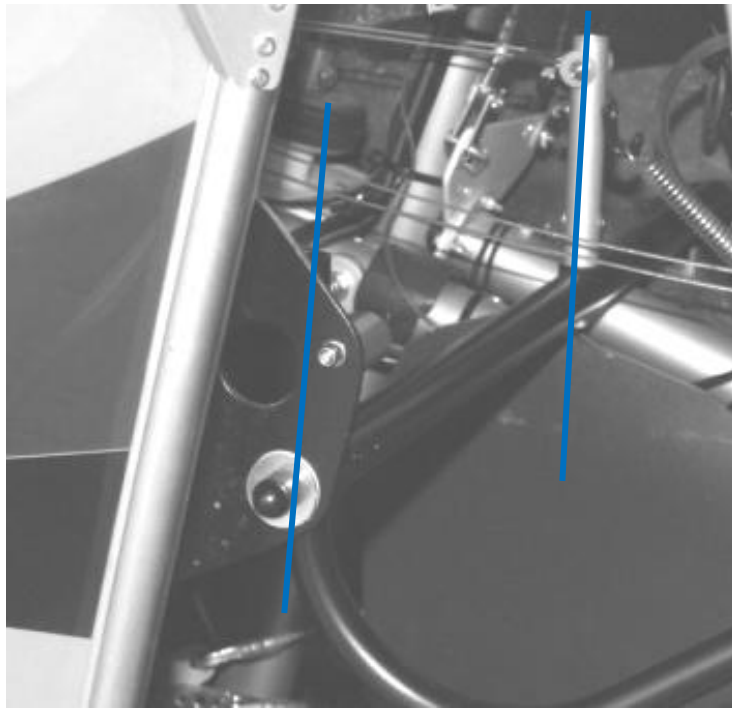


Figure 204 Arm should align with vertical part of throttle handle

- j) Bolt the arm into position using the 6mm bolt and 6-22 saddle washer between arm and torque tube.
- k) Refit the torque tube onto the mounting plates
- l) Rivet the plates into position to the cabin uprights **SKR34**, using 4mm steel rivets.
- m) Adjust the throttle friction by tightening the lock nuts on the port side torque-tube spindle.

The starboard side should be done up just enough to remove any play.

- n) Once the friction has been set, lock the two friction nuts together.
- o) Check that the spacing and centralisation of the parts holding the tops of the cabin uprights has not been disturbed by the fitment of the throttles.

12. Cowling and Firewall

12.1 Cowling

Be careful when handling the cowlings not to scratch them or to stress them, for instance by picking them up by only one corner, as this can result in visible stress crazing.

When drilling holes in the fibreglass, drill very gently to avoid cracking the gel coat. The application of tape around hole positions before drilling is useful to reduce the risk of cracking and scratching if the drill should slip.

Masking tape is useful in any location where a hole needs to be marked and drilled, or where you might slip and scratch the cowlings. Masking all the cowling edges is a good start.

A very useful tool indeed for working the fibreglass parts is a Dremel type mini-drill, fitted with cutting discs or abrasive wheels. Just the excuse you need to go and buy one! For the Jabiru engine, which has quite a bit more fibreglass trimming than the Rotax engines, one of these tools is strongly recommended.

UKMOD: The inside of the cowlings must be painted with the fire resistant intumescent paint supplied. This will require at least two coats. For best results use a small foam roller – such as is found in DIY shops for painting household radiators.

- a) The five parts of the cowlings are held together with using 4mm bolts and nuts on the rear sections and 5mm pan head bolts and threaded clip nuts on the front section. When initially assembling the cowlings we recommend drilling 4mm holes and using 4mm Clecos or Skinpins to temporarily hold the parts together.

Even spacing of the holes looks best, it is worth determining and marking the bolt positions before drilling any holes.

Do not drill more holes than you have bolts and clips (where necessary) for.

- b) First attach the lower front part of the cowling to the side panels.

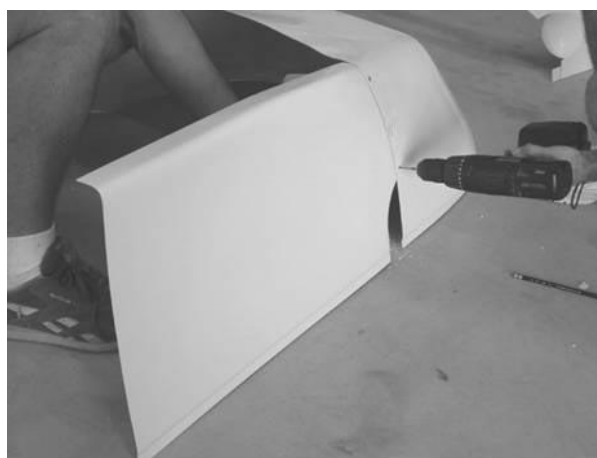


Figure 205 attach side panels to lower front piece.

- c) Then attach the upper front part of the cowling, followed by the upper rear part of the cowling, figure 206 and figure 207.

Space the holes about 6" apart. Make sure they are evenly spaced.

On the 912 compare the bolt positions on the front upper to front lower pieces to the carburettor positions. Do not position the bolts over the carburettors, as they will foul them when the cowling is fitted.

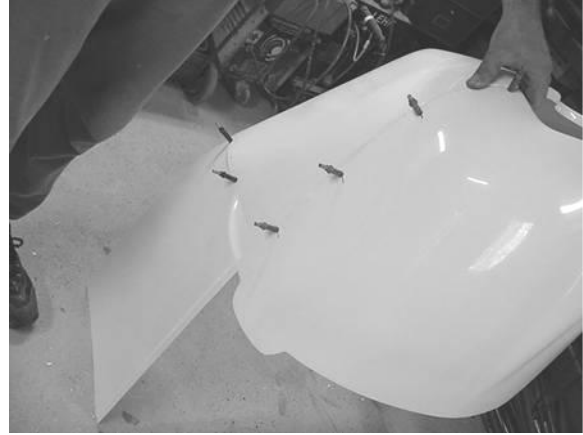


Figure 206 attaching upper front piece.



Figure 207 upper rear piece.

- d) Using a 900mm wide board fixed across the rear of the side panels helps stabilise the assembly whilst fitting the upper pieces – shown below;

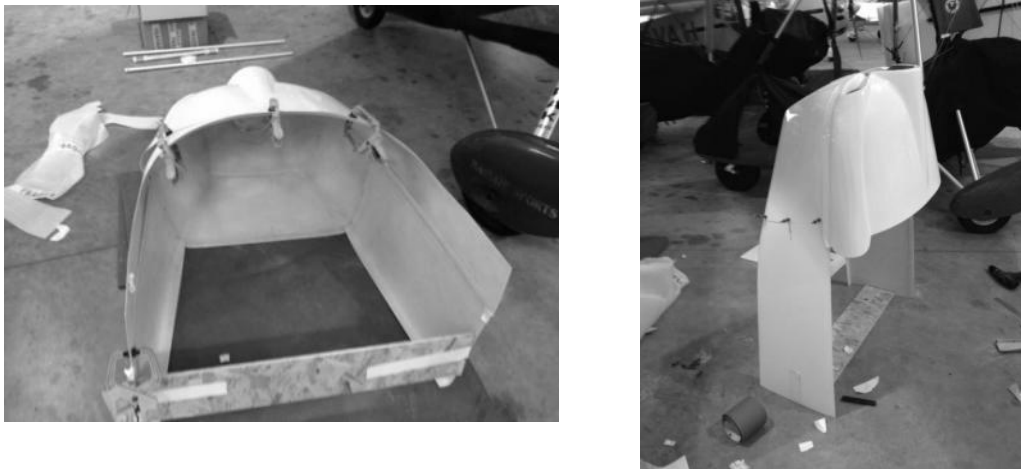


Figure 208

- e) Some sanding of edges will be necessary to achieve a nice fit. We had to sand off around 5mm of depth off the sides of the rear upper panel.
- f) If you have your propeller hub and spinner fit these to the engine, including the prop-spacer.

Ensure the assembly is fitted with all the parts it will use when it is ready to fly, to get a realistic reference. The blades themselves can be omitted if they do not affect the position of the spinner.

- g) Otherwise, in the case of the standard 912 installation a wooden disc can be used as a reference.

Cut a disc the same size as your spinner if you know its diameter, or of the standard 225mm diameter for a Kiev prop spinner, from wood, MDF or similar.

Mount the disc on the propeller hub, leaving a 35mm space between the front of the prop boss and the rear of the disc

The disc must be held firmly in position, perpendicular to the prop-shaft. Use spacers or nuts behind the disc to allow the securing nuts to be done up tightly.

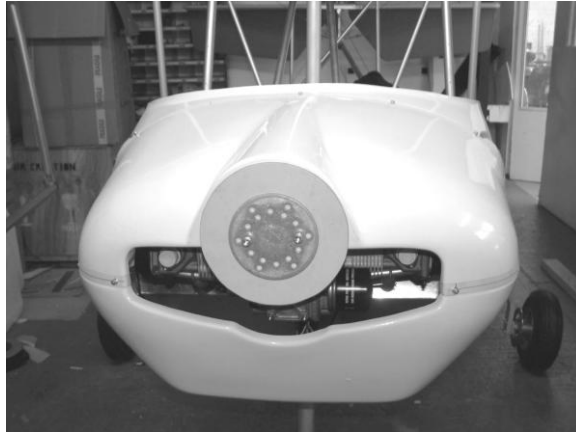


Figure 209 using a disc to help centre the cowling.

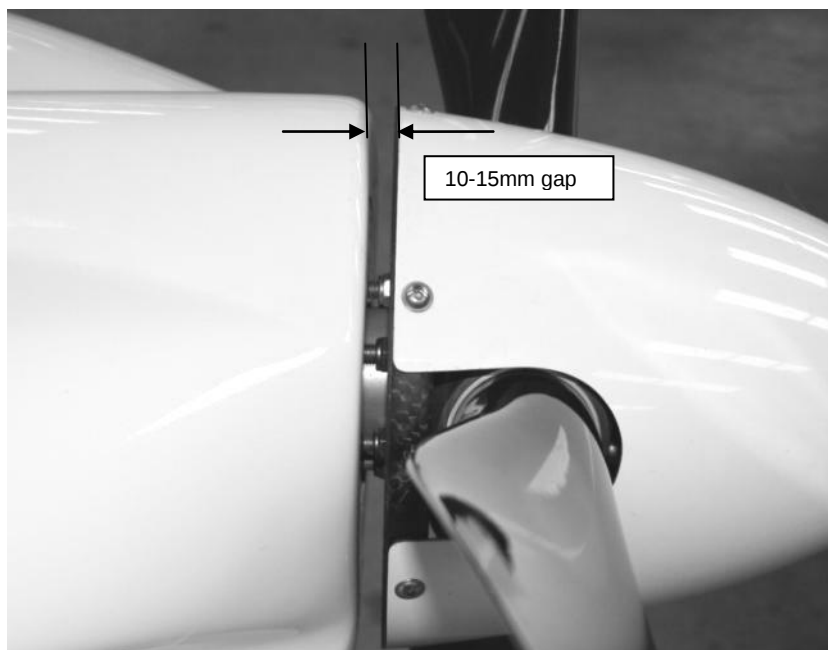


Figure 210 spinner / cowling alignment

- h) Fit the cowling over the engine and airframe.
- i) Position the cowling with a minimum clearance of 10mm behind the rear edge of the spinner.

Or for the 912 wooden disc method, pressed against the disc touching the disc at the top. This will result in the top of the front of the cowl being 35mm forwards of the engine prop-boss and leave clearance for the spinner.

- j) Support the cowling with packing materials on the engine to centre the cowling on the spinner or disc, both horizontally and vertically.

Foam packaging wrapped repeatedly around the hub or prop-spacer can be used to get a well-centred cowling, allowing the cut-out in the front of the cowling to fit over the packaging.

The cowling will tend to sag a little, so it should be well supported whilst aligning it.

- k) Use spring-clamps or similar to hold the rear cowling edges in position against the cabin uprights **SKR 34**.

Protect the cowling from marking by the clamps, using tape or similar.

- l) If the floor prevents the cowling from fitting, or distorts the cowling when it is being fitted, the floor edges should be sanded to fit.

Remember to varnish them when fitting is complete, before the final fitting of the cowling.

- m) Make sure the cowling is not touching any part of the engine. If it is you must reposition the cowling.
- n) Manipulate the cowlings until satisfied with the symmetry and the fit at the propeller spinner and the positions where the lower rear parts of the cowling attach to the airframe.

Spacer washers may be helpful on these attachments and those slightly further forward where the cowlings will attach to the bolts through the ends of the rudder pedal support bar.

- o) When fitting the cowlings there will be a big overlap behind the SKR34 cabin uprights. Don't finish trim this edge until after the sill moulding is fitted – as several inches of overlap has to be left at the bottom to fit them – see below:

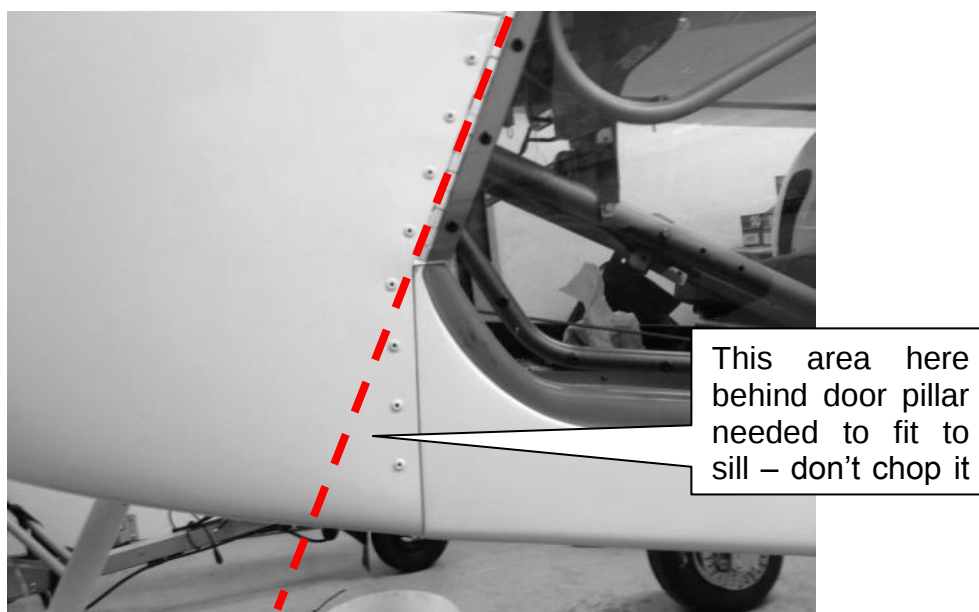


Figure 211

- p) Don't finally fix the rear cowling edges to the SKR34's until after firewall and sills are fitted. Ditto for the door hinge too. Until then drill a few holes and fix with clecos / skinpins or a few temporary rivets, or just use clamps capable of holding the cowling securely, in position.

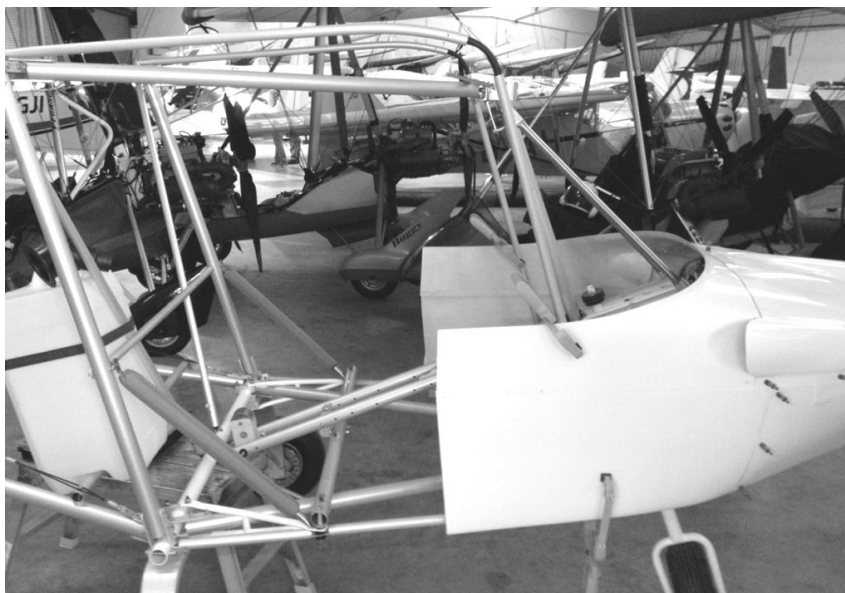


Figure 212

The lower fixing bolt that passes vertically down from the foot of the TU34 and through the TU16 might be a bit tight to get a clear hole through the cowling – see below



Figure 213

Whilst on the initial fitting phase don't worry about it and just use a penny washer over the top so it is clamped into position when you want the cowling secured. After the sills have been fitted a small aluminium bracket can be made up to finally secure it as below:

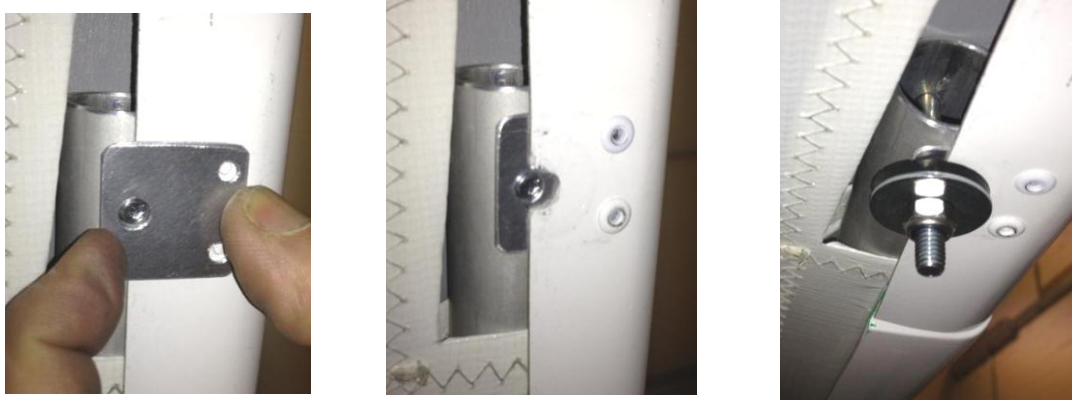


Figure 214

Offering up and marking for rivet holes, riveted in position, finally bolted up

12.2 Firewall

Note that for the Rotax 912 / 912S engine installations the main sides firewall panels are supplied pre cut, but will require some trimming / filing to fit.

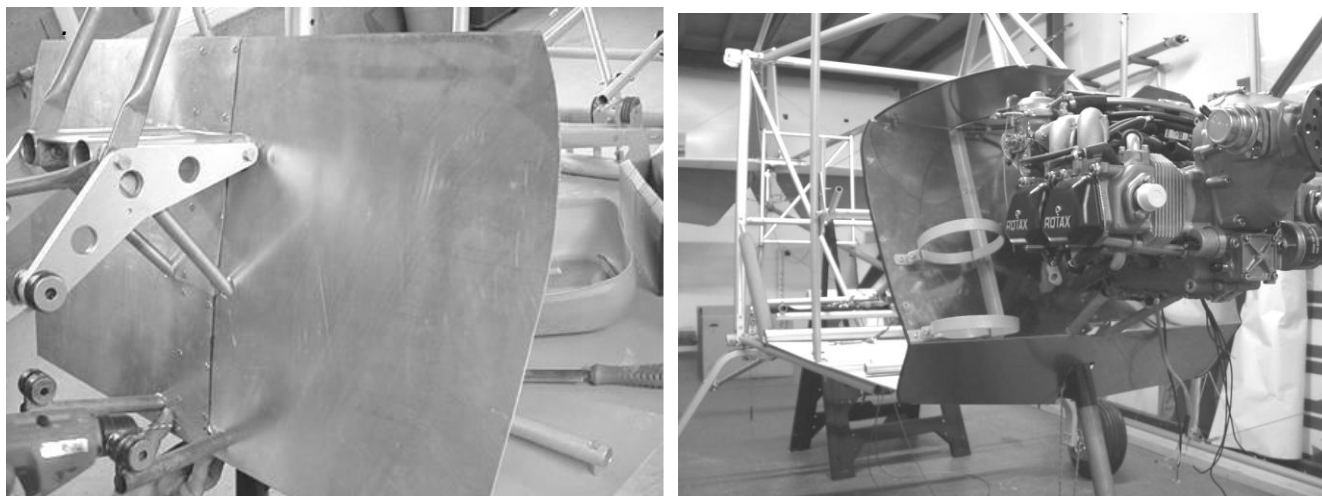


Figure 215 firewall halves in position, cowl removed for clarity.

- a) It may be necessary to remove at least some parts of the cowling to fit the firewall.

As the cowling is still relatively unsupported and flexible, take care to ensure that the firewall and cowling are positioned together properly. This will require replacing the parts of the cowling which are removed, in order to ensure that they all fit together properly. What you are trying to avoid is building in any unsightly distortions or asymmetry into the finished cowling shape.

- b) Temporarily fit the firewall to the fuselage.

The firewall halves should overlap in the middle.

Apply tape to the tubes etc. where the firewall will touch, to prevent it scratching them.

The firewall should fit snugly behind the top engine mounts, and the upper bend should be level with the bottom of the lower engine mount supports.

- c) Slide the firewall halves apart until they are against the fibreglass cowlings.

Refit the cowlings if they have been removed.

- d) Trim any high points until a good fit is achieved.

- e) Mark the overlap of the two halves of the firewall with a marker, then remove the firewall. Drill holes in the overlap for rivets. Do not rivet it at this point.

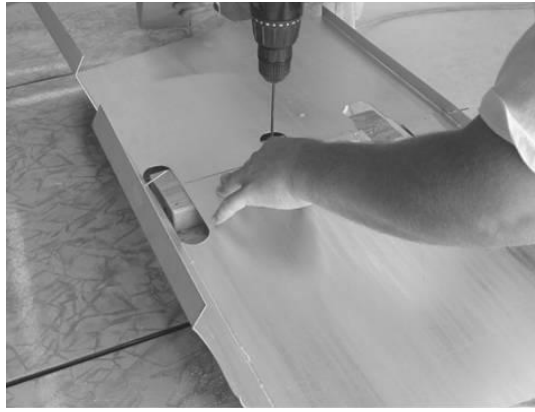


Figure 216 drilling the halves for rivets.

- f) Reinstall the firewall halves on the airplane
- g) The bottom of the firewall attaches to the two bolts protruding beneath the covering, figure 215.



Figure 217 bottom of firewall.

- h) Locate a piece of light gauge aluminium angle from the kit and cut it to the same width as the top of the firewall.
- i) Attach it to the rear of the top of the firewall with five or so rivets.

The top of the angle piece should be facing to the front of the aircraft.

- j) The firewall support bracket (UKMOD) should be used to brace the firewall to the engine mount immediately in front of the top of the nose-leg, figure 218.

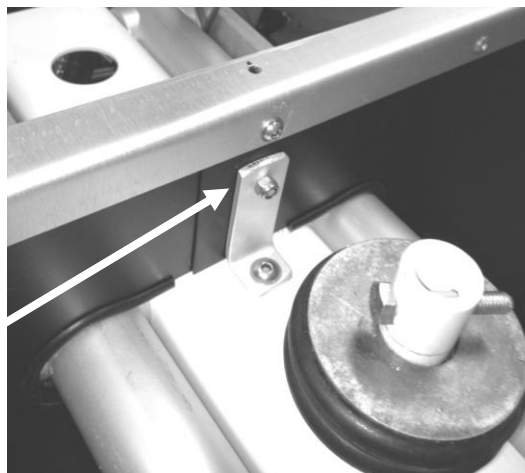


Figure 218 UKMOD firewall, brace to engine mount visible in centre

- k) The firewall on UK spec aircraft continues upwards and forwards to meet the upper cowling,
- l) Use the template to trial fit a cardboard template, then cut out the upper part of the firewall from the aluminium sheet.

Rubber edging should be used around the upper firewall to prevent chafing against cowling, glued on with super-glue.

- m) Drill and rivet (5 rivets are adequate) the upper part of the firewall to the aluminium angle, with the front of the firewall tucked under the upper cowling.

If desired, a pair of jubilee clips can be placed on each of the engine mount braces where they pass through the upper firewall, and used to hold it up against the cowling.

- n) Rivet or bolt the central covering plate to the upper firewall.

Tweak the tab on the front part to lie flat against the underside of the upper cowling.

- o) Once satisfied with the fit of the upper firewall and the cowling, secure the tab at the front of the upper firewall to the cowling with a couple of small countersunk rivets, installed from the top.



Figure 219

- p) Additional small plates should be made from the off-cuts of the aluminium sheet to cover the remaining holes in the firewall. Secure each with rivets or bolts as required.
- q) When happy with the fit of cowling and firewall, the firewall sides can be fixed to the cowling.

This is done by using fibreglass. Use chopped strand mat and cut into strips 3" wide. Use polyester resin and wet out these strips in position so that half the width is on the firewall and half on the cowling side. Use two layers. A kit containing the matting and resin to do this can be found in places like 'Halfords'.

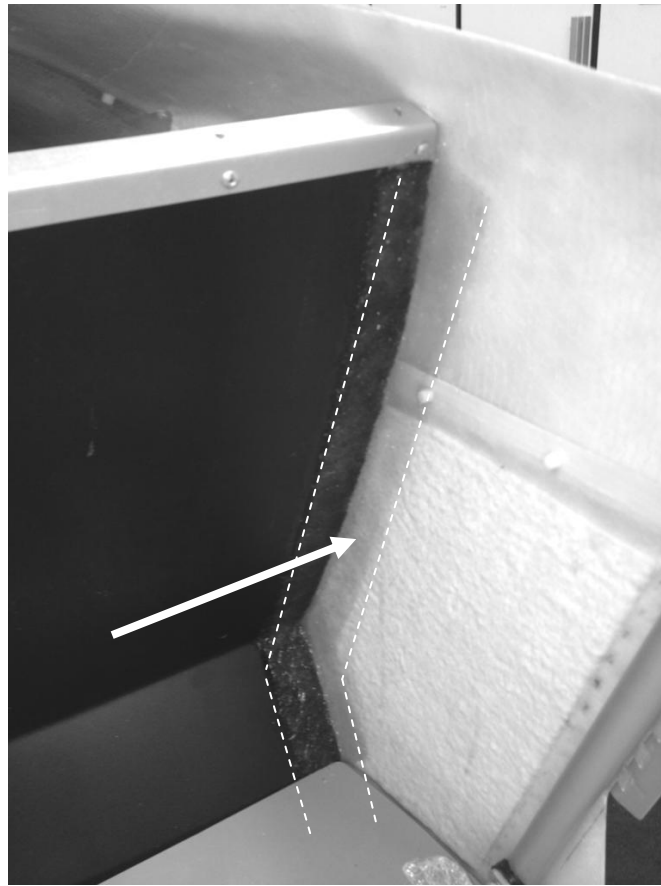


Figure 220 Fibreglass securing firewall to Cowling

- r) When the fibreglass has fully cured drill through the fibreglass strip and Firewall and fit 4mm aluminium rivets at around 100mm spacings.
- s) When the aircraft is complete, apply the thicker fire resistant acoustic foam behind the firewall on the cockpit side.

This will reduce the noise and heat from the engine. A good way to fit it is to first cut it into strips.

Do not install it at this stage, as you will have to cut it away to fit other parts later.

- a) All exposed glassfibre within the engine compartment must be painted with the supplied intumescent paint to give them fire resistance.

12.3 Door sills

These are fitted after fuselage covering, cowling and firewall is fixed.



Figure 221

- a) They butt up against the SKR34 cabin uprights at the front, tucking under the cowlings rear edge, and sit over the TU6 rear cabin uprights at the rear. Their lower edge goes under the SKR16 side rail tubes.
- b) Trim the rear edge of the cowlings to fit snugly. Trim the rear edge of the sills to fit around the SKR9 cross beam and fit snugly up against the SKR16 side rail
- c) tube. Note picture below has the previous U bracket SKR16 connection. It may be possible to fit the sills over the L bracket version with less or no trimming.



Figure 222

- d) The rear vertical edge has a rebate 'curl', and pushes into the fabric slightly. We sanded ours to reduce this.
- e) Depending on bolt length the lower edge may need a hole making to allow the bolt attaching the TU16's to the drag link brace and TU15 to protrude through:



Figure 223

- f) When happy with the fit fix into position using white 4-8mm aluminium rivets at front and rear. At front the first upper rivet should go through the TU34 tube if possible the other rivets at the front will just be through glassfibre – use 4mm rivets on the back of the rivet to spread the load. The joggle on the front of the sill is quite deep – more than the thickness of the cowling that sits over it. We used a spacer strip of lexan between cowling and Sill to have a smooth line without a step.
- g) For good alignment so that the face of the door hinge and rebated edge of the sill align so the door lexan can sit flat, the door hinge should be spaced off 1.5mm or so – we used a strip of aluminium, but lexan should work just as well

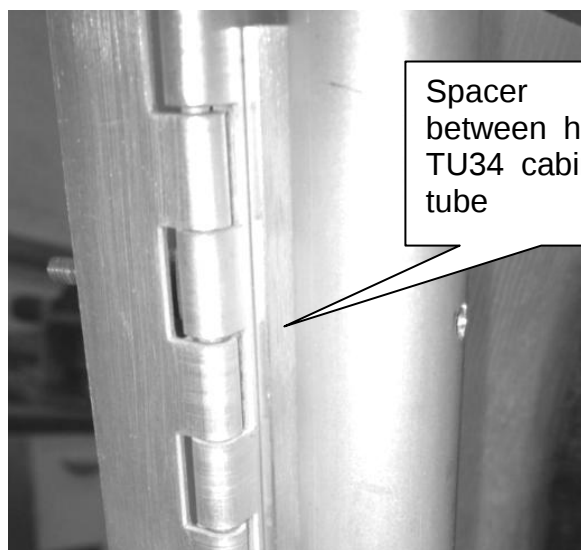
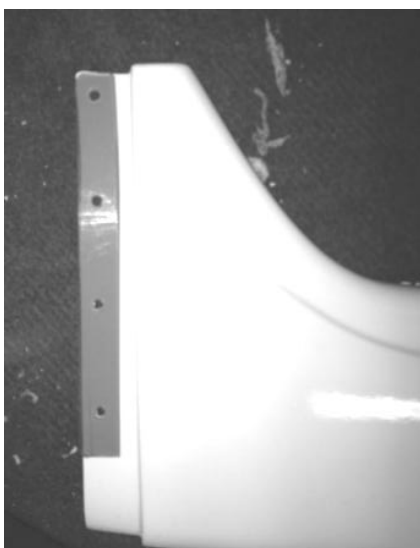


Figure 224



Figure 225

- h) The sill should be fixed with 4 or so 4mm stainless steel self tapping screws vertically up into the TU 16. Use spacer washers if required if the sill doesn't quite fit hard up against the TU16 – as shown below



Figure 226

13. Engine Ancillaries

13.1 CKT twin outlet exhaust fitting

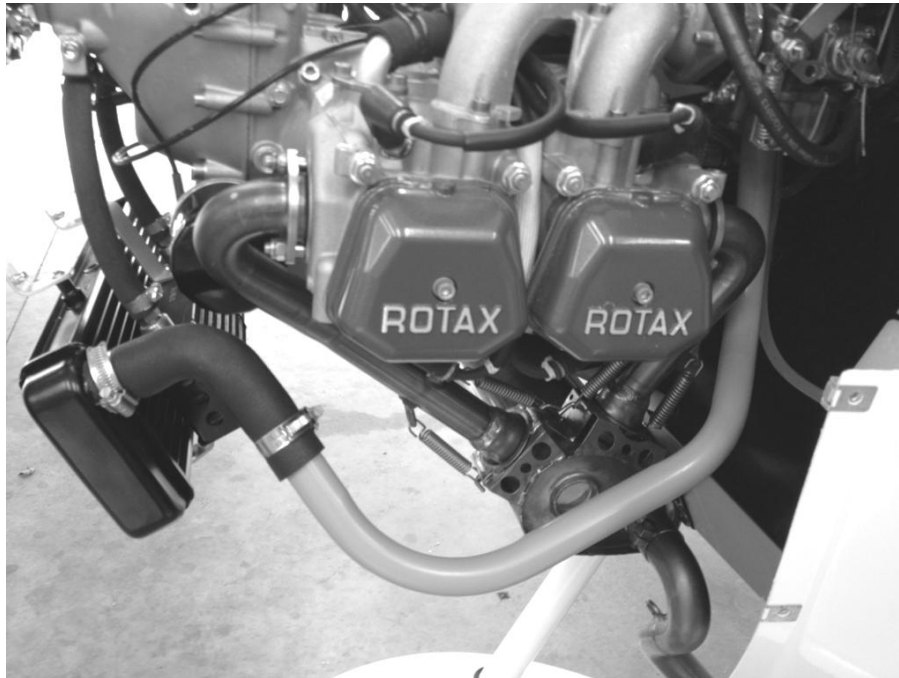


Figure 227 – exhaust in position

- a) If fitted with the heater option check the aluminium heater jacket is in position and clamps are tight.

Some blobs of high temp silicon applied across the clamp strap every few inches, and the tightening bolt threads is a good idea to stop loosening and movement in service.

- b) Insert the exhaust pipes into the muffler and secure with springs.

A touch of Copaslip high temperature grease should be applied to the ball joint ends of the exhaust pipes.

Use string to pull the springs on, not pliers which can scratch and severely weaken the springs.

- c) Offer the exhaust up to the engine and bolt on loosely.

Note - do NOT use Copaslip on the connection between pipes and cylinder head.

- d) Centre the muffler side-to-side by reference to the engine mounts and the ridges on the muffler.

Note the oil line fitting is off-centre.

- e) Tighten up the exhaust mounting bolts. Tighten until there is very slight distortion visible in the flanges.

- f) The front Starboard pipe incorporates a sliding joint. Leave tightening this pipe until last. Before fully tightening the bolts, slacken the clamp and adjust the length so that all four pipes fit evenly into the exhaust.

If this pipe is adjusted too short the front starboard and rear port pipes will not seal properly and if too long the front port and rear starboard pipes will not seal properly. This will result in an exhaust blow or 'tick'. When happy with the fit tighten the mounting bolts and the clamping bolt. Do a final check with a good firm 'wiggle' - you should not be able to see/ feel any uneven seating.



Figure 228 Port front pipe, showing clamp on sliding section

- g) Fit the twin outlet pipes. Adjust their position so they are clear of the firewall by approximately 20mm, then tighten. Lockwire between the safety loops (this is to prevent loss of a pipe if the clamping comes loose for some reason).



Figure 229 overview from port side.

13.2 Oil tank

Note that the engine may contain some oil, be prepared for this when removing caps etc. Ensure that all oil hoses are properly rated for use within an engine compartment if not using the hose supplied by Rotax / Flylight.

- a) The oil tank brackets for the swift 2 are folded sheet aluminium and angled so as to move the oil tank to an almost upright position - The oil tank attaches to them with two large jubilee clips.



Figure 230 Overview of fuel tank brackets – on bench

- b) The brackets attach to the firewall using 4-10mm panhead screws.
- c) Fit the brackets to the tank as above. Then offer it into position on the firewall. Position so that oil tank is close to the cowling side (almost but not quite touching) and reasonably high so as to leave room for oil cooler and water pipes beneath – see guide height form photo below:



Figure 231

- d) When happy with the position, mark and drill for the fixing screws.

13.3 Oil Cooler

- a) The oil cooler 'piggybacks' behind the water radiator, and attaches to it with two brackets. The water radiator itself fixes to the cowling with 4 brackets attached to the 4 mounting lugs on the radiator.

Loosely fit the attachment brackets to the Water Radiator. The right angle brackets fit on the top and the acute angle brackets the bottom then the oil cooler brackets go over the outside of these – as shown below.

Then position the oil cooler so its lower edge is in line and parallel to the lower edge of the coolant radiator. Mark the brackets for reference.



Figure 232 water radiator with brackets fitted, and with oil cooler in position.

Remove the brackets and drill them for 3.2mm rivets so that the holes align with the suitable area on the oil cooler between the galleries as shown below.

Drill the Oil cooler to match.

A spacer strip is used between the brackets and Oil cooler – this should be drilled to match also.

De-burr and using 3.2 x8 steel rivets, rivet the brackets to the oil cooler.

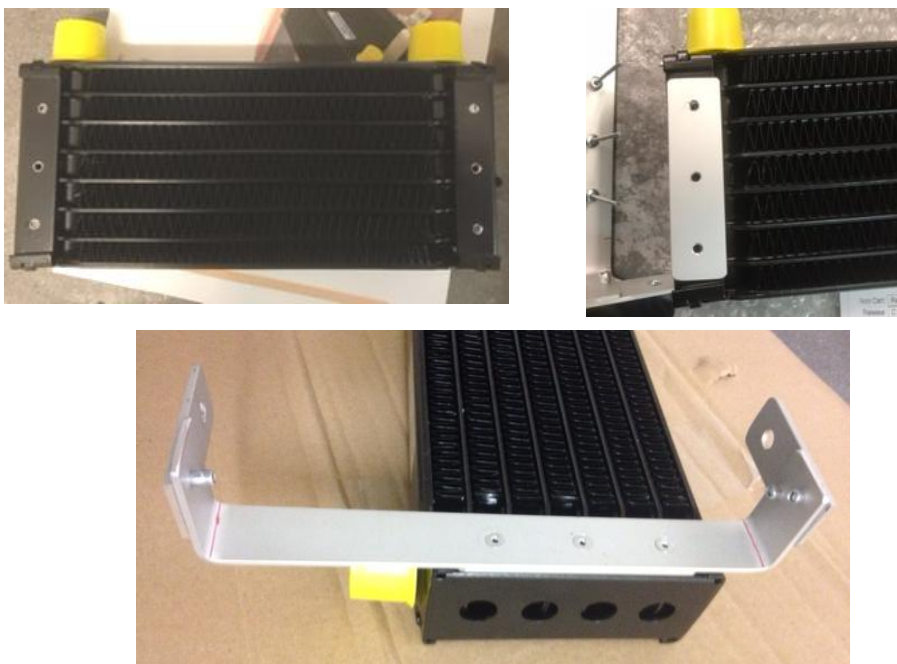


Figure 233 drilling and fixing the oil cooler to the brackets.

The oil cooler can then be attached to the coolant radiator. Ensure there is clearance between the rivet heads and the coolant radiator fins. The brackets can be bent a little if necessary to help this. Some self adhesive foam rubber can be applied to the bracket if clearance is tight to avoid any abrasion.

The oil cooler can then be attached to the coolant radiator. Ensure there is clearance between the rivet heads and the coolant radiator fins. The brackets can be bent a little if necessary to help this. Some self adhesive foam rubber can be applied to the bracket if clearance is tight to avoid any abrasion.

- b) The water / oil radiator pair attaches to the lower cowling.
- c) Install the hose from the port side of the oil cooler to pass around the starboard side of the engine in a smooth curve to the connection on the oil pump inlet in the front of the engine. The hose from the starboard side of the Oil cooler should be routed to the OUT connection on the oil tank.
- d) Remove the cowling now and Install the hose from the sump connection beneath the engine passing beneath the lower cylinder head water pipes, but above the exhaust pipes, to connect with the inlet on the oil tank (the angled one towards the side of the tank, furthest from the filler cap).
- e) Check that the oil pipes do not come close to or contact any part of the exhaust, or anything else which may chafe or otherwise affect them.

Use cable ties to secure them to the engine / water pipes etc. when these have all been fitted.

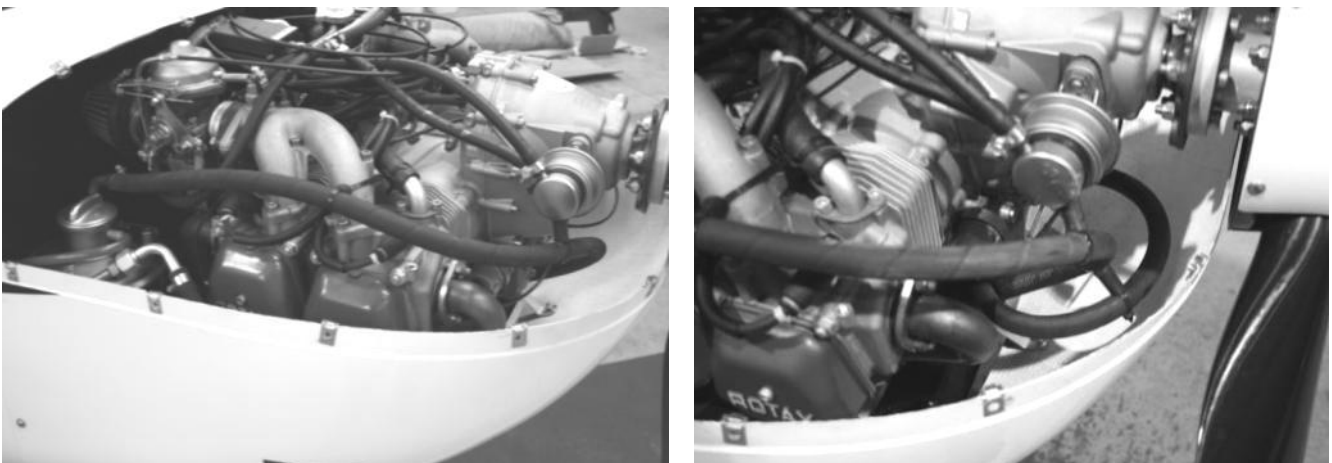


Figure 234 routing of oil hose from oil cooler connection to outlet on oil tank. Note use of cableties through short lengths of fuel tubing to act as standoffs on fuel pump and inlet manifold to secure hose.

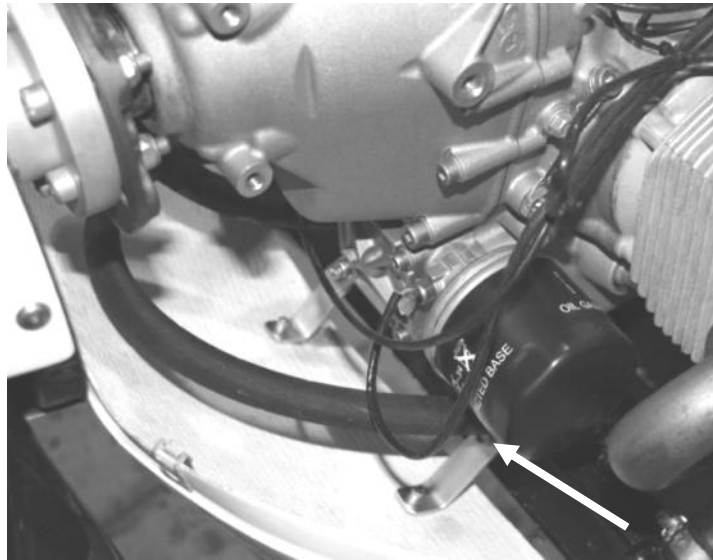


Figure 235 hose should be pulled forwards with cabletie and short standoff in position indicated to provide good clearance from fretting on engine

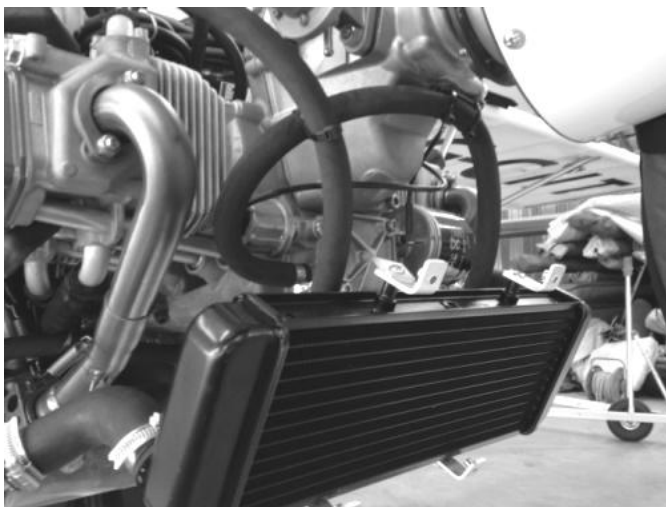


Figure 236 Hose routings from oil cooler outlets

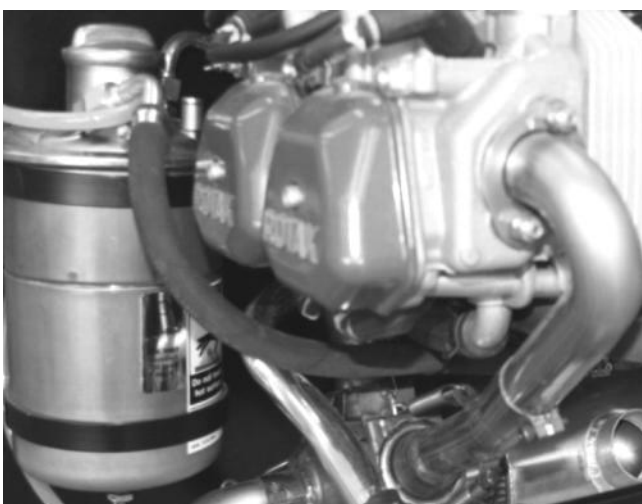


Figure 237 Routing of oil hose from Sump connection to inlet of oil tank. It should be cabletied up to the small water pipes under the engine in the position marked to keep it clear of exhaust.

13.4 Water cooling

- a) The water radiator should be fitted to the lower cowl, keeping it as low as possible.

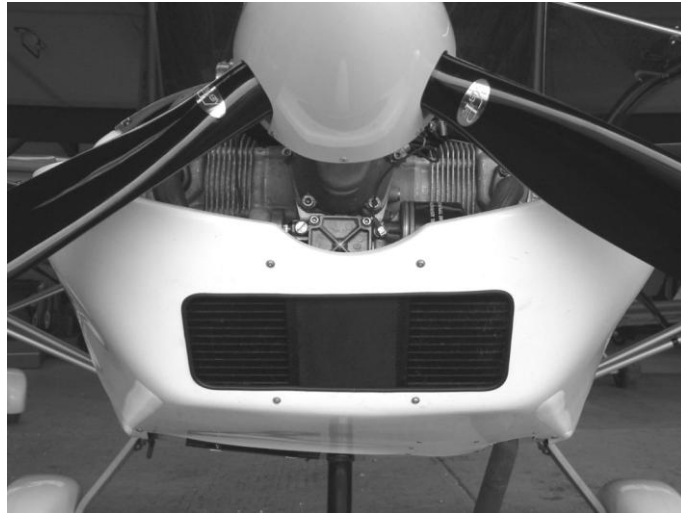


Figure 238 water radiator position.

- b) The radiator is secured by four simple angle brackets. The brackets are bolted to the front of the cowling, 2 above and 2 below the radiator.

The two lower ones are fitted with the cowling bolt highest to keep the radiator low (exactly the same orientation as the upper ones in fact!).



Figure 239 radiator mounting bracket.

- c) Fit the starboard water pipe assembly. This has a straight section of rubber hose at the rear and a 90 degree elbow at the front.

The rubber elbows as supplied have quite large 'legs' – these may need significant trimming in length to get a good fit and optimum clearances.

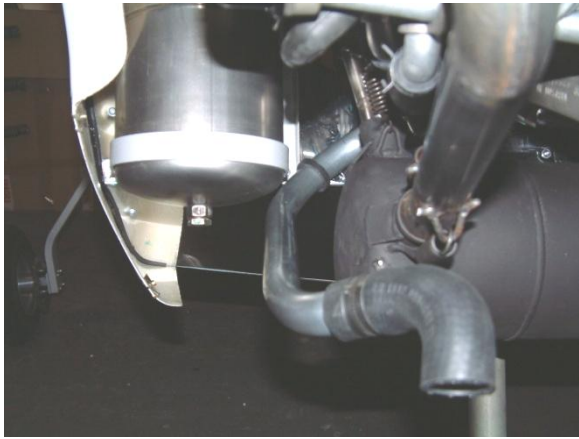


Figure 240 starboard water pipe.

- d) Remove the port-side carburettor inlet manifold
- e) Remove the rubber water hoses between the expansion tank and the elbows on the port-side cylinder heads.
- f) Remove the elbows from the port-side cylinder heads and swap them over between the front and rear cylinder heads.

This will change the outlet angles and allow the expansion tank to be rotated clockwise a little.

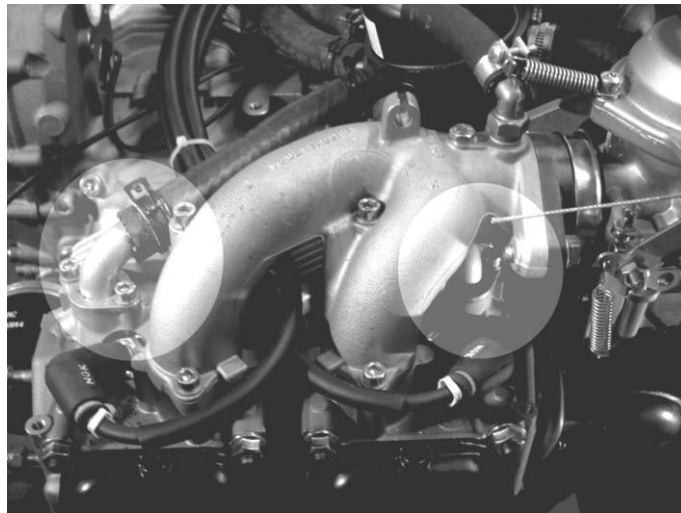


Figure 241 water pipe attachment elbows to left of, and under, inlet manifold.

- g) Refit the hoses.

The hoses may have to be repositioned slightly to effect maximum rotation of the expansion tank.

- h) Fit the rubber elbow on the port water pipe assembly to the expansion tank, passing between the carburettor and the upper engine mounting plate.

Trial fit the inlet manifold and carburettor to check the positioning of the rubber elbow.

The elbow may touch the engine mounting plate. In this case position an additional piece of rubber hosing to prevent wear.

- i) When satisfied with the positioning, refit the manifold using a torque setting of 10Nm (1kgm, 7ftlb) on the 6mm diameter bolts.
- j) The intake manifold balancing tube, crossing the engine in front of the carburettors, must be curved forward more than its standard position to allow more room for the expansion tank in its new position.



Figure 242 expansion tank and rubber elbow.

- k) Fit the Port water pipe. Fit a 90 degree elbow at each end.

Again the elbows may have to be significantly trimmed to get best fit and clearances – expect to trim the front elbow considerably and the rear less so if at all (depending on elbow lengths at time of supply)

Before tightening the jubilee clips rotate the elbows and piping to ensure best fit/maximum clearance.

- l) Be aware that the fixed pipes running underneath the engine are secured with spring clips that have sharp 'ears'. Make sure that the water pipe cannot rub against these and fret. Rotate them to move the ears out of the way if required, and stabilise the pipe in the middle of its run with a long cable-tie threaded through a small piece of fuel tubing and attached between the water hose and the fixed hoses beneath the engine.



Figure 243 port water hose.

- m) The water overflow tank should be mounted on the port side of the firewall by bending the securing strap around the indent in the tank and securing it to the firewall with two rivets, Note that it should be modified to fit an overflow pipe through the cap (Rotax installation manual refers). This should be routed down the side of the tank with its end expelling downwards.



Figure 244 overflow tank.

- n) Finally, check the tightness of all the jubilee clips.

14. Fuel System

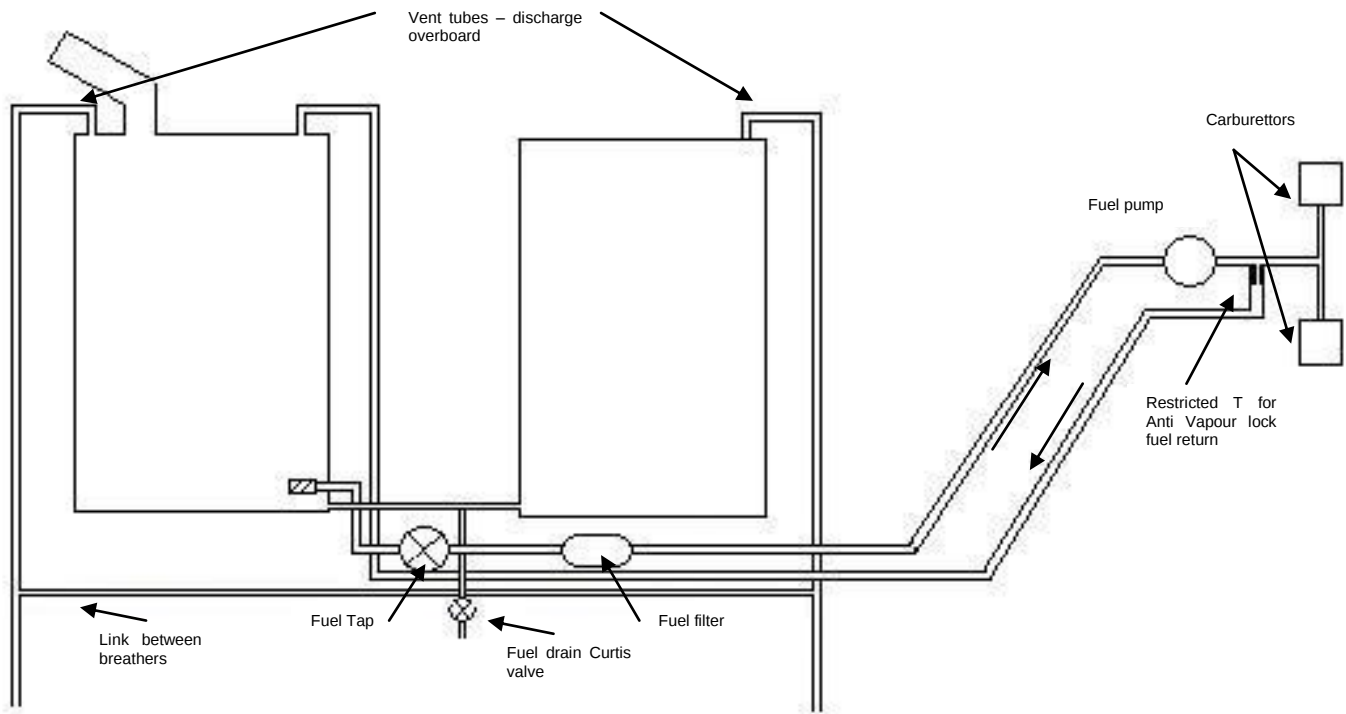


Figure 245 fuel system schematic, Rotax 912.

14.1 Fuel lines and connections

The kit is supplied with Black rubber based flexible fuel line. This should be used for all fuel connections and lines which are 'wet' with fuel in use. See through type hose is also supplied. This should be used only for the breather system.

'Miniclip' type screw up hose clips, and crimp type hose clips are supplied in the kit. The crimp type crimps are less bulky and have no sharp edges. Use these on connections that will not have to be undone for routine maintenance tasks. For those connections use the mini clip screw type hose clips - examples – both sides of fuel filter, Connections to fuel pump, final connections to carburettors.

The crimp type connectors are crimped using a simple pair of pincher pliers:

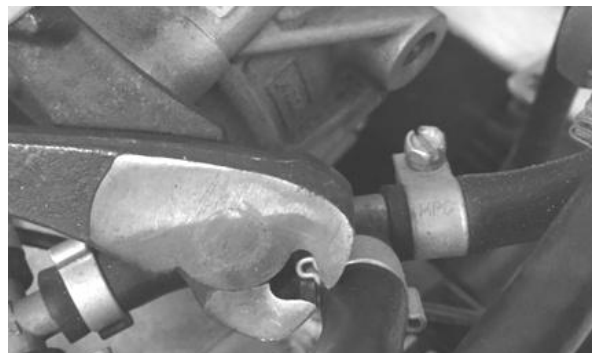


Figure 246 crimp connectors

14.2 Engine compartment

- a) Fit fuel lines from carburettors and a T-piece in the pipe as shown in Fig 247

Remember to slip the appropriate pipe clips over the pipes.

The fuel pipe joining the two carburettors can be conveniently clipped to the intake manifold balance pipe.



Figure 247 fuel pipe routing in engine compartment.

- b) The standard T-piece is connected to a short length of fuel tube running forwards approximately half way to the fuel pump outlet.
- c) At this position a T-piece with a restrictor connects to allow the anti-vapour lock fuel return line to pass neatly behind the gearbox.

This restrictor should be a precision Rotax/Skydrive item.

- d) The front of this T-piece then connects to the fuel pump outlet
- e) The fuel supply pipe from the tank connects to the inlet of the fuel pump

Note: as supplied from Rotax the outlet nipple is 6mm diameter, and the inlet 8mm diameter. 6mm id fuel hose as supplied in the kit will fit over the 8mm nipple with a little persuasion. However if you prefer, 6mm nipples are available as spare parts from Rotax and may be swapped over for the supplied 8mm one.

A useful tip: to fit 1/4" bore flexible rubber pipe to 8mm metal tubes tenderise (as per a steak) the end of the rubber pipe, or heat it by dipping into boiling water. This softens the end. Then with a small drop of light oil (3-in-1) placed on the tube or the pipe, slip the rubber tube over the metal pipe. A slightly larger pipe clip (no13,14 or 15 depending on fuel line wall thickness) should be used.

The fuel supply pipe and the fuel return pipe both pass behind the gearbox and back over middle of the engine and under the centre piece of the engine mount, to pass through the firewall beside the rear of the starboard upper engine mount. Make sure the holes in the firewall are edged or grommeted to prevent the fuel lines from Chafing.

- f) Once through the Firewall the rubber fuel hose is connected to aluminium fuel pipe. This runs along the underneath of the starboard TU19 tube down towards the fuel tanks.

. Secure the aluminium fuel pipe to the SKR19 using cable ties spaced every 150mm or so. It is soft pipe designed for bending so it can be contoured where necessary simply by hand. To prevent chafing cut some short (20mm) lengths of the Tygon fuel tubing (the transparent yellow or blue stuff) split them along their length and clip them over the aluminium fuel pipe at the positions to cable tie, to stand it off slightly.

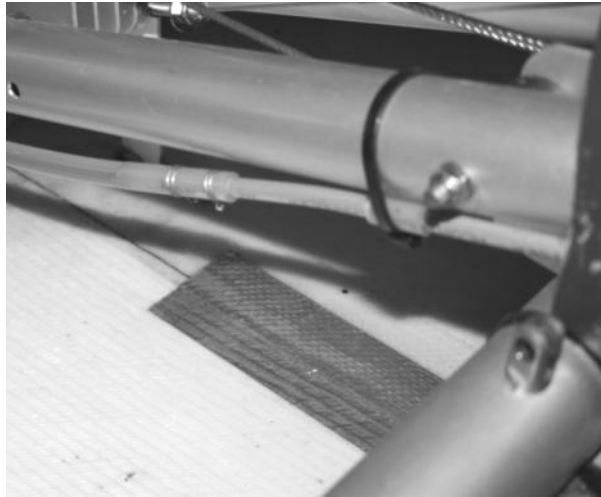


Figure 248 aluminium fuel line, cable tie and standoff.

14.3 Fuel Tanks

Your (UK) Swift 2 fuel tanks are supplied pre drilled for the fittings. Check the holes have smooth sides without flashings. If necessary lightly sand with fine wet and dry sandpaper.

- a) Identify left and right tanks. The right (starboard) tank has the fuel outlet fitting already applied..
- b) Fit 2 right angle push in fittings to the top of the right tank and one underneath. Fit the push in fitting with the strainer in the remaining hole in the inner rear corner. The left tank has one right angle push in fitting on the top and one underneath. Plastic right angle elbows are use in the top of the tank for the breather connections. Metal elbows should be used for all the other fittings.

Push the rubber part in first and then the insert. Use some lubrication (light oil, a touch of grease or some liquid soap) to help it slide inside.

14.4 Fitting instructions Optional Mod32 - External Filler

14.4.1 Description

This modification involves the Starboard tank being fitted with cap to the rear, and cap modified to incorporate a hose fitting. A filler hose then runs upwards to a filler neck fitting on the starboard side of the fuselage. It is recommended that this is fitted in conjunction with optional mod 33 – Large Bore Balance Pipe, which enables fast balancing between tanks during filling.



Figure 249

14.4.2 Parts

The kits should include the following:

Part	No. off
Starboard fuel tank prepared for reverse orientation and with filler hose fitting.	1
Filler neck fitting	1
Attachment bracket	1
4mm fixing screws, nuts and washers	3
500 mm id fuel filler hose	700mm
Hose clips a2	2



figure 250

14.4.3 Fitting

The modification is designed to be incorporated in a new build, during the covering process, but can be retrofitted with unlacing of the fuselage covering required.

- a) An aluminium bracket is used to hold the filler neck fitting, which hooks over the upper fuselage longeron and is trapped in position by the fabric.

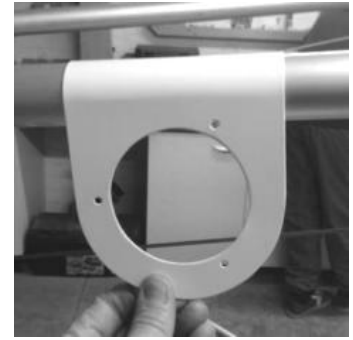


Figure 251

- b) Before covering the bracket should be positioned as shown, centered 490mm forwards of the centre of the vertical bolt shown:
- c) The fuselage longeron is covered by the standard anti abrasion tape as specified in the build manual, the bracket fits over that and between the two, double sided adhesive tape should be added to lend some stability and prevent movement. The two tapes are used to prevent any chafing and damage to the fuselage longeron.

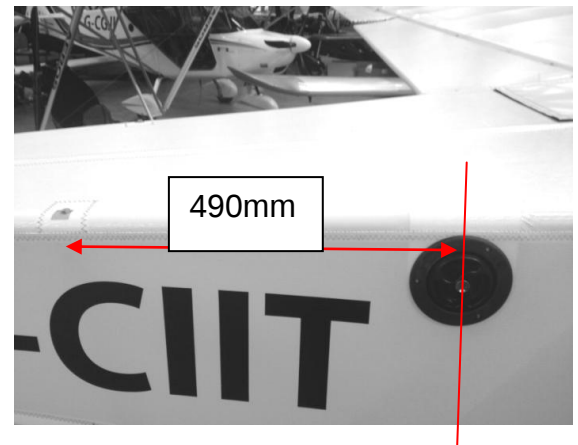


Figure 252

- d) After the covering has been fitted and tensioned a hole must be cut in the covering to match that in the bracket. A sharp craft knife works well to cut Xlam fabric. Dacron fabric should be cut with a hot knife to seal the edges of the fabric. A soldering iron with fine bit can be used to do this.
- e) The external filler neck is fitted from outside in, trapping the fabric and clamping it between the filler neck flange and bracket. Fix in place using the 4mm screws supplied.
- f) To give additional stability filler neck should be cable tied inside the fuselage to one of the fuselage bracing wires.
- g) Fuel filler hose fixes between tank and filler neck fittings. Supplied length may be slightly oversize – trim as necessary for a good smooth fit. Tighten the hose clamps to secure.

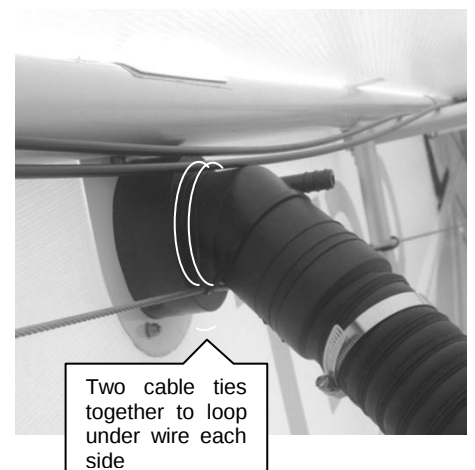


Figure 253

14.5 Fitting instructions Optional Mod33 – Large diameter balance pipe between fuel tanks

This optional modification allows for fast balancing between fuel tanks during filling.

14.5.1 Parts:

The kits should include the following:

Part	No. off
Tank fitting	2
Viton washer	2
25mm id fuel hose	170mm
Hose clips a2	2
Fitting guide wire	1

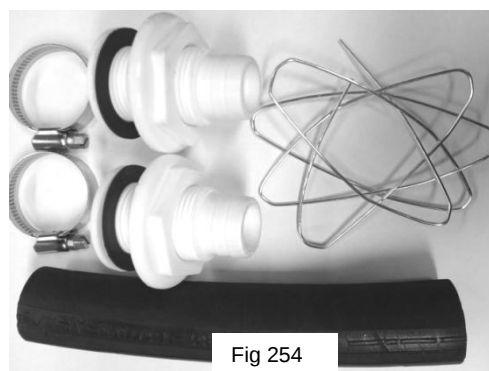


Fig 254

14.5.2 Fitting

Incorporation of this modification should be carried out on tanks prior to fitting.

- a) Mark the tanks for making the holes for the tank fittings. Make sure you mark the tanks on the correct faces – the inner ones as shown in fig 253. Mark up 100mm from the lower ridge in the side of the tank and central laterally as shown in fig 255.

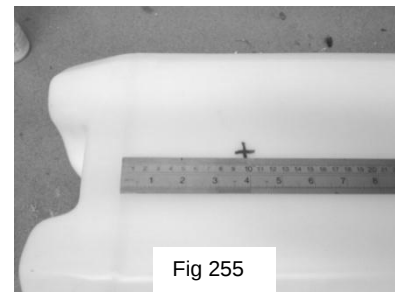


Fig 255

- b) This is the centre for a 33mm diameter hole that must be cut in the tank. We suggest using a cone cutter. Maplins usually stock them up to 32mm – we used that with a wiggle to finally open to 33mm – Fig 256.

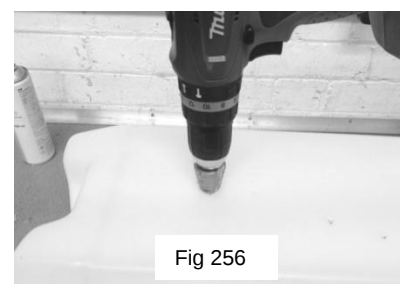


Fig 256

- c) Any flashings should be dressed out with abrasive paper so hole edges are nice and smooth – Fig 257. Then remove all debris from inside the tank.

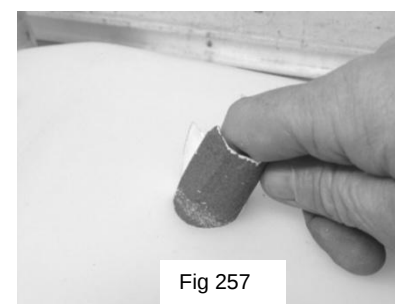


Fig 257

- d) Use the fitting guide wire supplied in the kit. Straighten it out and thread it through the filler cap and out of the hole you have just made. Thread the wire through the tank fitting and bend the end over – Fig 230. Pull the tank fitting through the cap and out of the side hole - Fig 258.



Fig 258

- e) Screw on the big nut and tighten firmly. A pipe wrench can be used to do this as shown in Fig 259. We used some cloth to stop the jaws marking the nut. Hold the fitting firmly whilst tightening to stop it turning with the nut.



Fig 259

- f) Tanks can then be refitted. Leave the fixing straps a little loose so tanks can be moved around to fit the fuel hose between the fittings. Fit it and slide it on as far as it can go on each fitting and tighten the hose clips. Finally, position the tanks so the fittings aren't being pushed in or out-wards, then tighten the tank securing straps.

14.6 Fuel tank load spreader bars

Ensure that these were fitted earlier, in the section on the forward fuselage.



Figure 260 fuel tank spreader bar.

14.7 Fuel tank securing straps

- 12 Push fit the tanks onto the cross bar in the rear fuselage,
You may find it easier to fit the pipework to the tank fittings with the fuel tanks sitting loosely in place, before strapping them down. See the next section for the details of the pipework.
- 13 Fit the tank securing straps, There are one long and one shorter one for each tank. The long one goes over the top of the tank, down the other side and passes under the support bar before looping back up over the tank again, down and around the support bar on the other side. It looks neatest with the buckle on the outer side of the tank.
- 14 The short one passes around the back of the tank and at the front should loop around the SKR27 diagonal tube. Again the buckle is best on the outer side.
- 15 Pull everything tight, working the tension around the system until even.
- 16 Finally tie off any loose strap.

14.9 Fuel tank connections

- a) The fuel drain should be connected to the fuel balance pipe (the lowest if two are fitted). Fit the pipe with a T-piece to connect the fuel drain, which must discharge clear of the aircraft, **Error! Reference source not found..**

The fuel drain tap can be secured with a P-clip attached to the undercarriage leg with a small self-tapping screw.



Figure 261 fuel drain.

- a) The fuel supply pipe should be connected from the strainer fitting to the fuel tap. The fuel tap should be mounted between the fuel tanks towards the starboard side, Figure 230.

The mount for the fuel tap is a small piece of aluminium angle, attached with a 4mm steel rivet onto the cross-tube below it.



Figure 262 fuel tap, filter and connections

- b) The tap should then be connected to the fuel filter, and then run forwards to connect to the aluminium pipe. (Note that the filter will have an orientation marker in the form of a flow direction arrow)
- c) The fuel return pipe from the engine compartment should be attached to its fitting in the top of the starboard tank.
- d) Both breather fittings should have individual lengths of tubing attached, routing forwards then downwards along the SKR27 tubes passing through the fuselage floor fabric. Use a soldering iron to melt suitable holes for this.

- e) Just above where the breathers pass through the fabric, fit a T piece in each and a joiner pipe between them

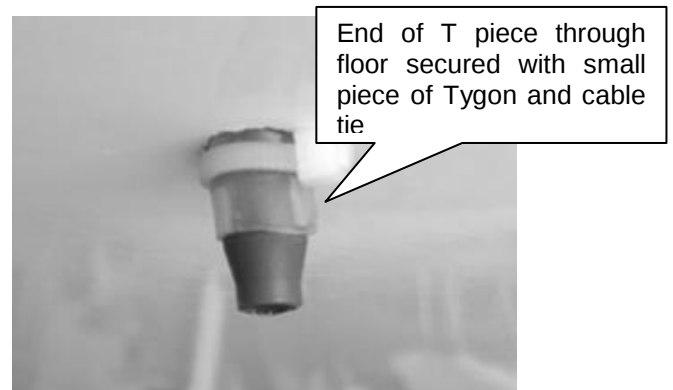
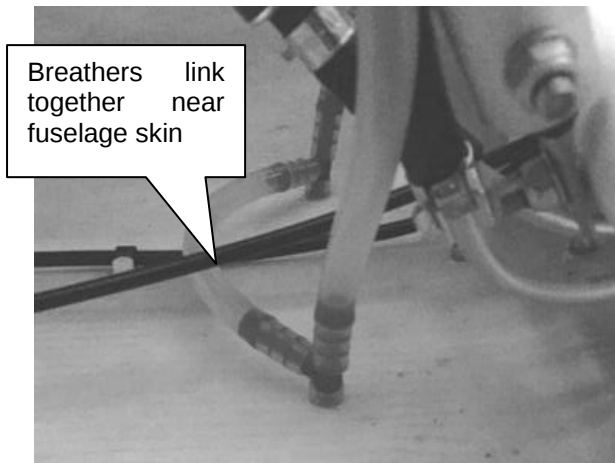
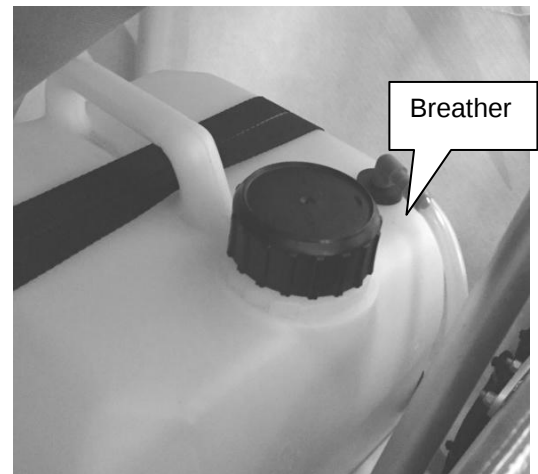
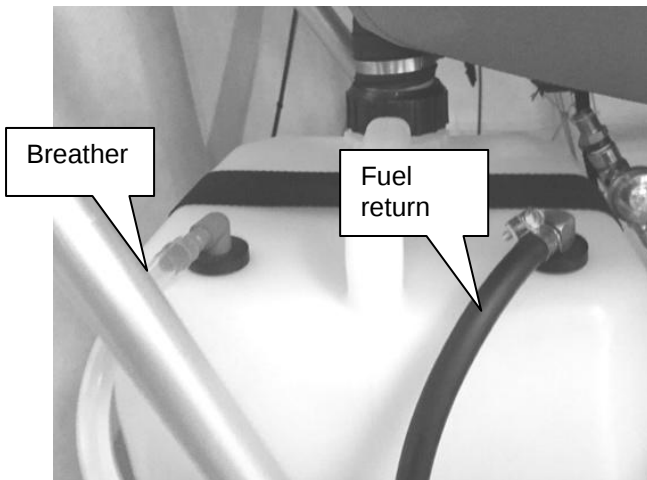


Figure 263 fuel tank breathers (note Nynja shown in pictures with composite floor)

15. Instrument panel, engine cables and instruments

15.1 Instrument panel

The Nynja instrument panel framing angles are shown below -

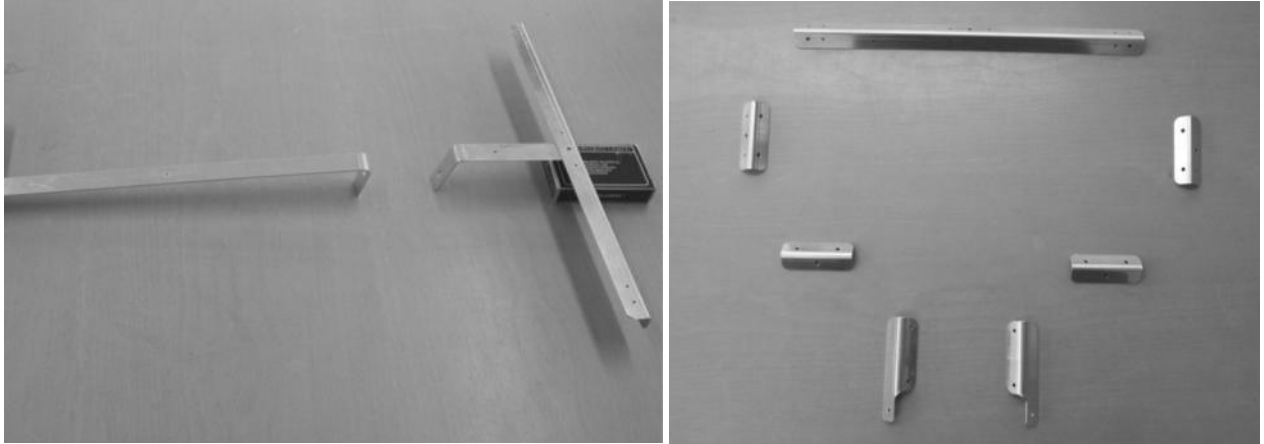


Figure 264 dashboard supports and instrument panel framing angles

- a) In the Swift 2 kit these parts are supplied as cut peices of angle and flat strip. You will have to drill to suit and cut and bend the flat strip.
- b) First offer up the instrument panel – it attaches through the 6mm holes in the SKR19's using these two brackets (make from angle if required)

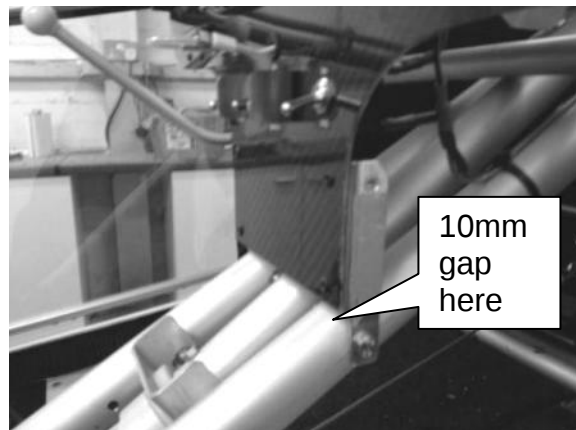
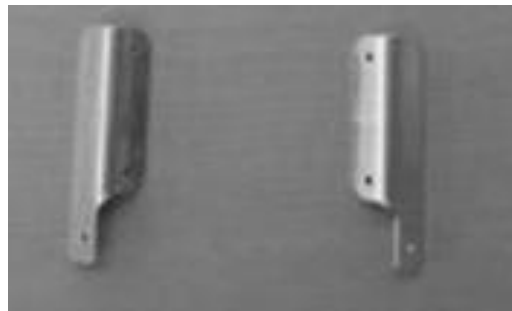


Figure 265

- c) With Our Swift 2 we had the top of the panel sitting 125mm behind the SKR14 tube – this is a little bit further back that the pre made Nynja top strip allows but we did it so we could fit a pedestal compass on the top without it rubbing the aileron cables. The binnacle mouldnigs are only just long enough to allow this – so dont go any more!
- d) At this angle the lower edge on ours was 10mm above the SKR19 tubes. It could be rasied a bit higher to give more leg room under the instrument panel but not much before a gap appears at the bottom of the binnacle mouldings – not a problem but a small cosmetic consideration.

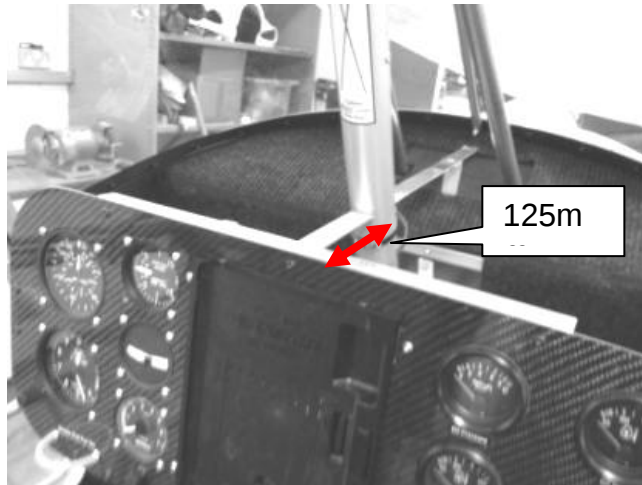


Figure 266

- e) Included in the UK kit is a bracket that sits on top of the firewall as shown below. The aim then is to have a centre strip of aluminium making a straight line from 10 mm above the firewall at the front (before firewall foam and carpet is applied), to the top of the instrument panel The strip should be cut and bent and secured to the SKR14 with a jubilee clip as shown below.

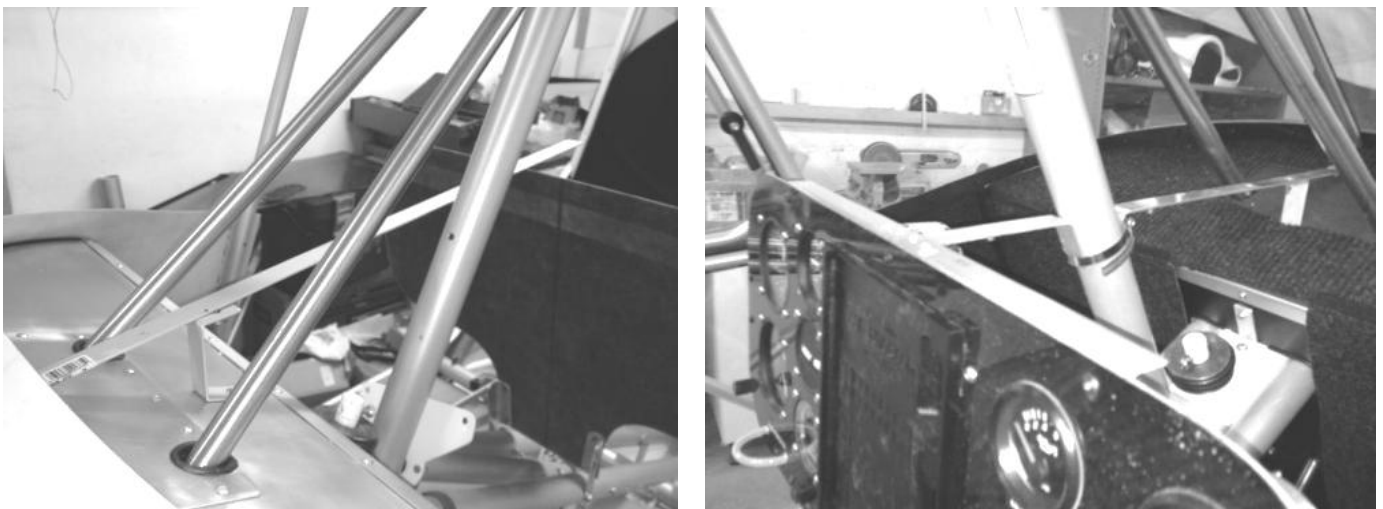


Figure 267

- f) We used Rivnuts and 4mm screws to fix the bracket to the firewall and the strip to the bracket and strip to the panel part 433. A rivnut tool and rivnuts are a really useful investment and can be used for lots of other small jobs. However screws and nuts and rivets can be used as an alternative.
- g) Trim as required and shown below the triangular dash top panel – cutting pattern is included with your other patterns.



Figure 268

- h) Attach this to the centre strip. Again we used rivnuts – but screws and nuts would be ok.
- i) Offer up the dash binnacle mouldings. Trim to fit snugly, but allow some room against the firewall for coverings. There is a rough cutting pattern for the front sides in your pattern roll but it will be a bit of an iterative process – offer up, mark and cut a bit and repeat until you have worried it into a perfect fit. The top edges as supplied should match the triangular dash top and should be overlapped around 25mm.
- j) Just behind the SKR14 the mouldings need a cut out to allow passage and movement of the aileron cables
- k) For the initial fitting it is easiest to have the throttle bar removed. When everything else is trimmed refit it and cut a hole in the binnacle moulding for it

The right side can just be a round hole and vertical cut, left side might need hole extending sideways to allow for the throttle vertical tube movement.



Figure 269

- l) When happy with the fit mark up and drill the securing holes. We used four along each edge of the triangular dash top panel. Two for each binnacle half along the 433 angle, and one each through each small angle on the instrument panel. Again we used rivnuts and 4mm screws.
- m) The binnacle mouldings overhang the instrument panel. Trim this 'to taste'. It is edged with a trim strip – leave enough for this!



Figure 270

- n) There are some markings for the aileron cable exit – we didn't use then exactly and cut as per photo below. Not that part C has been filed to allow for cable clearance at full aileron deflection.



Figure 271 Cable exit hole

15.2 Throttle and Choke cables

Fit the throttle and choke cable firewall bracket as shown below:



Figure 272

- a) Installed bracket viewed from engine side of firewall – note orientation – cable guides should be angled downwards.
- b) Drilling for fitting is best done from the cockpit side of the firewall – position the bracket just below the aluminium firewall joining angle and aligned so the edge of the bracket is vertically above the outer edge of the SKR19 tube. Use it as a guide to drill the three 4mm rivet holes. Then using a couple of clecos / skinpins to hold it in position, and using the cable guides as guides, drill through the firewall.

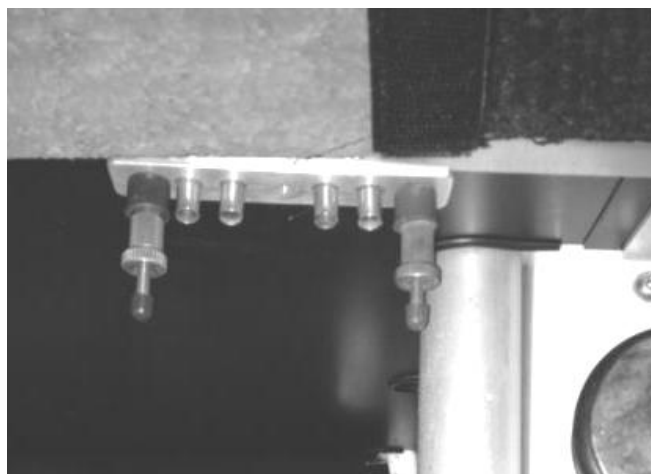


Figure 273

- c) Remove the bracket, and open up the cable holes in the firewall to 4mm. Fit the bracket in position on the engine side of the firewall. Then do a final alignment check for the cable holes before fixing the bracket finally with 4mm rivets – aluminium or steel rivets are ok.
- d) Throttle cable outers run in a big loops to pass behind the carburettors and attach via a 90 degree guide piece. Pictures below are of the Nynja, but cables should follow the same general routing:



Figure 274 Route of throttle cable to starboard carburettor (in white)

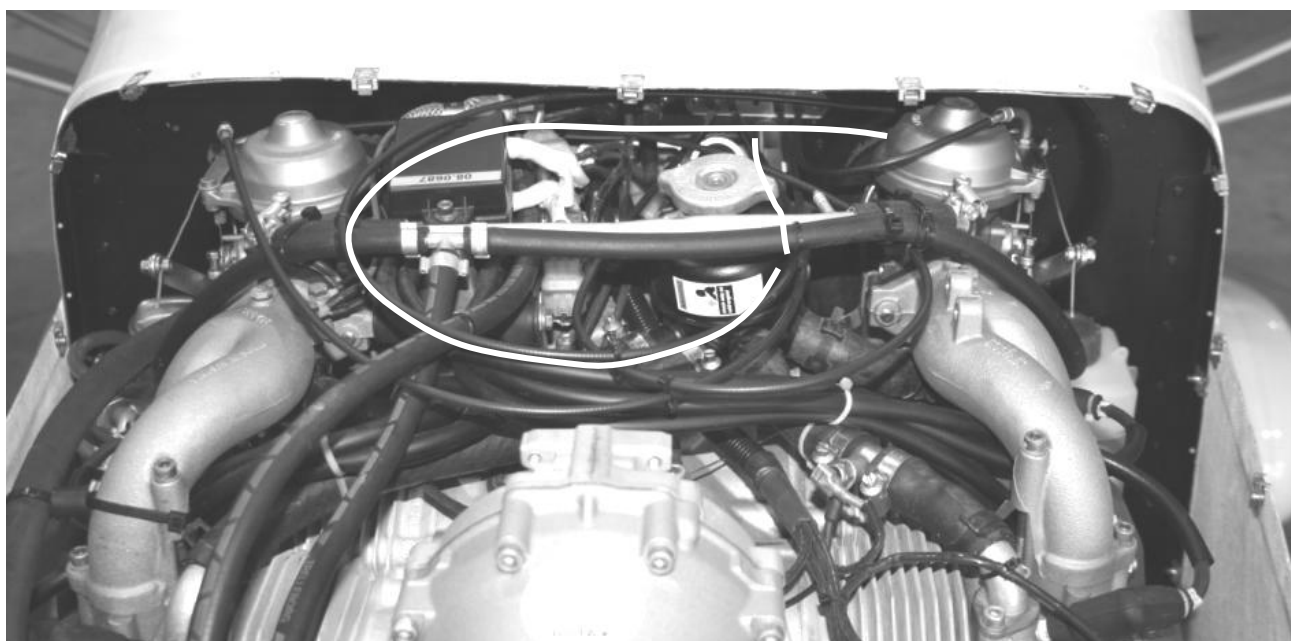


Figure 275 route of throttle cable to port carburettor (In white)

- e) Attach throttle cable inners to top of throttle arm and run through the outers to the carburettors.
- f) The throttle arm incorporates a spring to help balance the pull of the springs on the carburettor. It fits as shown in Fig 276 below:

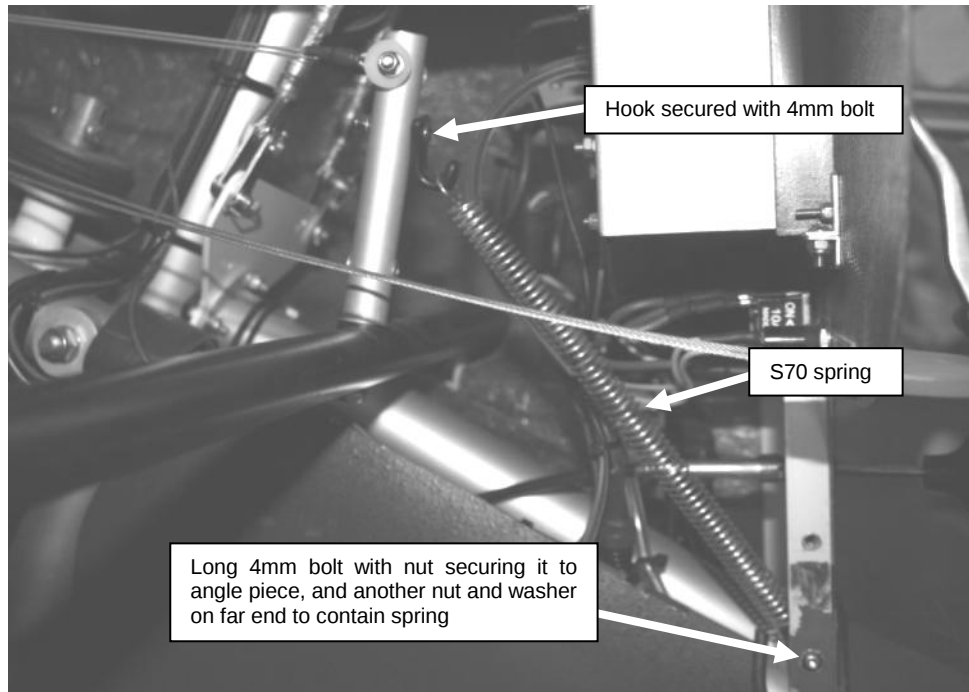


Figure 276 throttle balance spring

- g) Choke cable outers run as below:

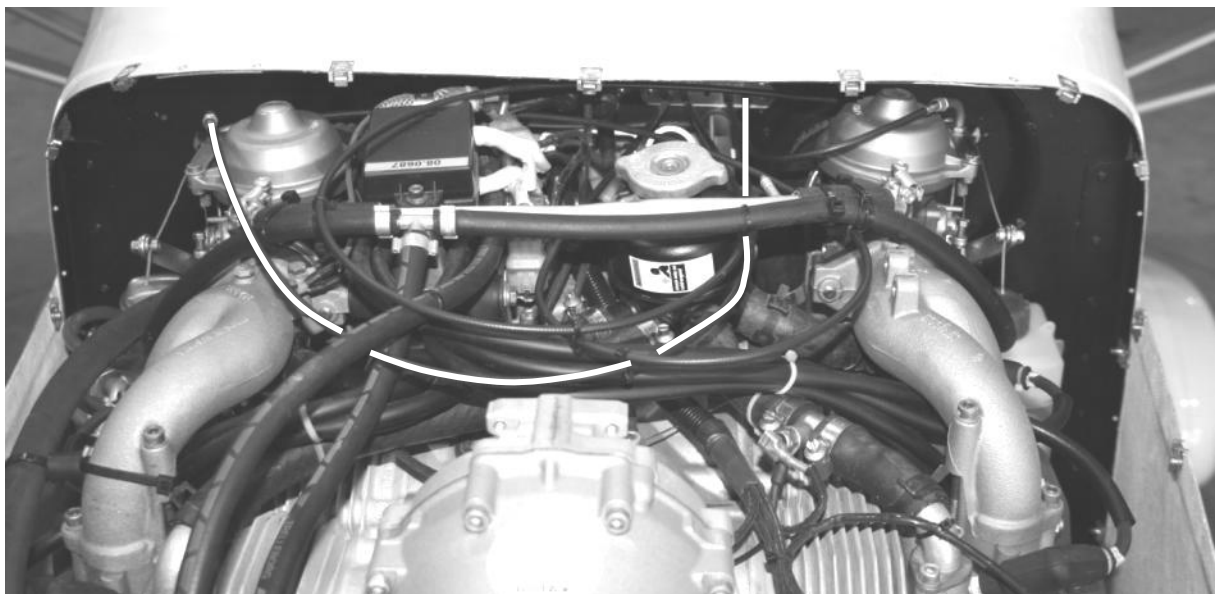


Figure 277 choke cable route to starboard carburettor (in white)



Figure 278 route of choke cable to port carburettor (in white)

- h) The choke inner cable is a simple loop of cable covered with plastic tube where it passes through the instrument panel on the port side, Fig 279

A pop-rivet with the centre pushed out makes a neat cable guide for the choke cables passing through the instrument panel. Secure the rivets with a small piece of tubing pushed over the rear of them, or with a touch of glue.



Figure 279 choke.

- i) Air filters can be fitted now to the carburettors. The standard UK filter RU2780 requires a spacer ring to fit on the carb mouth. Make sure the filter is secure. The cut edges of the ring may need trimming to allow the jubilee clip to fully clamp the filters and rings to the carb.

- i) The carburettor float chamber vent pipe should be lead backwards along a shallow decline and fixed with a small loop of lockwire to the rear of the filter. This will prevent any fuel overflow from landing directly on the exhaust.

Don't be tempted to simply increase the length of this pipe to exit below the cowling – otherwise pressure differences can cause engine rough running and possible failure.

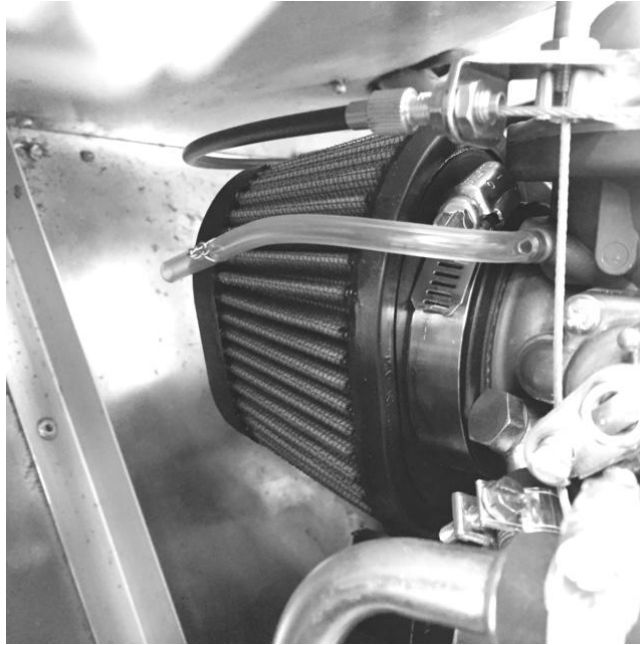


Figure 280 Fitted air filter and vent pipe

15.3 Instruments

- a) Remove the panel and mount the instruments, magneto switches etc. in the panel as desired.

However, note the position of the throttle cable lever arm and spring, and do not mount instruments so that they interfere with it. Be aware also that the binnacle sides taper inwards – which may give rise to interference with particularly long instruments if fitted close to the outer edges of the panel. We suggest making a mock up panel out of plywood before committing to cutting the real thing!

BMAA TILs 7 and 27 may be useful reading regarding the fitting of instruments.

A useful approach to cutting neat holes is to mark out the hole, drill a large number of holes inside this line close together, cut between them with a junior hacksaw, then finish the hole to the line with an abrasive flap-wheel in a power-drill. Sandpaper wrapped around a tapered wine bottle neck is also a good way to finally ease the holes to size – remember to leave plenty of time between consuming the contents and performing such delicate operations!

Sand along the edges of holes and not across them as this can lead to chips and fraying.

Edges of holes will have a whitish appearance. This can show if the gap around the instrument bezel is less than super tight. A good tip is to use a black 'sharpie' or equivalent permanent marker on the hole edges to darken them.

15.4 Pitot-Static System

This can be left until the final rigging stage, but is in the build manual here to group it with the instrument fitting section.

- a) The Pitot probe should be mounted at the port forward lift strut to wing attachment using a P-clip, fig 281

Replace the standard bolt with a longer bolt (supplied with pitot tube).



Figure 281 Pitot probe location.

- b) The connecting tube should be routed down the inside of the lift strut, to a push fit joiner tube at the fuselage to lift strut bolt.
- c) The fuselage piece of tube should enter the cockpit and pass under the floor and up behind the instrument panel to the ASI.

15.5 Radio Aerial

A suggested position for fitting a radio aerial is shown in Figure. The aerial is mounted on a plate, which is in turn mounted on the rearmost bolt securing the port upper rear fuselage tube.

If removing this bolt ensure that you push it out with another bolt so as not to lose the internal spacer tube – it's rather tricky to get it back again!



Figure 282 suggested aerial mounting.

16. Electrical System

16.1 Wiring schematic

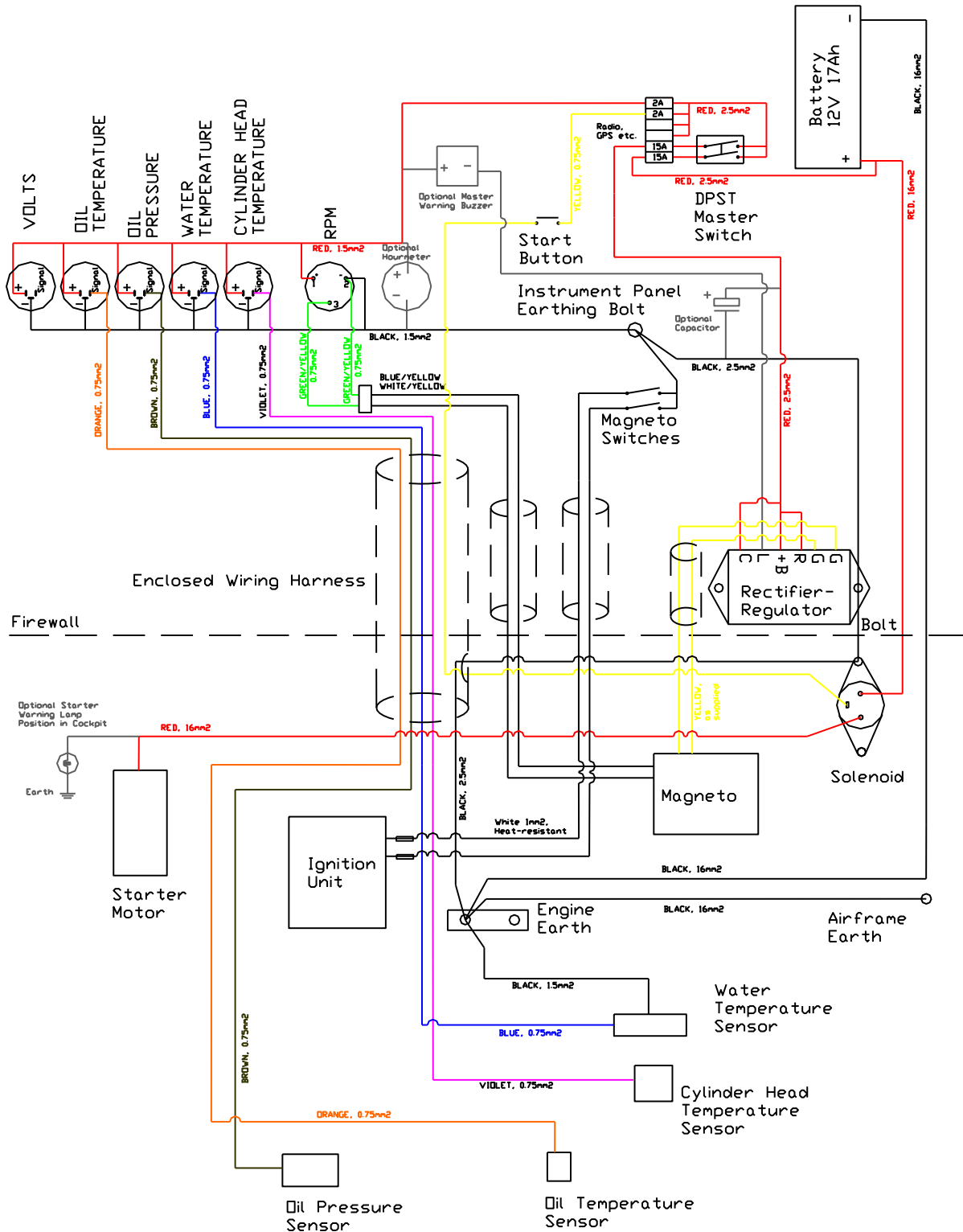


Figure 289 overall wiring schematic, Rotax 912 and standard analogue instruments.
(ensure all colours are visible when printed out)

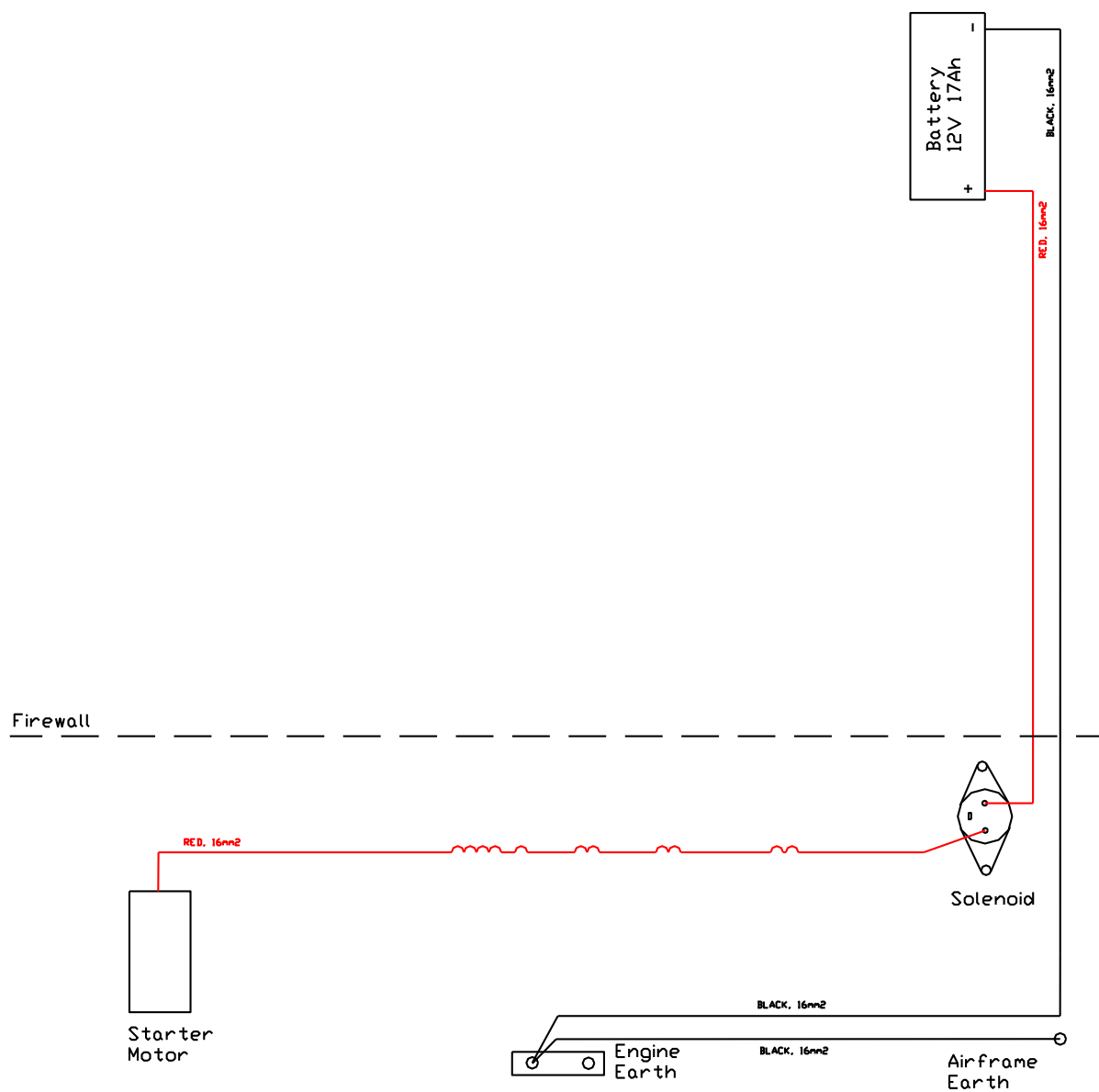


Figure 290 heavy duty power wiring schematic, Rotax 912.

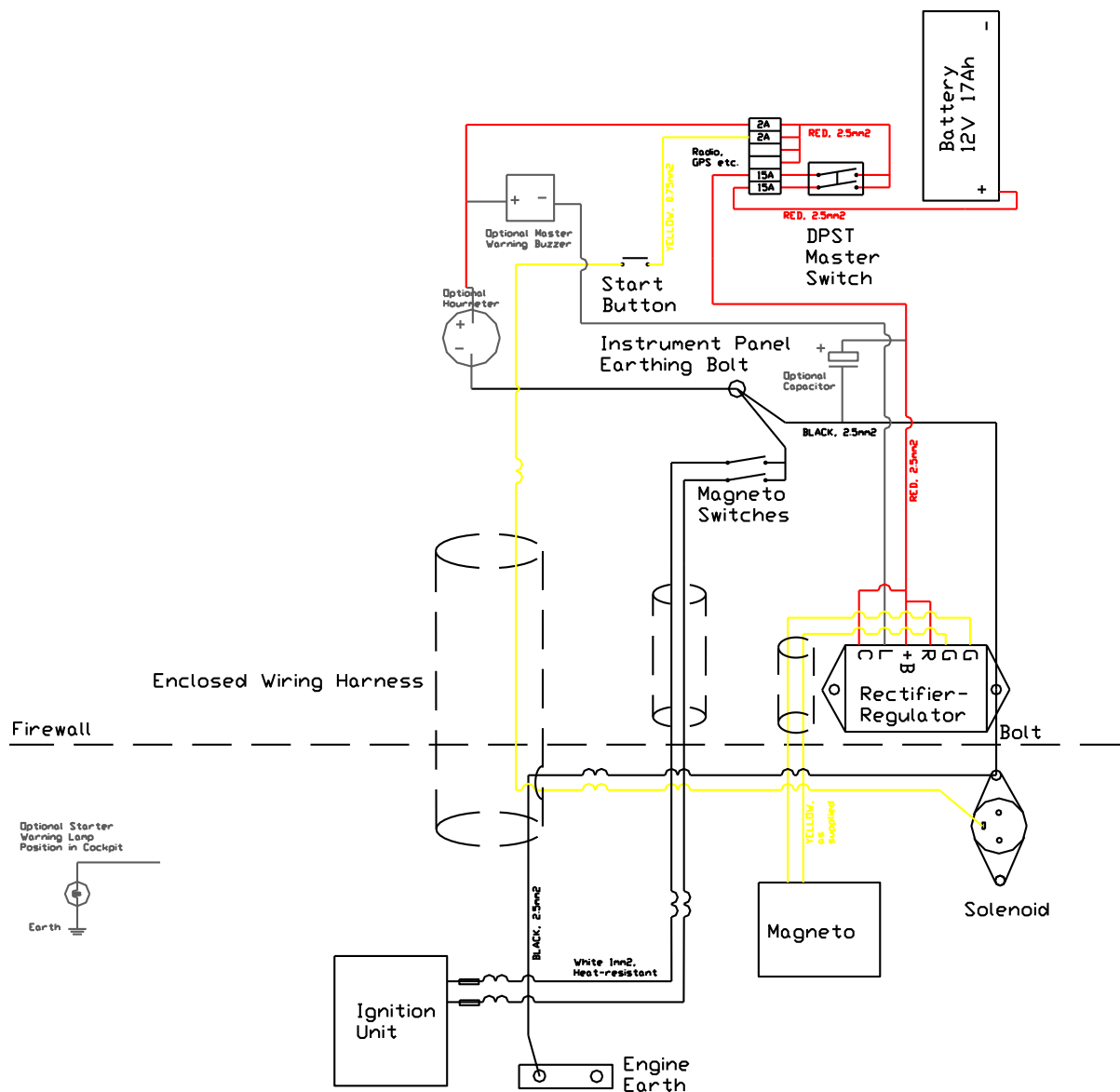


Figure 291 low current wiring schematic, Rotax 912.

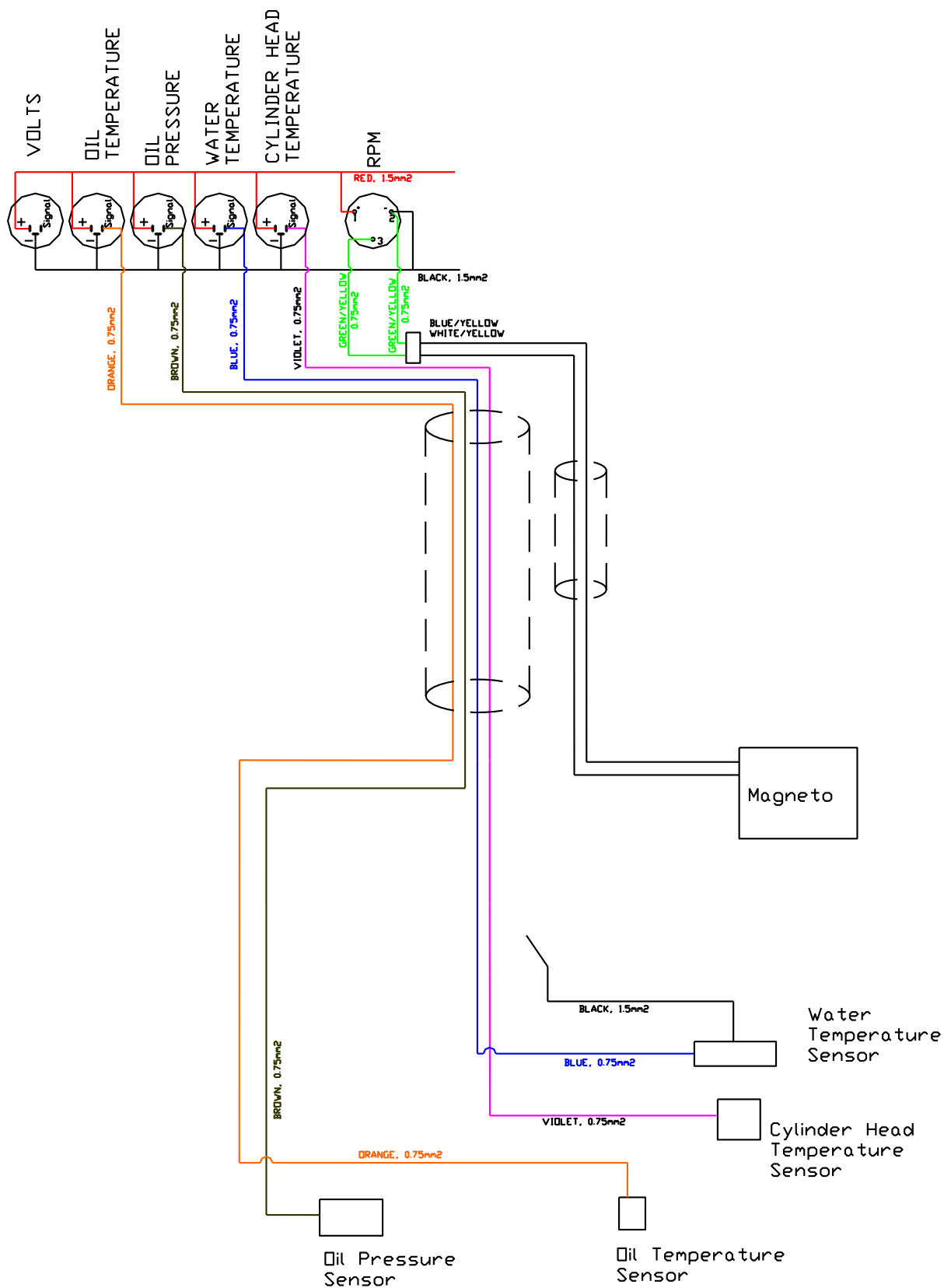


Figure 292 instrument wiring schematic, Rotax 912.

16.2 Soft start wiring

912UL and ULS engines after 2013, incorporate an 'easy starts' system. This retards the ignition on both mags for a few seconds at start up. To enable this system the engine is wired to the start solenoid. Engines now come with a wiring harness to connect to the electronic boxes for this. See below the explanatory wiring diagram from the Rotax manual.

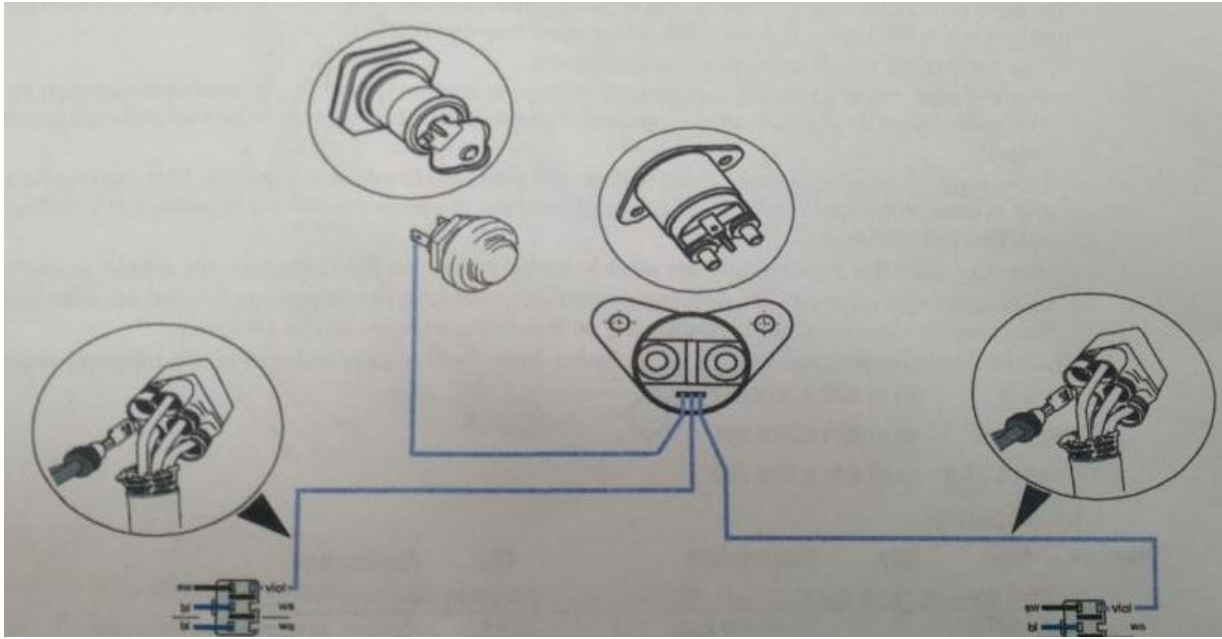


Figure 293 – 'Easy start' wiring diagram

It is basically a lead that splits into two and inserts in the plugs as shown above and also as shown below

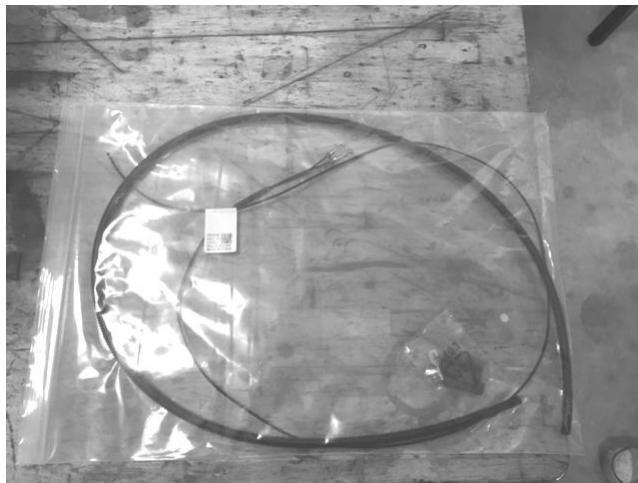


Figure 294 Soft start harness as supplied with engine from Rotax

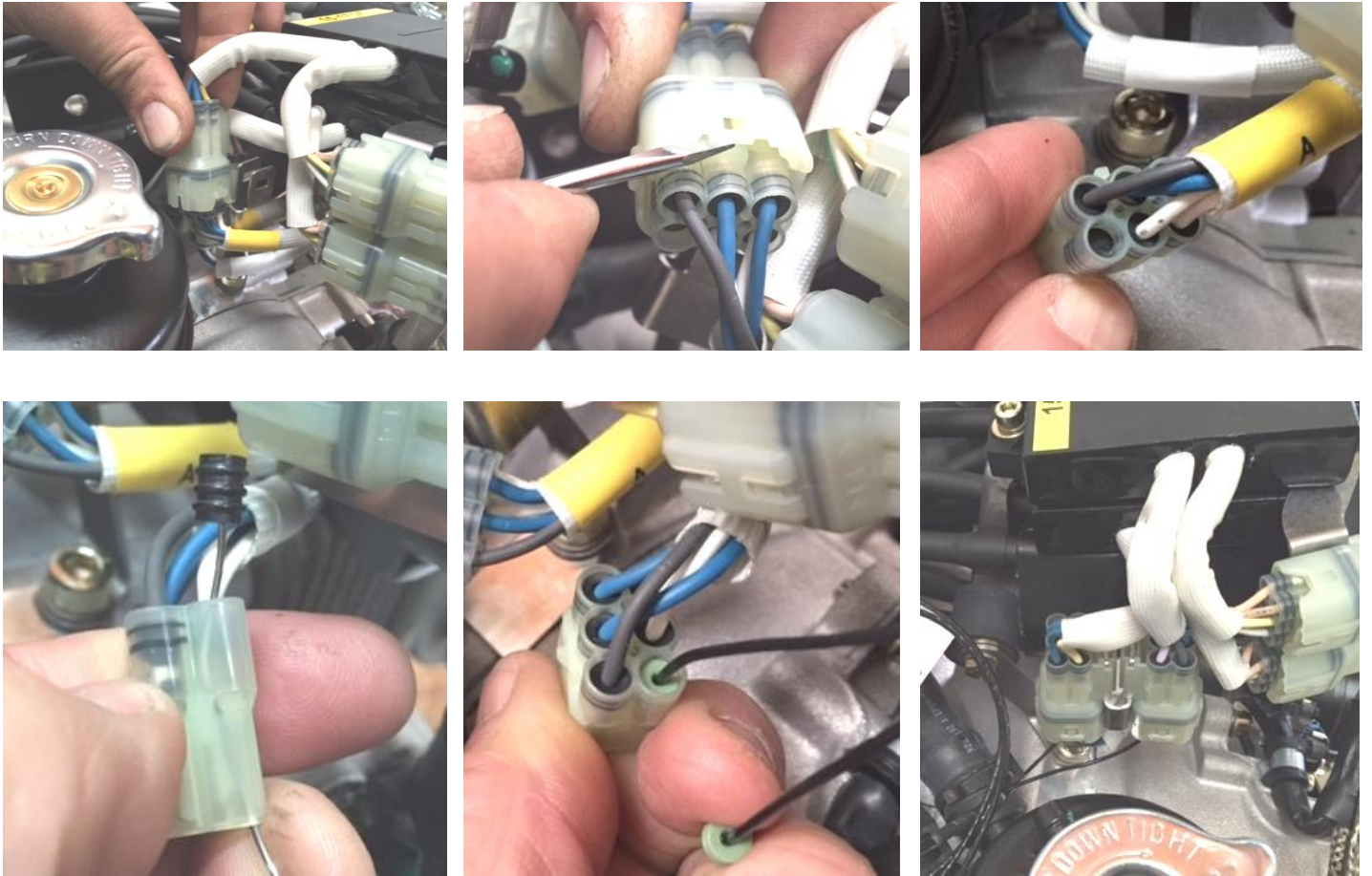


Figure 295 sequence for connections to electronic boxes

Sequence clockwise from top : Unclip connectors from bracket, Unclip lower halves, Identify blanked off port, pushing out blanking plug using lockwire, fit the connectors into holes observing correct orientation until it clicks into place. Reconnecting and fitting on bracket.

16.2 Wiring General Points

A ready-made wiring loom is included with the engine installation package for the Rotax 912, with standard instruments. The instructions on wiring assume you have either bought this, or are wiring it yourself in the same manner.

If you do not have a basic understanding of electrical systems it may be advisable to buy an introductory text on electrics, especially if you are not using the ready-made loom, or are adding extra equipment. This will serve you well throughout your flying career, not just whilst wiring your Nynja!

When making connections, crimping is generally the quickest and best method. Soldering may seem attractive, but introduces fatigue points and so is not generally recommended.

Crimp tools: you get what you pay for. This is a good moment to spend as much as you dare, your crimps will be better for it! Alternatively, you may be able to borrow or hire a decent tool.

Keep all wiring neat, and ensure that no bare metal connections are visible which may lead to short circuits. Heat shrink tubing is neater than insulation tape for this job! It is available from Maplins, electrical and car accessory shops etc..

Secure the wiring with cable-ties, P-clips or similar, ensuring that it remains clear of all moving and vibrating parts, and is protected from chafing against sharp edges.

Also ensure that the wiring cannot be accidentally damaged or disturbed by pilots' feet, baggage etc..

16.4 Low Current and Instrument Wiring

The low current wiring consists of that for the instruments, master switch and magnetos, plus other ancillaries such as a radio.

- a) Read the instructions which come with the engine and the instruments.

BMAA TILs 7 and 27 may be useful reading too.

- b) A Pre made loom for engine temp senders, RPM and ignition is included in the Engine installation kit for Rotax 912. Schematic below:

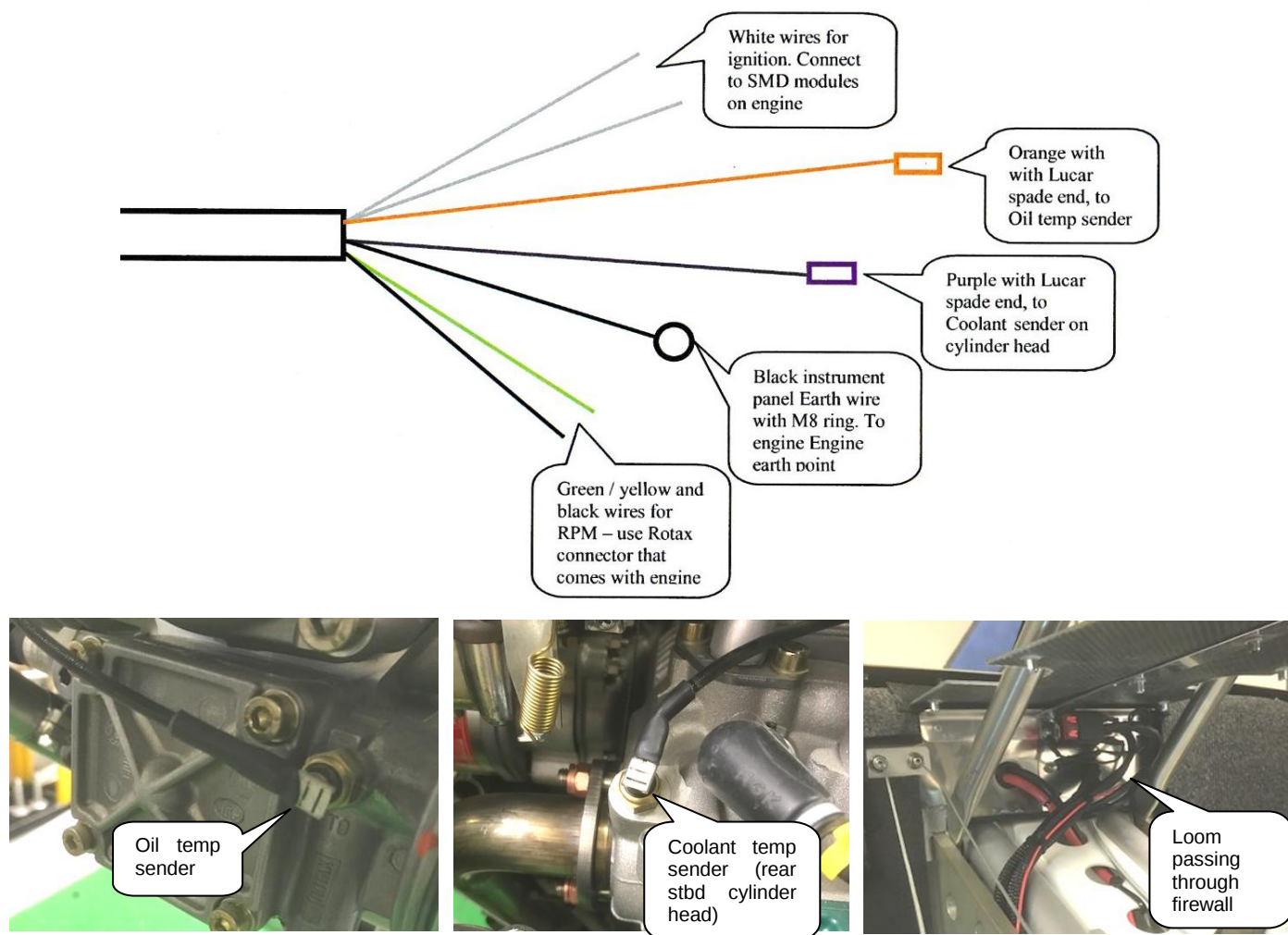


Fig 296 – sender, RPM and ignition loom

- c) The oil pressure sender wires are supplied by Rotax with new engines with a made up plug on one end. Run this neatly alongside the other looms through the firewall.
- d) The fuse box can be mounted through the instrument panel for easy access – as shown below, or if panel is full of instruments and space is tight may be mounted elsewhere.

The contacts can be conveniently connected together, where required, by drilling one hole through each of the protruding contacts in a line and soldering a length of solid wire into the holes.

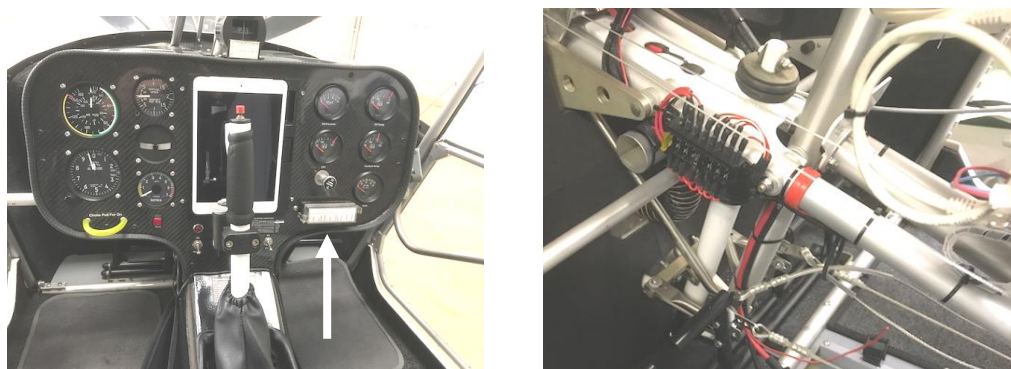


Figure 297- fuse box positions (note right hand picture shows fuse box of different type with connectors exiting sideways).

- e) The connections on the cabin side should be made according to the instrument instructions and the electrical system schematic.
- f) A common earth bolt can be fitted to provide a convenient earth point for the instruments and other connections.
- g) All switches in aeroplanes should be UP for ON (in the sense of running, powered etc.).

Note "On" labelled on the magneto (ignition) switches is actually OFF as far as the engine is concerned, as the magnetos are grounded to prevent operation.

For versatility and commonality the toggle switches for master and ignitions supplied in the engine installation kit are the double-pole double throw (DPDT) type. Study if necessary to fully understand how these switches work and should be wired up..

The connections on the engine side should be made according to the engine installation manual and the electrical system schematics.

- h) On the 912 the optional capacitor shown in the wiring diagram and the Rotax installation manual may be fitted if desired, although it is rather bulky.

This has two uses: if you experience interference with your radio through its power supply from the regulator, the capacitor will reduce this by smoothing the supply a little, although the battery already does most of this and a radio power interface does the same thing. The capacitor also provides a fail-safe against accidental disconnection of the battery whilst the engine is running, which would otherwise cause the regulator voltage to rise with possible damage to instruments, radio etc.

Disconnection would occur either by blowing of the fuse to the battery or if the wire to terminal C on the regulator were to become disconnected.

A suitable capacitor is available from Rotax/Skydrive. If only protection from disconnection were required, a smaller capacitor could be used at your own discretion.

- i) Other optional items are shown on the wiring diagrams: they are an hour-meter, a master-switch warning buzzer, and a start-button warning light.
- j) Additional systems such as GPS, radio etc. should be individually protected by fuses of the appropriate size.

15.1 Battery

- a) Pre made cables for Battery to Engine Earth, Engine Earth to frame Earth, Battery to starter Solenoid and Starter Solenoid to Starter Motor are included in the Engine installation kit.
- b) The battery should be installed in its supporting box in the hole in the floor between the central cabin tubes, underneath the dash board.
- c) Secure with the webbing strap.

- d) Ensure that the engine block is well earthed to the airframe, **Error! Reference source not found.** 261. Here an extra hole has been drilled in the engine mount. Alternatively, attach the earth to one of the existing bolts if enough thread length is available.

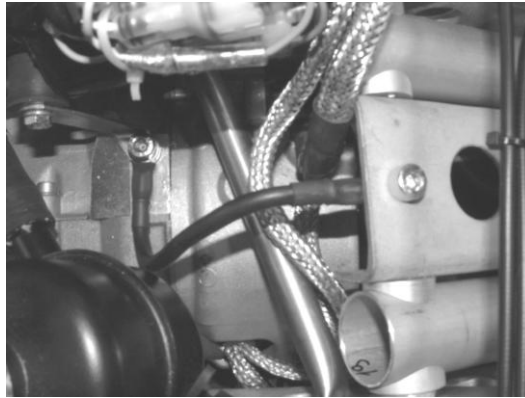


Figure 298 engine to airframe earth.

- e) Attach the earth cable to the battery negative and to the bolt on the engine block in the same location as shown in fig 261 above

Route the cable through the firewall in the vicinity of the other wires.

- f) The recommended position for regulator and solenoid are on the firewall to port of the port Carburettor.



Figure 299 912 solenoid and regulator

- g) Ensure that the regulator is properly earthed.

If fitting regulator and solenoid to the firewall, beware that the aluminium firewall is not a good earth – it may work initially but could break down over time – leading to mystery faults! Use separate earth wires from the securing bolts to a main earth point.

- h) Ensure the battery terminal boots are firmly in place, and that the rudder stop cables are held away from the battery by their bungee restraint.

Failure to do this may result in a short circuit and fire!

17 Windscreen

17.1 Windscreen

Do not allow threadlock (Loctite etc.) or other solvents to come in contact with the Lexan as it will damage it severely.

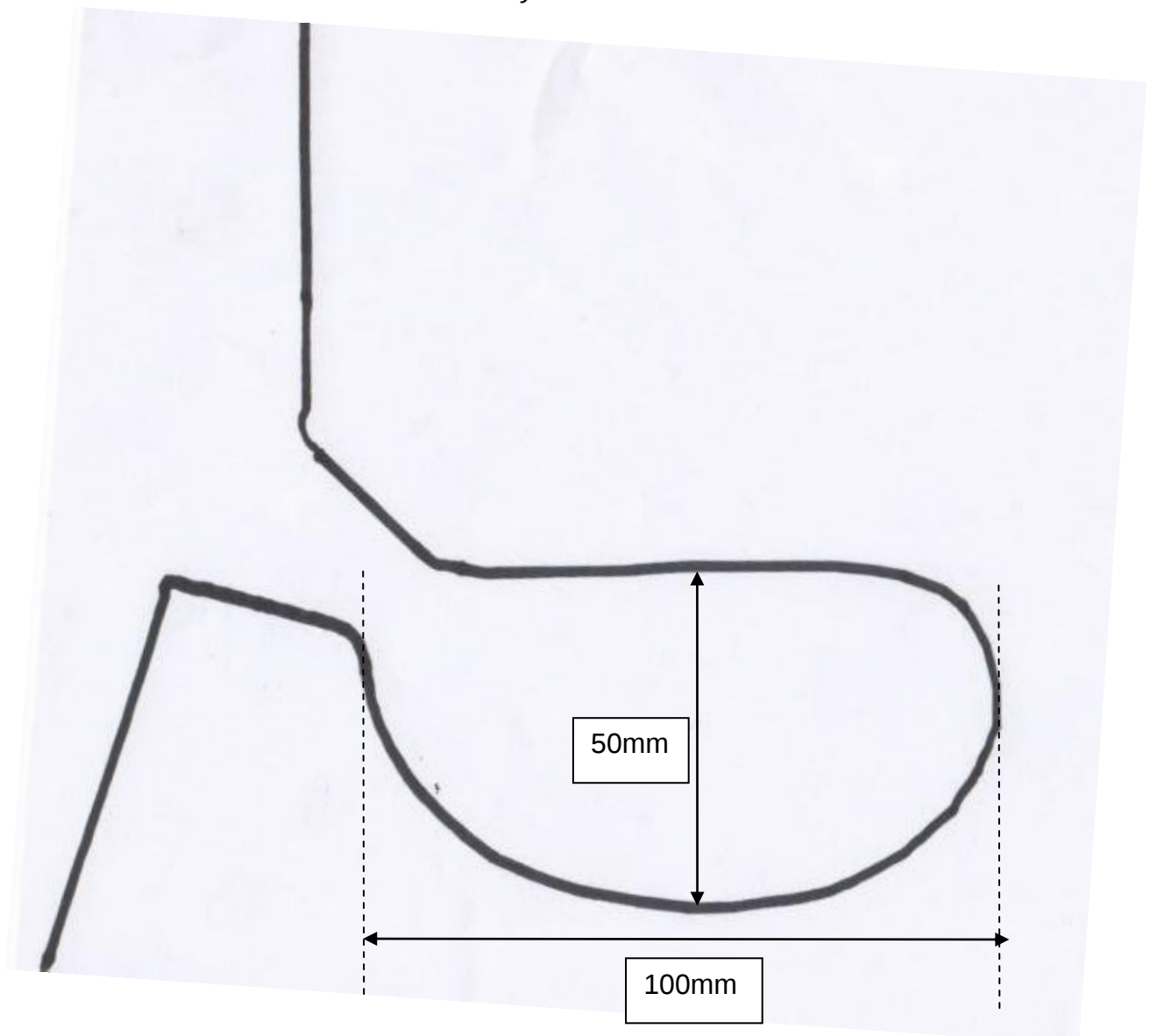
Fitting the windscreen is best done with wings in place to ensure perfect fit.

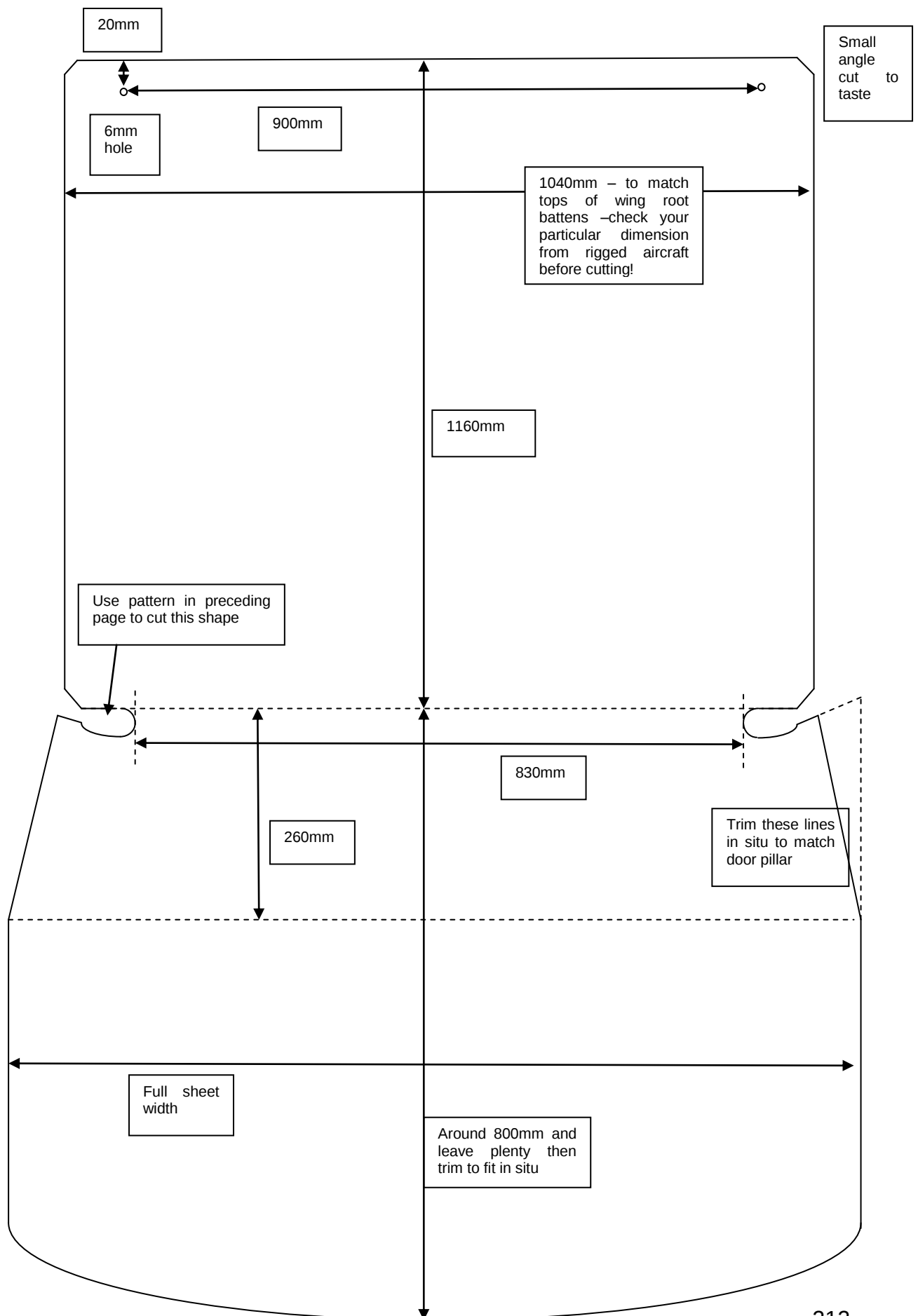
- a) Apply the supplied strips of thin self-adhesive foam strip to the top of the curved tubes TU34 supporting the top part of the windscreen.

This will reduce noise and vibration.

- b) Use the Patterns and drawing below to mark the lexan sheet for cutting:

The corner patterns should print out full size but use measurements below and scale if necessary





- c) Cut the main windscreen Lexan sheet to the drawn pattern.

Cut a little oversize at the front, and sides to start with – these will be trimmed to fit later.

Draw an accurate centreline on the protective covering film – this will help later to ensure everything is straight and centred.

A good tool for cutting lexan is straight tin snips as shown in the picture below. Edges cut with tin snips should be dressed smooth with sandpaper over a sanding block.

For more intricate curves a Dremel cutting toll can be used followed by using the sanding drum attachment.

To trim excess from edges, a Surform tool has been found to be useful.



Figure 301 cutting the Lexan to the pattern.

- d) Drill the two rear holes marked on the rear part of the Lexan.
- e) Lay the Lexan over the cockpit, locating the holes in the Lexan over the two bolts sticking up at the rear of the cockpit.

Check that you have not left the leading-edge securing pins in place, as if you do, and they are incorrectly inserted from the front instead of their proper insertion from the rear, you will not be able to get them out again when you have fitted the windscreen!

Check that the lexan as fitted is centred and not on at an angle. Adjust the holes if required.

- f) The lexan is normally a little oversized in width. Mark the sides, remove and cut, so that the edges sit just past the peak of the wing covering root batten by 5mm or so

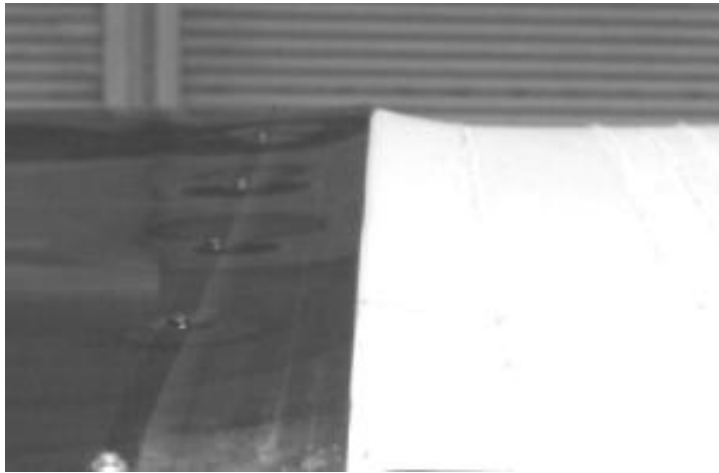


Figure 302 lexan edge matched to wing covering root batten peak

- g) Before rivetting the lexan in position, apply 3mm self adhesive foam strip to lexan edge so it protects the covering from chafing with the lexan (a good seal also enhances flight and stall characteristics). This can be done later, but will require the wings removing to do it.
- h) Push the windscreen into position behind the cowling lip, wrap around the sides and clamp into position on the cabin uprights.

Take care – the lexan is quite springy and if its edge is bashed against the glassfibre cowling edge it can cause chunks to be taken out. Two people makes easier work at this stage.

The windscreen pattern is intended to be oversize at the front. Insert the screen and position carefully, mark a cut line aiming for a neat overlap of 25mm.

*Take care that the tubes **SKR34** supporting the windscreen do not get knocked out of position, check them regularly, and check that the shape of the cowling remains as it should be otherwise you may build a strange shape into the windscreen and the cowling!*

The drawn centreline is a useful reference and should end up in the dead centre of the cowling.



Figure 303 windscreen over lap inside cowling (note we painted the overlap to match interior fabric trimming.

- i) Rivet the Lexan every 15cm or so to the large curved tubes on the top sides of the fuselage.

Use the pre-drilled holes, start at the rear and work towards the front of the Lexan.

Clecos / skinpins can be used first rather than going straight for rivets.

Peel back the securing film so it is not trapped between the TU34 and the lexan and under the rivet heads – it won't be easy to get out afterwards..

Use the black 4mm aluminium rivets.

- j) Get two helpers, one on each side of the fuselage pushing the Lexan tightly into the inside of the curved part of the cowling.

*Make sure there are no gaps, and that the Lexan is evenly positioned with respect to the cabin upright tubes **SKR34** on each side, and that these are in their correct positions too.*

- k) While the two people hold the cowling in place, drill holes through the cowling and the Lexan to hold it in place with white 4mm pan head plastic screws, and black plastic domed nuts.

Check that the cowling has not distorted, particularly with reference to the minimum 10mm clearance from the spinner – the bonnet must be secured in position before securing the lexan, or it may not fit afterwards!

The curvature of the cowling can be increased slightly by lifting it in the middle before fixing the windscreen, to increase space for the carburettors etc. . Don't over-do this however, as you will distort the rest of the cowling.

Space the screws evenly, every 100mm or so.

Start with a hole in the exact centre (this will be used later for the screen bracing batten – don't put a screw in yet).

To finally fix the dome nuts, use a drop of superglue inside as threadlock – don't do this until you are ready for a final fixing – it may be rather permanent – we have managed to unscrew them, but they might need cutting off.

- l) If using the two piece doors drill and rivet the sides of the windscreen to the cabin uprights **SKR34**.

The spacing of the rivets should be around 60mm or so. You can use the silver aluminium 4mm rivets. Trim the excess Lexan so that it is even with the rear of the tubes.

- m) If using the one piece doors proceed to that section of the manual and fit the glassfibre strip as shown.

- n) Locate the windscreen roof centre batten – you should have sorted it out and put it aside when fitting the wing battens. Find also the screen centre batten and joiner plug.

Cut the end off the roof centre batten to expose the hollow tube end. Fit the small tube plug inside the end of the tube so that half its length is exposed. Plug onto this the screen centre batten tube

Curve the ensemble to match the curve of the roof and windscreen as precisely as possible. It may be necessary to trim the length of the extension batten to fit.

Drill the roof batten (not the screen centre batten) matching the spacing on the adjacent windscreen supports

Apply the thin self adhesive foam strip to the batten ensemble where it will touch the lexan.

Fix into position. While one person holds the batten against the underside of the top of the windscreen, another person can drill from the top, through the Lexan.

Use 4mm black aluminium rivets to fix to the roof area Do not use any rivets down the forward windscreen portion Secure the bottom end of the screen centre batten using a 4mm bolt to pass through the glassfibre upper rear cowling piece, the lexan and through the batten.



Fig 304 screen centre batten

- o) With the left over Lexan, cut a triangular piece to fit in the corners of the windscreen and tube **SKR34**. Secure in place with rivets through tubes **SKR34** and through the cowlings.

A pair of vents such as those available from Light Aero Spares may be fitted across the joins if desired.

Dress the rear side edges of the windscreen smooth with a sanding block. Apply two lines of 1x10mm self adhesive foam strip to the edge, where the door will overlap later.

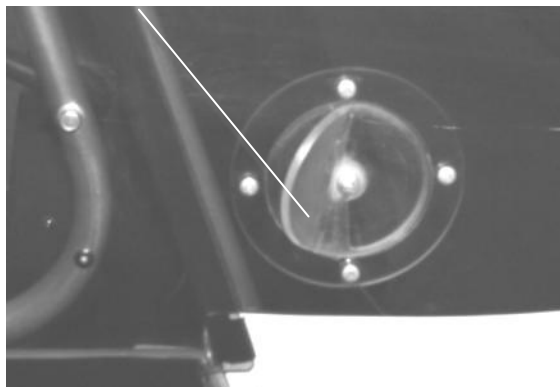


Figure 305 windscreen side fillet, and vista vent

- p) The windscreen rear edge can be riveted into the TU7 tube, or self tapping screws can be used. For best effect we used two thicknesses of the 4mm self adhesive foam strip under the rear screen edge, then screwed down through an aluminium strip using 4x25mm stainless steel self tapping screws – as shown below:



Figure 306

- q) Take care with the spacing of the screws – don't position the screws where the seat belts will abrade against them – and definitely don't screw through the belts!

18 Doors

The doors should be made to fit, with the wings in place for best results and fit. Care with cutting and positioning the doors will reduce the number of draughts!

Check and double check the fit before cutting the parts, especially the Lexan. The exact measurements depend upon a number of factors, Use the patterns as a guide only.

18.1 One Piece Door

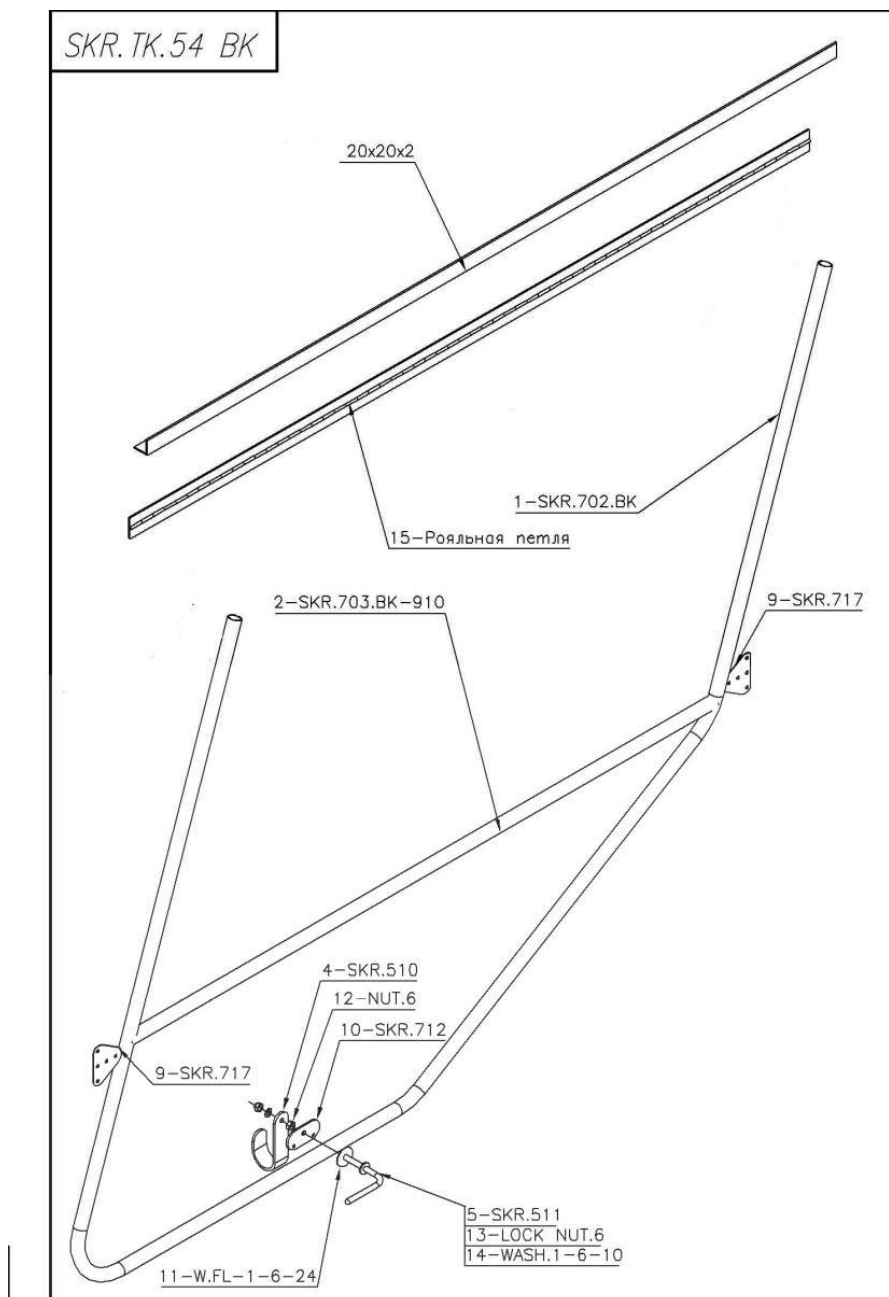


Figure 307 one piece door frame.

18.1.1 One Piece Door Frame

- a) The door is hinged with a length of 'piano' hinge. This is attached to a 20x20mm piece of aluminium angle. This angle has its upper horizontal edge facing outwards, at the same level as the wing undersurface



Figure 308 upper hinge

- b) Offer up the 20x20 angle and align it level with the wing undersurface. Mark the position of the tube centres for TU34 and TU 6, then drill the centre of the angle in these positions – 4mm diameter in TU34, and 5mm in TU6..
- c) Offer it up again , mark and drill the TU34 and TU6 to match, and temporarily fix into position.
- d) When using the one piece doors the front cabin upright TU34 is fitted with a glassfibre strip for the door glazing to seal against when the door shuts.

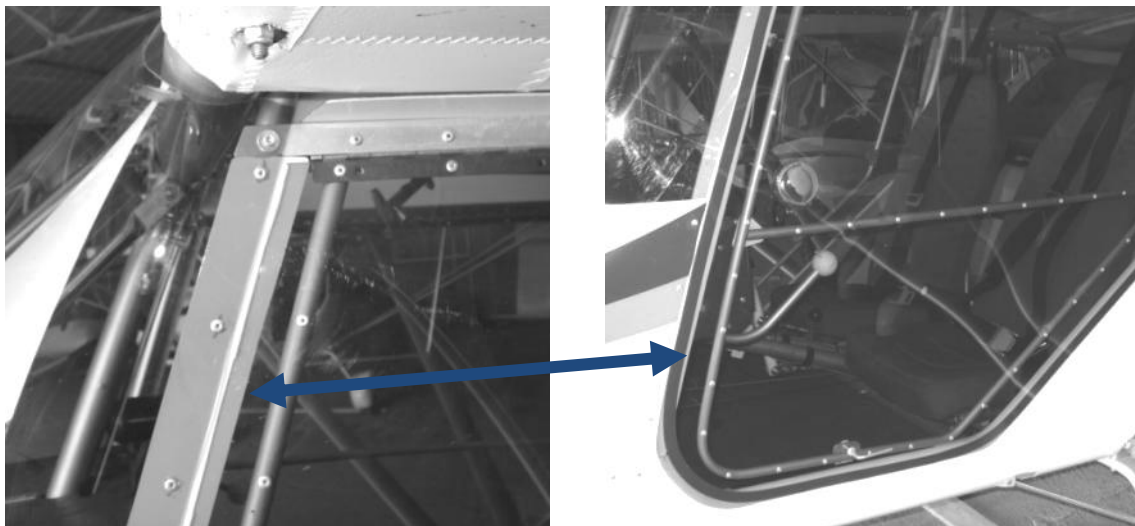


Figure 309 Glassfibre sealing strip

If not fitted already fit this now. It runs the whole way up to align with the joggle in the door sill. Trim and dress the edges of the windscreen and cowling

moulding to align just beyond the centre of TU34 – leaving enough edge distance for the rivets.

- e) Fit the piano hinge now to the 20x20 angle trimming its length as necessary.
- f) Take the door frame and offer it up to the opening.

Aim for a final position with an even spacing from the cabin uprights TU34 and the top of the door sill and rear upright TU6

Carefully bend the frame as required to ensure the best fit.

*The relative positions of the rear cabin uprights **tu6** and the cabin uprights **tu34** requires that the rear edge is also bent outwards slightly relative to the front.*

- g) Mark the tops of the door frames and cut, just below the hinge line. Drill the hinge and door tubes with 4mm holes and secure with cleco's/ skinpin's.

- h) Fit the central curved tube.

The curve should go towards the rear of the door – like a backwards aerofoil. Check the curve with a straight edge – max camber should be 50mm.

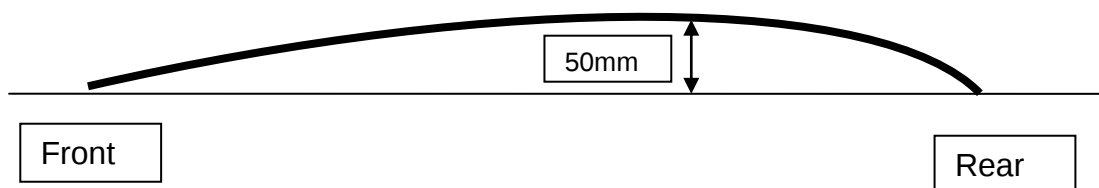


Fig 310 – door curve

It should be positioned with the rear edge just above the bend in the door frame, and the front edge positioned so the tube is horizontal or nearly so matching the lines and overall shape of the aircraft. If it needs trimming – trim from the front edge.

Fit in position using the gusset plates shown in drawing Fig 285 and 286, with 4mm aluminium rivets.

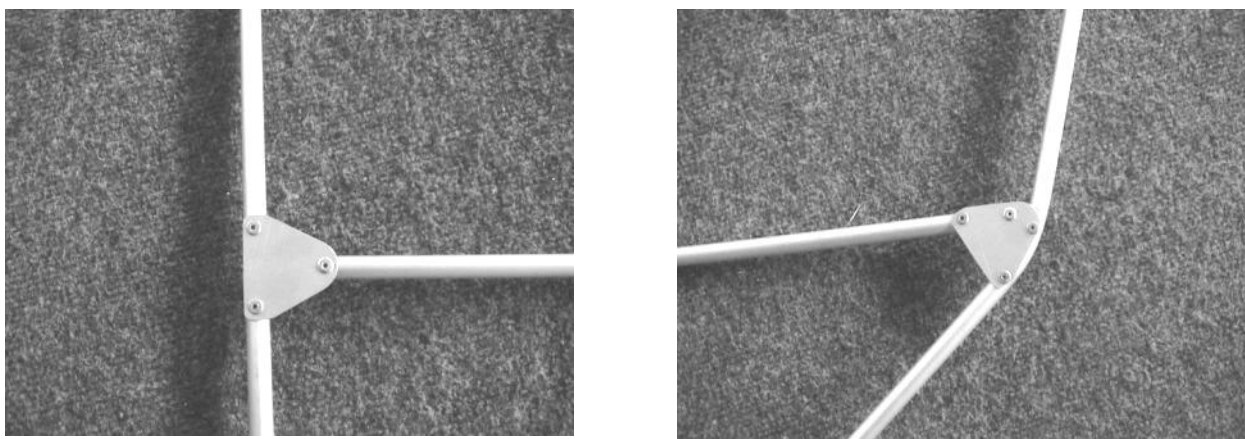


Fig 311 front and rear gusset plates

- i) Do a final check of fit and operation of the doorframe.

18.1.2 Fitting the Lexan

- a) Cut out the Lexan sheet from the patterns.

Use a large pair of tin snips. The patterns are supplied as a guide, and your individually constructed doors may vary slightly, so cut oversize initially to be safe.

- b) With the door in position offer up the Lexan and mark some reference points to align with the door frame.

For now it should be positioned accurately against the hinge, and centred to provide an even overlap all the way around its other three sides.

- c) Before riveting mark and drill the holes on the doorframe.

Use a nominal rivet spacing of 60mm. Try to drill in the centre of the tubes or it will pull the lexan out of shape. Lightly marking the centre by drawing a long flexible metal straight edge across the frame can help.

- d) Drill and rivet in place the lexan using 4mm aluminium rivets.

Remove the protective coating from the inside face of the Lexan, leave it in place on the outside but remove it using your fingernail around each point to clear the rivet heads.

It is advisable to fix with cleco's/skin pin's first before rivetting

Work from the upper front corner, and rivet the front edge first. Follow this by riveting the lower edge. Due to the curve in the central cross-piece the rear edge will have to be worked around the curve, to avoid a wavy edge.

It may be necessary to drill out some rivets and reposition the tension in the Lexan slightly to get the best fit (cleco's/ skinpin's used first will help avoid this). Do not be tempted to put more curve in the central cross piece to give greater shoulder room or you will turn this into an impossible task! Finish by riveting the upper cross piece and then the central cross piece.

When drilling angle the drill slightly away from the last rivet. When squeezing the rivets bring the rivet upright. This then applies some light tension to the Lexan and prevents the Lexan bulging between rivets. Take care when drilling to ensure the tube is drilled centrally.

- e) Fit the door and mark carefully the overlap for cutting to final position.

The front and lower edge should be cut to match the recess. The rear can overlap the rear window, or another glassfibre strip can be used.

18.1.3 Fittings

- a) Fit the lower catch assemblies as per Figure 312.

It should be positioned so that the 6mm hole is drilled in the centre of the lower horizontal part of the door frame. Use two 4mm steel rivets to attach the aluminium plate to the doorframe.

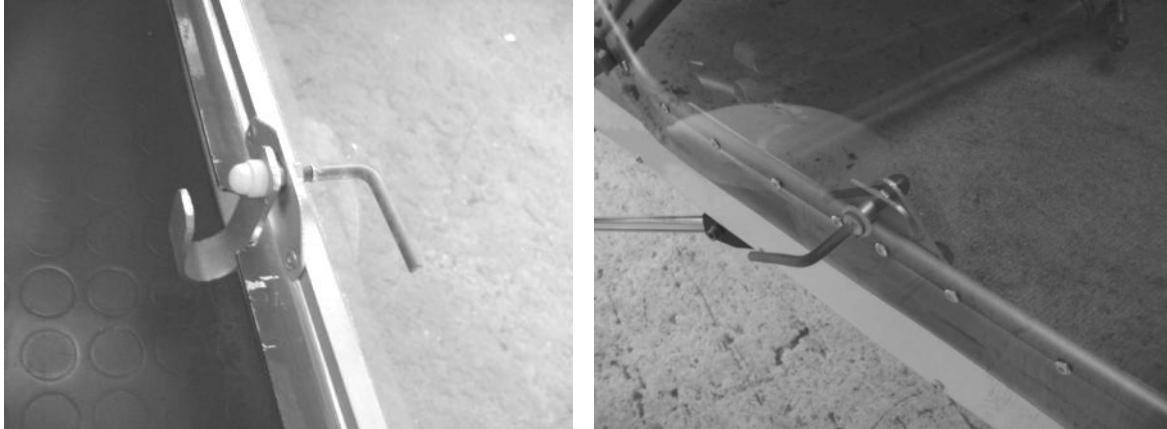


Figure 312 lower catch.

- b) The inner edge of the sill should be positioned so the latch is a tight fit to lock into place.

The fibreglass can be filed a little to achieve a slight indent to prevent the lever from inadvertently rotating to the open position, or an aluminium piece can be riveted on to protect the fibreglass from wear.

- c) Position the front catch just above the gusset plate for the forwards edge of the centre cross piece.

*UKMOD: this is an additional catch for UK aircraft to secure the front of the doorframe to the cabin uprights **SKR34**.*

*It should be fitted with the bolt tightened to ensure enough friction to prevent inadvertent rotation. A convenient hole in **SKR34** can be used as a detent, or one drilled for the purpose.*

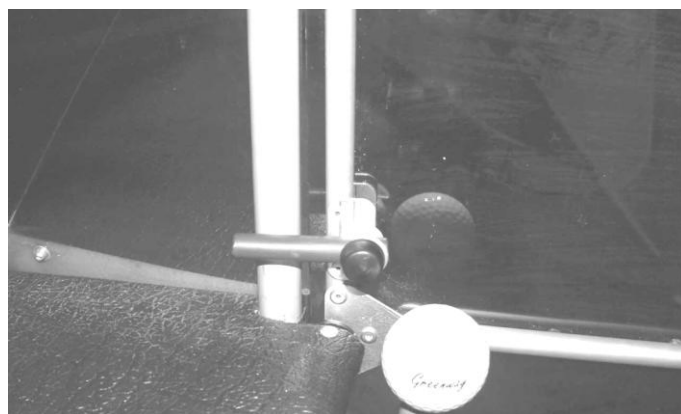


Figure 313 front catch.

d) With the wings fitted and in place fit the open door keeper, Figure 314.

This should be positioned so that the door handle can be rotated into it. It is fitted to the wing surface with two screws (cut these to length) with spreader plates made from two rectangles of scrap Lexan 30mm x 150 (15mm radius at each end) either side of the wing fabric. This job will require two people or very long bendy arms!

Alternatively a stay can be fabricated or small gas filled struts fitted to hold the door open

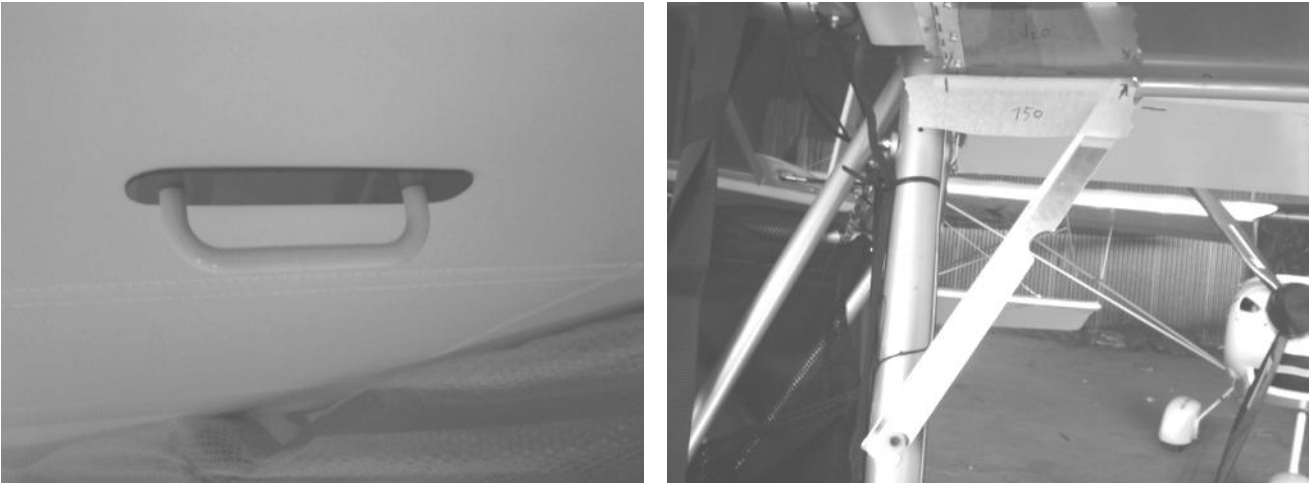


Figure 314 door open keeper, and example of an alternative fabricated stay.

18.2 Two Piece Door



Figure 315 two piece door overview

18.2.1 Lower door frames

- a) Ensure that the aluminium door hinges have been fitted and riveted to the cabin uprights **SKR34**.

Remember that the doors open outwards and forwards, so the hinge “bulge” needs to be on the outside.

Hinge should be fitted so top edge is 10 -15mm below the top edge of the glassfibre cowling. This should then match the windscreen lower edge and but against or near it.

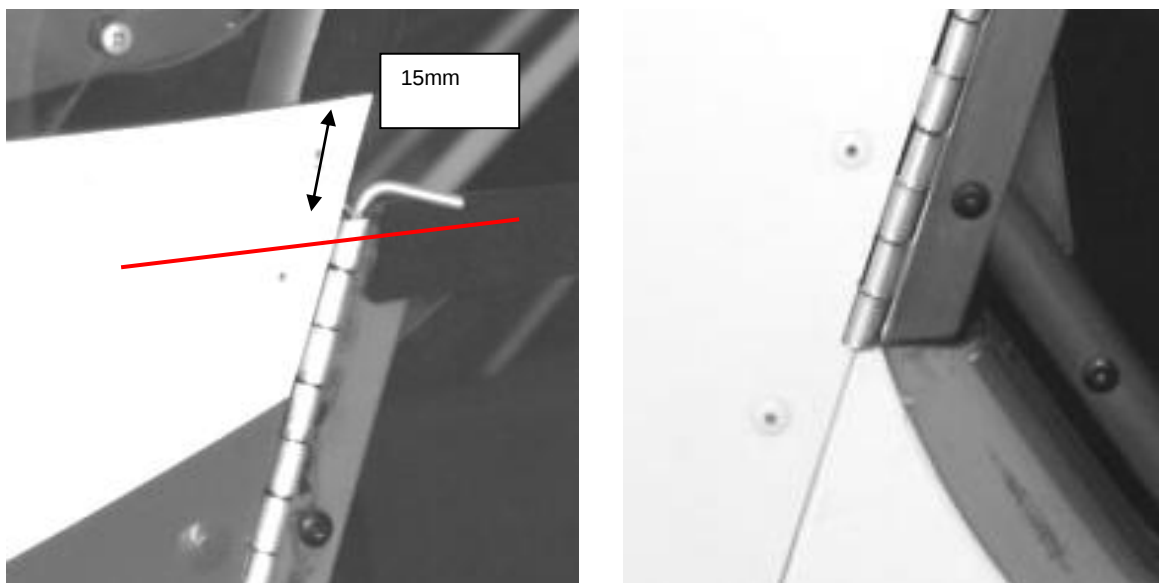


Figure 316 upper and lower hinge positions

- b) The frame tubes are supplied slightly over long at each end and must be trimmed to fit.
- c) Start with the lower tube first and offer it up into position.

It should be an even fit inside the opening spaced 10-15mm. make up some spacers this size and tape them around strategically around the opening so you can rest the tube in position and achieve this.



Figure 317 tube spacing

- d) Make sure that the rear part of the door frame is close enough to the rear cabin upright to allow the door catch to reach 5-10mm overlap with catch plate.

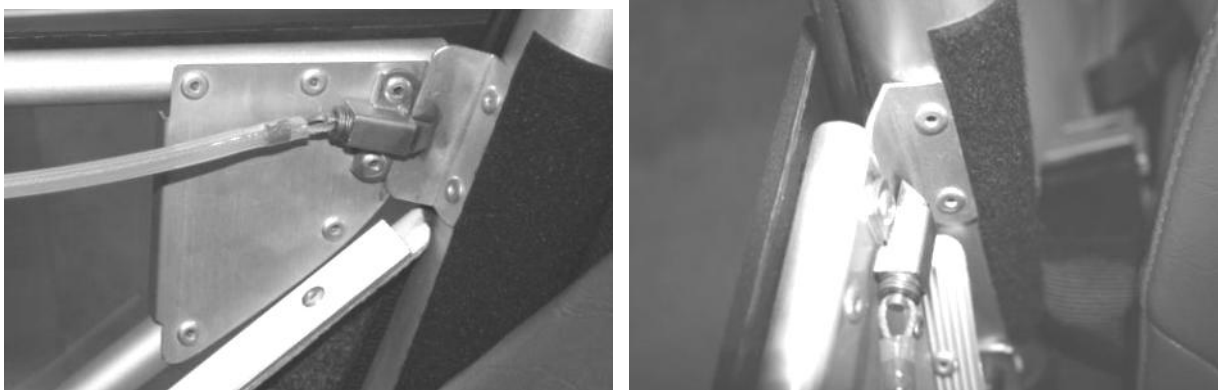


Figure 318 door catch overlap

- e) When happy with the positioning trim the forward tube end to fit

Trim it to match the vertical line of the hinge



Figure 319 front end of lower door tube – shown with door open.

- f) The rear upper end should be trimmed to fit below the top tube. Offer up the rear gusset plate as a guide to where to cut the tube to fit.



Figure 320 rear gusset plate and rear end of lower door.

- g) Drill the front end of the tube and hinge and secure with a cleco / skinpin.

Make sure the tube is in exactly the correct position before drilling and not rotated out of alignment with the opening.

- h) The top tube must next be trimmed to fit.

It is important that the outwards bend matches the position of the bend in the upper door frame. Get this now and tape it in position so that this can be ascertained and the tube trimmed to fit accordingly.

- i) Now fit the lower door frame together.

Start with fixing the top tube to the hinge by drilling and fixing with a cleco/ skinpin. Ensure that the tube is correctly orientated with bend outwards and not rotated upwards or downwards.

Next with the door frame taped in the closed position, drill and rivet the rear gusset plate into position. Allow room to fit the catch, and but up against the catch plate later later – see Fig 262 above and Fig 272 later. Use 4mm aluminium rivets. Make sure the doorframes are not allowed to twist during this operation

- j) Un-tape and check correct fit and opening and closing.

Some adjustment by carefully bending the tubes may be required.

Leave the clecos in position holding the tubes to the hinge for now. They are not riveted to the hinge until the lexan is fitted.

18.2.2 Upper door frames

- a) The door is hinged with two short lengths of aluminium hinge. These are attached to a 20x20mm piece of aluminium angle. This angle has its upper horizontal edge facing outwards, at the same level as the wing undersurface.



Figure 321 upper door

- b) Offer up the 20x20 angle and align its top edge level with the wing undersurface. Mark the position of the tube centres for TU34 and TU 6, then drill the centre of the angle in these positions – 4mm diameter in TU34 and 5mm in TU6.
- c) Offer it up again, mark and drill the TU34 and TU6 to match, and temporarily fix into position and verify fit, then remove.
- d) Attach the hinges.

Note they are handed pairs! The ends of the upper part of the hinges overlap the fixing holes in the angle. The hinges should be positioned so their lower edges are 10-15mm in from the edges of the TU34 and TU6 tubes.

File / dremel cut, the angle so that the hinges can be inset, so the edge aligns with the hinge axis.

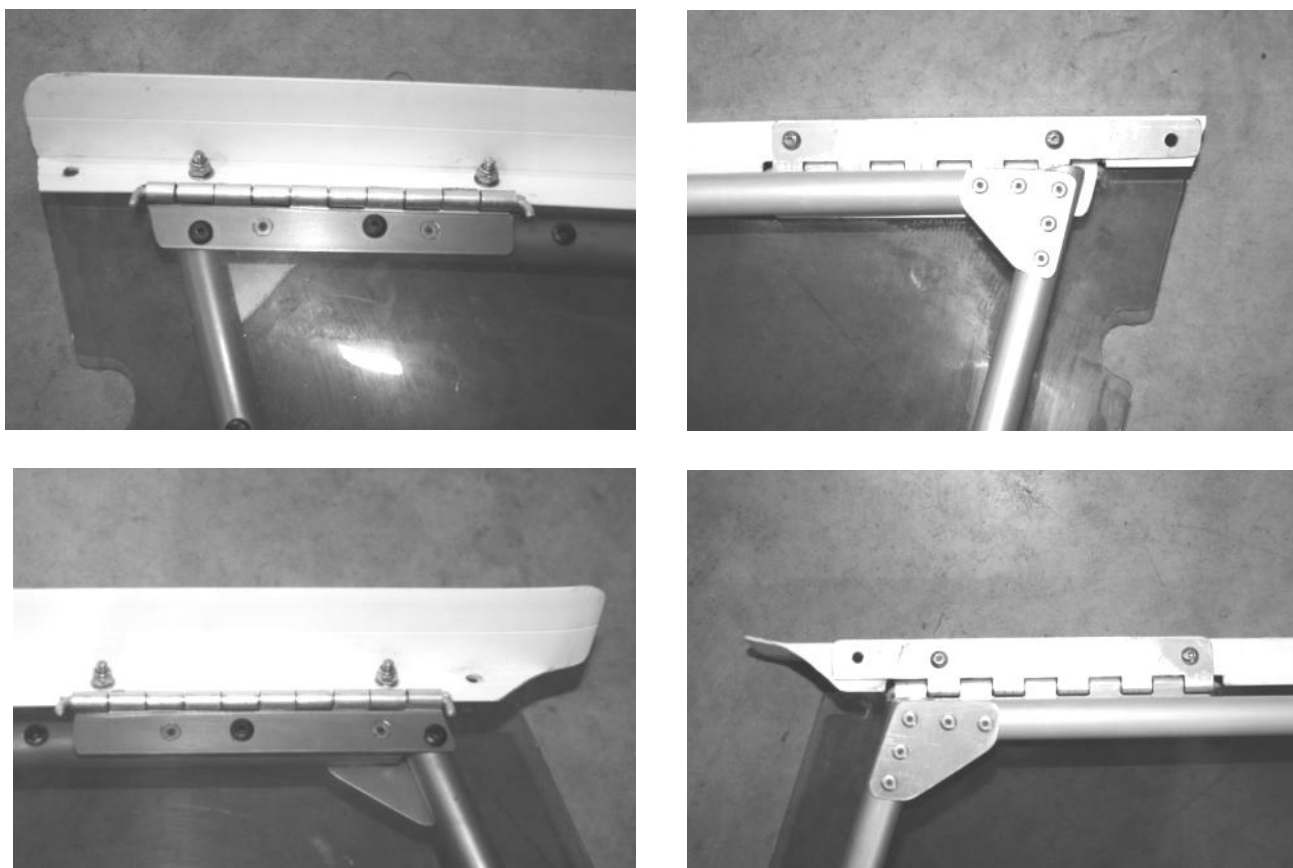


Figure 322 Upper door frame hinges. Top pictures show rear of port door, outside and inside. Lower pictures show front of port door, outside and inside. Angle is white plastic in pictures, kit supply is 20x20 aluminium angle.

- e) Fix the hinges to the angle. Use 4mm aluminium rivets.
- f) Drill through the holes made in step c) above to make the holes in the overlapping hinge pieces. Temporarily fix the assembly in position on the TU34 and TU6 tubes.
- g) Offer the upper doorframe up into position.

It should fit in the opening with even spacing – again of 10-15mm. Use some spacers to sand it off from the lower door frame and TU34 at this spacing. Adjust the bends as required to get a nice fit.

the TU34 sits at a vertical angle different to the TU6 carefully bend the rear frame upright outwards as required to get alignment with both.

Trim excess off the ends of the tubes so that the ends align just below the hinge axis.

When happy with the fit and with the frame taped into position. Drill through the hinge and the tube ends and fix with clecos.

- h) Cut a top rail tube to fit inside the tubes, and fix into position.

Use 2 x 3mm countersunk rivets to fix to the hinge

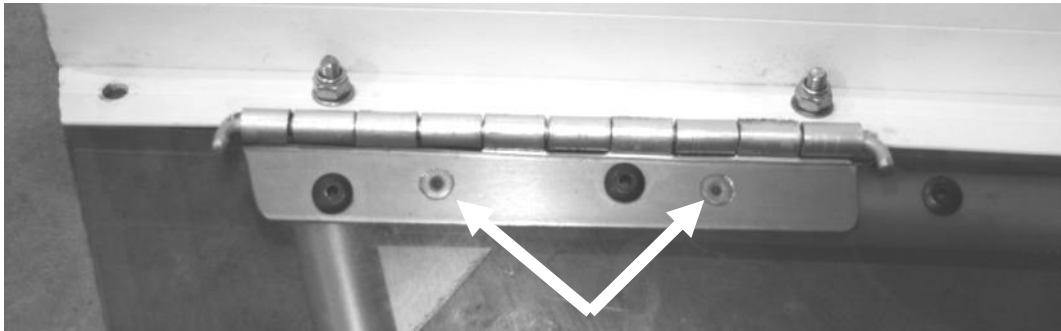


Figure 323 top rail tube fixed to hinge

- i) Check opening and closing of door frame and good alignment. Tweak as necessary, then rivet on the upper corners gusset plates, with 4mm aluminium rivets.

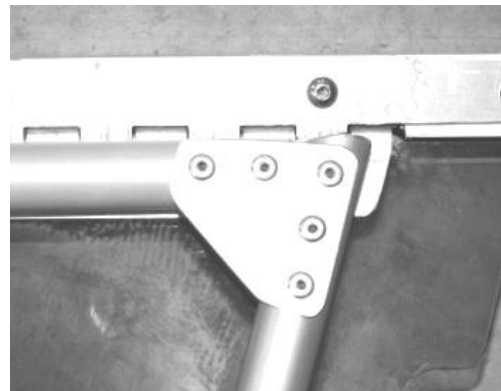


Figure 324 upper corner gusset plates.

18.2.3 Fitting the Lexan

- a) Mark out the Lexan sheets using the patterns supplied.

The Lexan is big enough but there is not much spare space. Lay out the patterns and find the best arrangement to ensure they can all be cut from the sheet.

Cut out the Lexan using a pair of large tin snips.

The patterns are supplied as a guide and your individually constructed doors will vary slightly, so cut out oversize to be safe.

- b) Remove the doors from the aeroplane for fitting the lexan. Fit the Lexan to the lower doors first.

Use the forward and upper edges as your accurate edges and trim so that these fit nicely. Allow a generous overlap on the lower and rear edges, which can be trimmed later.

- c) Before riveting mark the position of the holes to be drilled on the doorframe.

Use a nominal rivet spacing of 60mm adjusted where required to provide an even spacing on each side. Remove the protective covering from the inside face of the Lexan, leave it in place on the outside, but remove it using your fingernail around each point to clear the rivet heads.

The front vertical tube is riveted in position with the lexan. Drill the hinge and tube at this stage ready

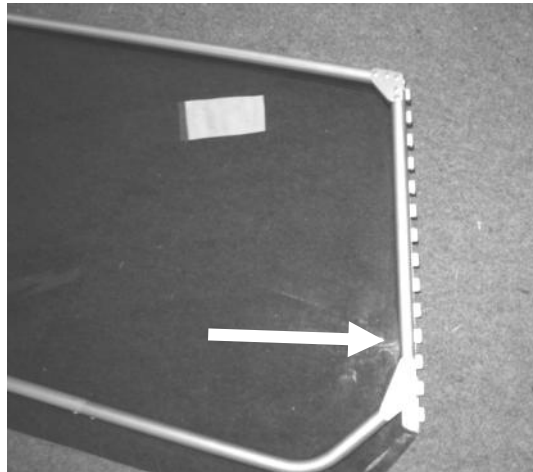


Figure 325 front tube

- d) Drill and rivet the Lexan into place.

Work from the upper front corner, outwards and downwards together. When drilling angle the drill slightly away from the last rivet. When squeezing the rivets bring the rivet upright. This then applies some light tension to the Lexan and prevents the Lexan bulging between rivets.

Take care when drilling to ensure the tube is drilled centrally.

- e) Repeat this process for the upper doors.

The upper edge of the Lexan is your accurate edge and should be butted up against the edge of the angle. Cut a recess around the hinge bulge to achieve this, using a file or dremel.

Allow generous overlaps front and rear and with the lower door at this stage.

- f) Refit the lower door. Using a chart pen or similar accurately mark the lexan for trimming.

It should fit evenly just inside the joggle on the glassfibre door sill and overlap the rear window by 25mm at the rear. Dress the final edges with a sanding block to get a nice smooth rounded edge.

Apply 3mm self adhesive foam strip on the upper edge of the lexan aligned with the top edge, where the upper door will overlap.



Figure 326 lower door lexan fit

- g) Refit the upper doors, mark and trim the lexan.



Figure 327 upper door lexan fit

The rear edge of the windscreen sides should earlier have had two lines of 1x10mm self adhesive foam applied, and the rear windows forwards edge a beading strip and a line of 3x20mm self adhesive foam applied. If not do it now!

The lexan overlap should be cut to match the edges of this foam. In addition a small cut out area to allow the lexan to pass around the end of the rear upper fuselage longeron SKR2.

18.2.4 Fittings

- a) Drill through the centre of the upper door frame lower tube 480mm from the forward edge of the door using a 6mm drill bit to accept the door handle.

This measurement doesn't need to be exact, but should be even between sides. And either be through a rivet position or between two.

- b) Use the handle / catch parts from the main kit, inserting the handle through the hole in the doorframe.

- c) On the inside fit a thin plastic washer followed by the plain nut, hooped shape handle and Nyloc nut.
- d) Tighten the nuts against one another to lock the parts into position.

Adjust the position of the nuts so that some friction is felt when rotating the handle. The hooped handle can be left as is or the hooped part cut off to leave a flat lever as desired.

Some protection to stop the lever scratching the lower door tube is desirable. In Figure 328 below the lever has been fitted with some heatshrink (the black band) to achieve this.

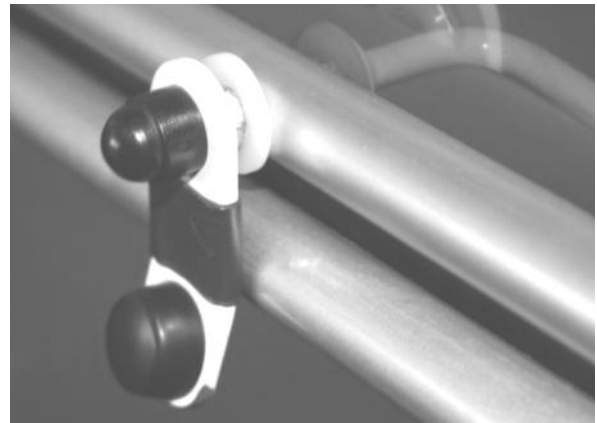
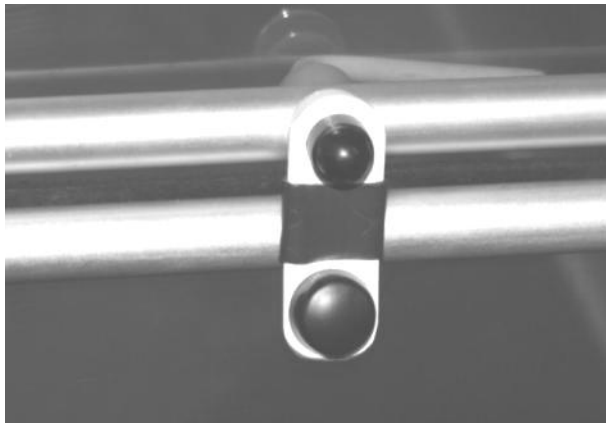


Figure 328 upper door catch (this one has had the hooped part cut off, is bent inwards slightly and has a skiffy cap fitted to provide a handle 'knob')

- e) Fit the forward catch by drilling a 5mm hole in the forward vertical of the upper door frame just above the bend radius (see Figure 329)

.Assemble the parts with two 3mm plastic washers, and a saddle washer between catch and doorframe.

- f) Adjust the tension to achieve some friction.

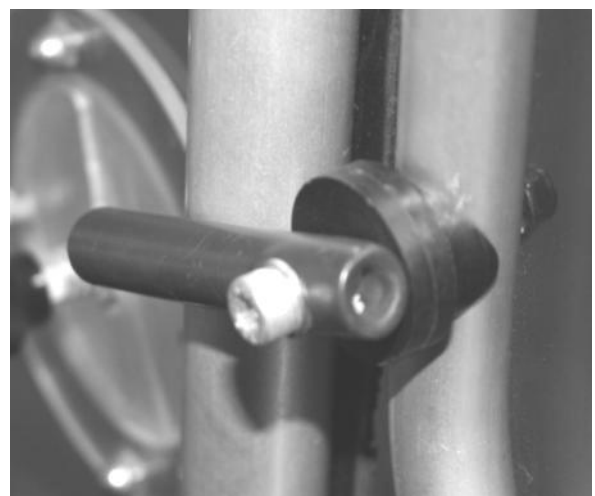


Figure 329 upper door forward catch.

g) Fit the door catches.

Offer up the catch and aluminium angle. Determine the best position to fix the angle to the door pillar, so it lies flat against the gusset plate on the door, and doesn't cross any rivet heads. Drill and rivet it in position. Use two 4mm steel rivets and snug down firmly, so that it fits tightly with no movement.

Determine the best position for the latch, ensuring maximum engagement when closed. Mark the position and drill and rivet in position. Note that two 4mm washers must go between the latch and gusset plate under each hole to raise the latch enough to slide over the angle.

The door catch is activated by pulling the wire. Fix the front end with a 4mm rivet to the underside of the door tube leaving a slight bow.



Figure 330 door catch

h) Fit the open door keeper.

This should be positioned so that the door handle can be rotated into it. It is fitted to the wing surface with two screws (cut these to length) with spreader plates made from two rectangles of scrap Lexan 30mm X 150 (15mm radius at each end) either side of the wing fabric. This job will require two people or very long bendy arms!



Figure 331 door open keeper.

- i) Now check final fit of the lower door when closed and latched, then fit the front gusset plates.

We didnt fit these parts earlier becuae it is difficult to gurantee a nice fit between the lexan and the glassfibre at the bottom.

Verify the fit – it may be that the door needs twisting a little to get an even fit, but will spring back when you release it. Hold it in position and drill for the gusset plates. Still holding it in position and slightly overbent, apply the rivets.

This will then make the door far more torsionally rigid.

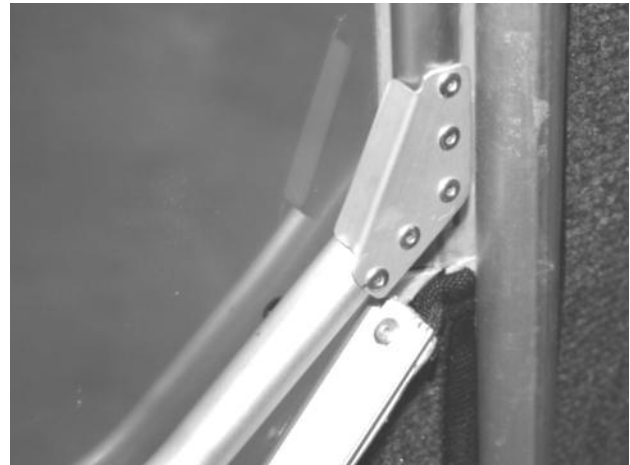


Figure 332 upper and lower gusset plates (port side lower door)

18.3 Wing Root Fairings

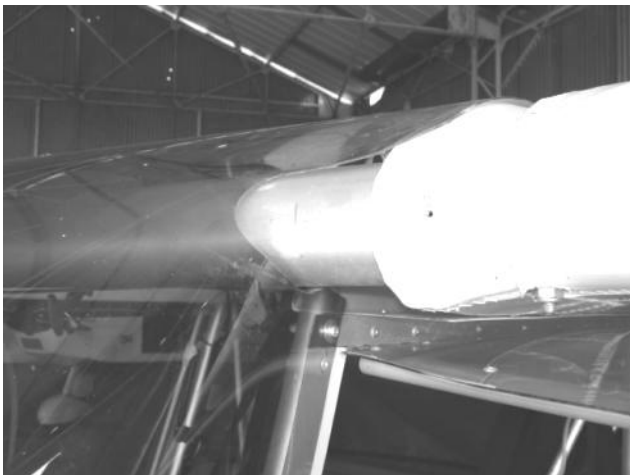


Figure 333 wing root fairings

Use the 4x10mm white plastic pan head screws to secure these.

7 screws evenly spaced should be sufficient. Make sure the outermost on the top is not drilled too close to the wing root batten where the nut might foul it.

For best effect against the tinted screen viewed from the inside, we painted the inside of the fairings black, and use the black domed headed nuts



Figure 334

Note for swift 2 the winscreen curve is slightly different to the nynja – for which the fairings were moulded. The lowermost fixing screw shouldnt be drilled too low as the moulding doesnt sit too flat on the final inch or so. The picture above shows the correct position.

18.3.1 Draft excluding

Included in your kit are some foam cored fabric panels to balnk off teh wing root and exclude drafts. Thse attach with velcro – on the face of the lower angle strip and the outside of the upper SKR34 cabin roof tubes.



Figure 335

- a) To seal the gap between the top of the door and the wing root on the outside of the cabin strips of lexan (made from offcuts of the screen / door glazing) can be fixed to the angle strip. The front edge can be bent upwards to tuck under the wing root Cuffs.

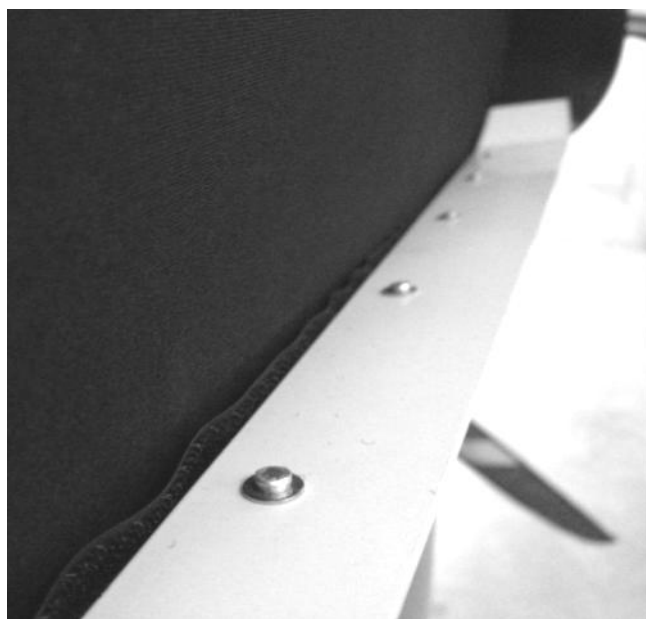


Figure 336

- b) In the pictures above we used white plastic cut from some domestic house soffit material and rivetted it through the angle with some washers to spread the load into the plastic. However the rivet heads can abrade the wing lower root batten – so we filed ours down flatter and smoothed any rough edges as shown above left.

19 Seats and Seatbelts

19.1 Seats

- a) Assemble the frame as per the drawing, noting that the seat back piece is not fitted quite yet.

Note the choice of holes in the front of the side tubes, to set the seat position. If the seat is positioned forwards, a wooden spacer or similar should be made and secured with cable ties to support the seat back.

Insert the front three tubes into the front of the seat, then lever apart the rear ends of the side tubes and secure to the rear tube.

- b) It is worth cutting the threaded ends of the eyebolts to the minimum 1.5 threads showing above the Nyloc, in order to make the seats more comfortable when getting in and out of the aircraft.
- c) Fit the seat frames to the aircraft.

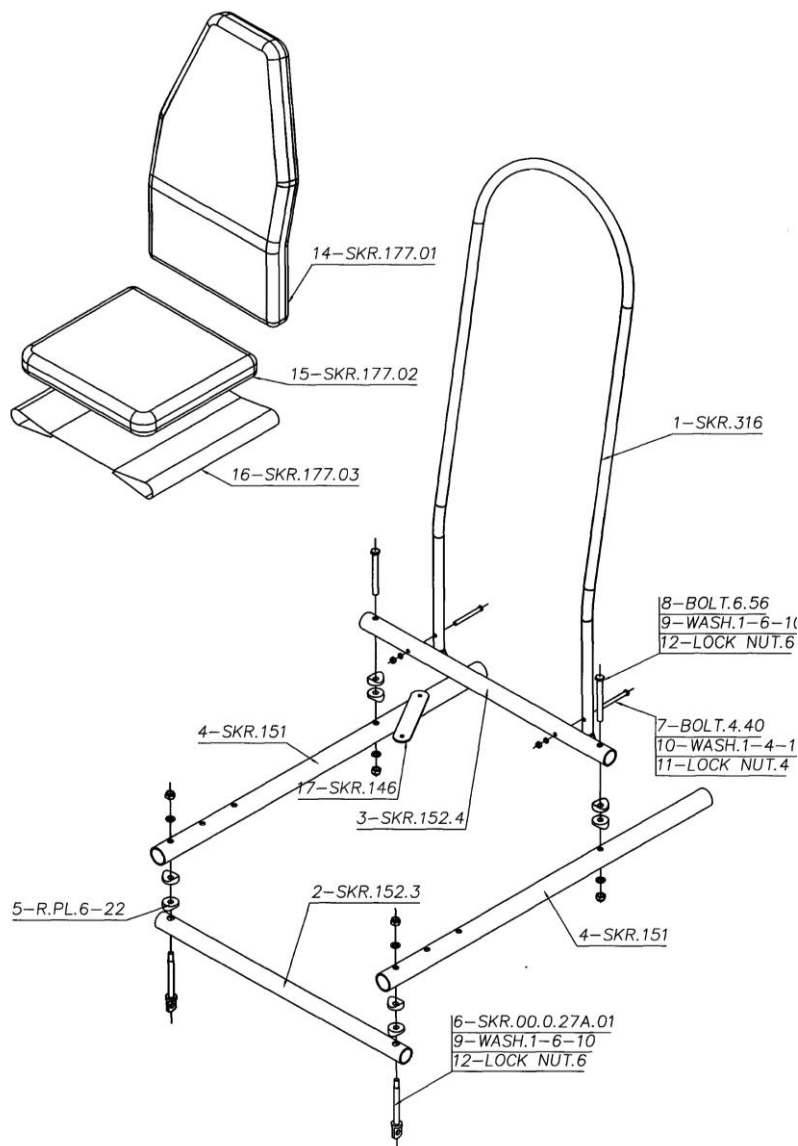


Figure 337 seat frames.



Figure 338 seat base.

- d) The seats themselves have a frame inserted into the back. This should be bolted to the rear of the seat base frame with the seats in position.

Note that the seat frame threads in to holes in the seat back fabric that run most of the length of the seat. It is a common mistake only to pass the frame through the short webbing reinforcement strips..

Ensure that the securing bolts have the threads pointing forwards. It is acceptable to drill out the holes in the seat base to 5mm, which allows some movement of the bolts without straining them.

A wooden seat base is included which may be useful for shorter pilots. Taller pilots should omit this to give increased head-room.

- e) Install the seats into the aircraft using clevis pins and split pins.
- f) A small diagonal bracing piece should be fitted to each seat base ,Fig 339. This is a mandatory requirement specified in Service Bulletin SKR-SB-001.

The brace should be at approximately 45° to the two tubes to which it attaches. Mark the position of the brace on the seat base rear tube, and drill and rivet in place with a 4mm steel rivet. Then, with the seat in position on its supports, mark and drill the other hole to accurately hold the correct position, and secure with another 4mm steel rivet.

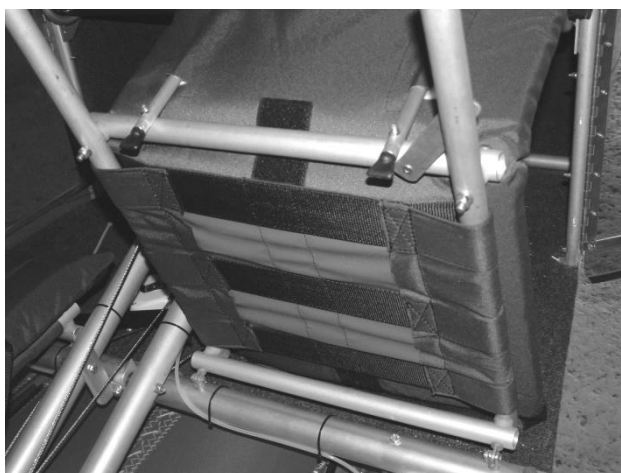


Figure 339 diagonal brace

19.3 Seatbelts

- a) The seatbelts should already have their shoulder straps looped over the upper rear cabin cross-piece, Fig 340.

This was done before the covering was riveted along the front of the cross-piece – take care not to drill and rivet through the belt!.



Figure 340 shoulder strap looped over frame.

- b) The lap strap part of the seatbelts should be looped around the main undercarriage cross-beam.

Take a double wrap around the beam to prevent the strap slipping under side-loads.

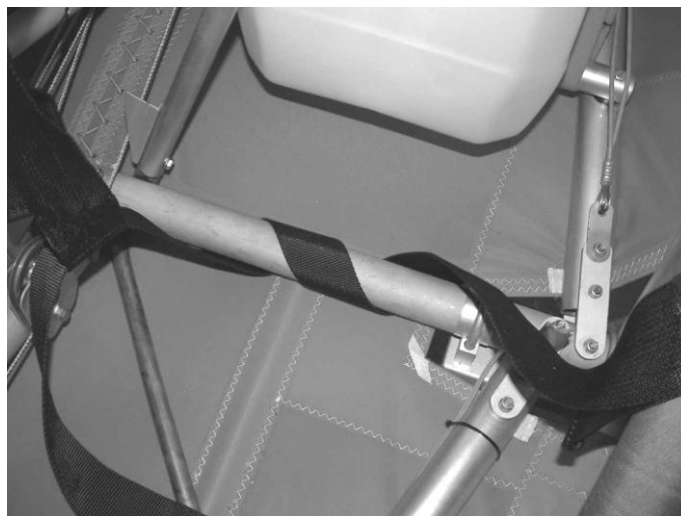


Figure 341 lap strap looped around undercarriage beam.

- c) The seatbelt should be brought around the front of the seat, without passing around the drag link upper brace (the diagonal steel tube with the cover) Fig 342.



Figure 342 position of seatbelts.

19.4 Centre console.



Figure 343 console overview

- a) If fitted, remove the instrument panel surround fairings. Undo the instrument panel and lift it up out of the way for initial console fitting.
- b) If using the centre stick, cut an opening in the centre console around the stick position as shown in Figure 344 below

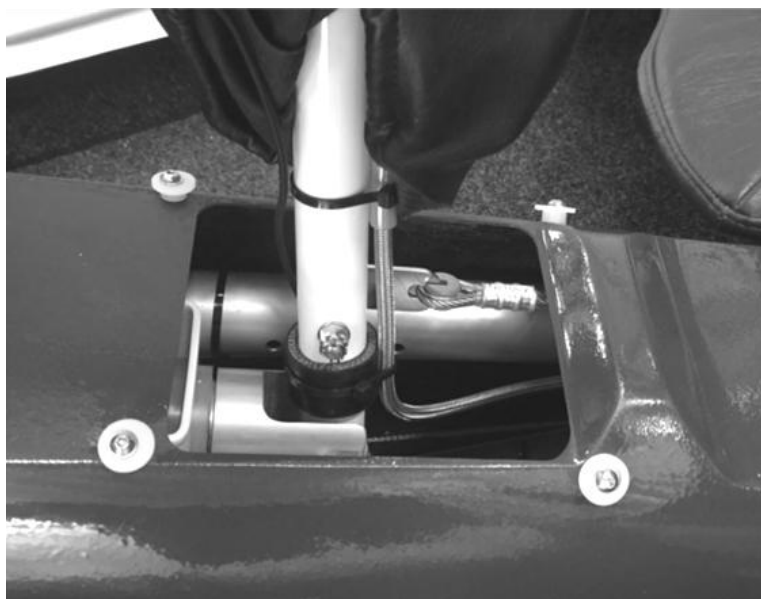


Figure 344 stick opening

- c) Put it loosely in position and mark and cut a preliminary slot for the trim lever (30mm from centreline of console) – or alternatively undo the lever and lay it out of the way and make the slot later.

- d) Trim to fit

Cutmarks are provided to indicate where to cut to fit over the SKR15. The marks in the side of the fairing are where to trim for the dual stick option.

It will also need trimming around the front upper corners as shown below.

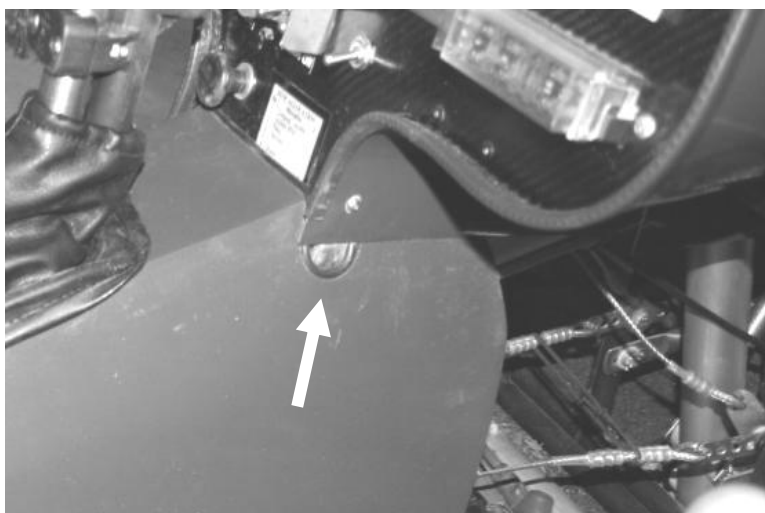


Figure 345 front corner trimming

- e) Use thin Aluminium angle fixed to the floor with self tapping screws, to mount the lower edge of the centre console.
The angles should be 150mm apart

The console should fix to the angle with screws each side – use the 4mm captive lugnut clips and self tapping screws.

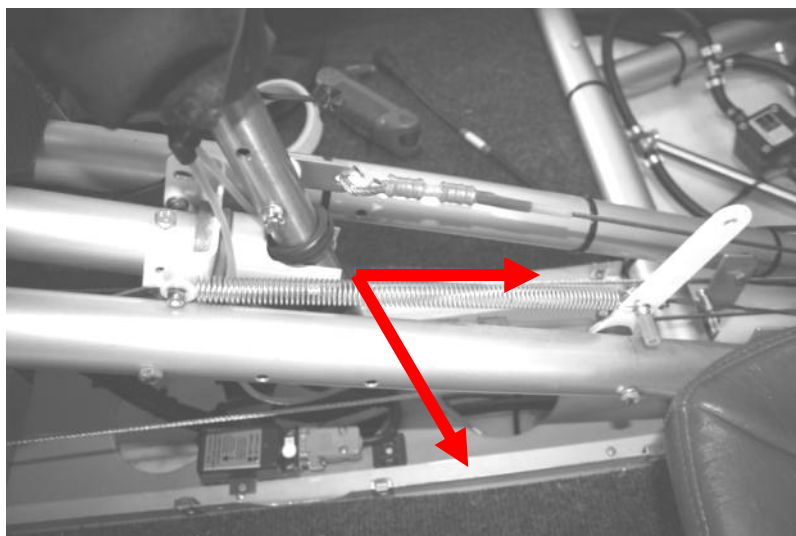


Figure 346 lower fixing angles

- f) Confirm full and free movement of the stick and open up the hole as required for clearance

Note that the rear edge should be cut up the side of the recess.

*Drill and fix the top hat bushes that form the retaining points for the controls stick gaiter using the dimensions shown below..
These fit with 4x16mm stainless screws, nuts and washers.*

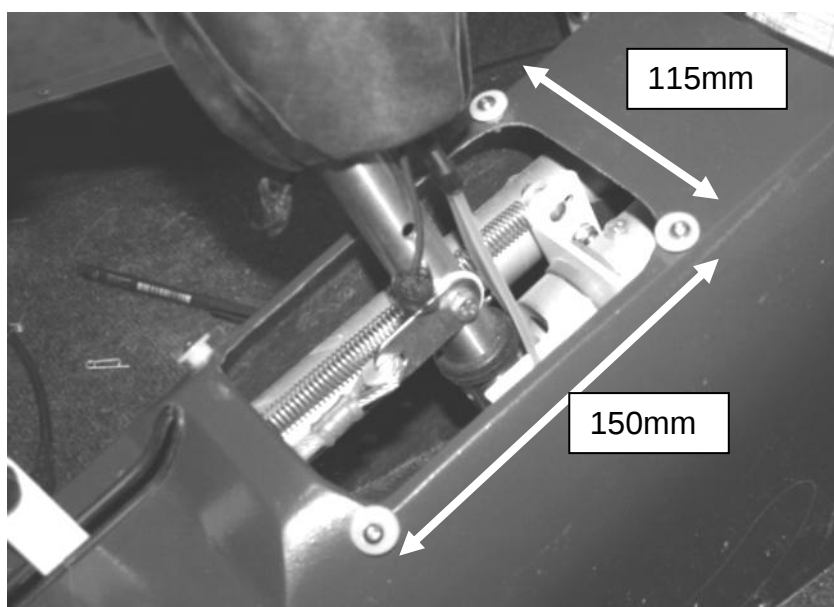


Figure 347 Control stick gaiter fixings.

- g) The front edge of the console where it butts against the instrument panel can also be edged with the rubber beading included in your UK kit.

19.5 Fitting the optional Composite Seats

- g) Assemble the frame as per the drawing

Note the choice of holes in the front of the side tubes, to set the seat position.

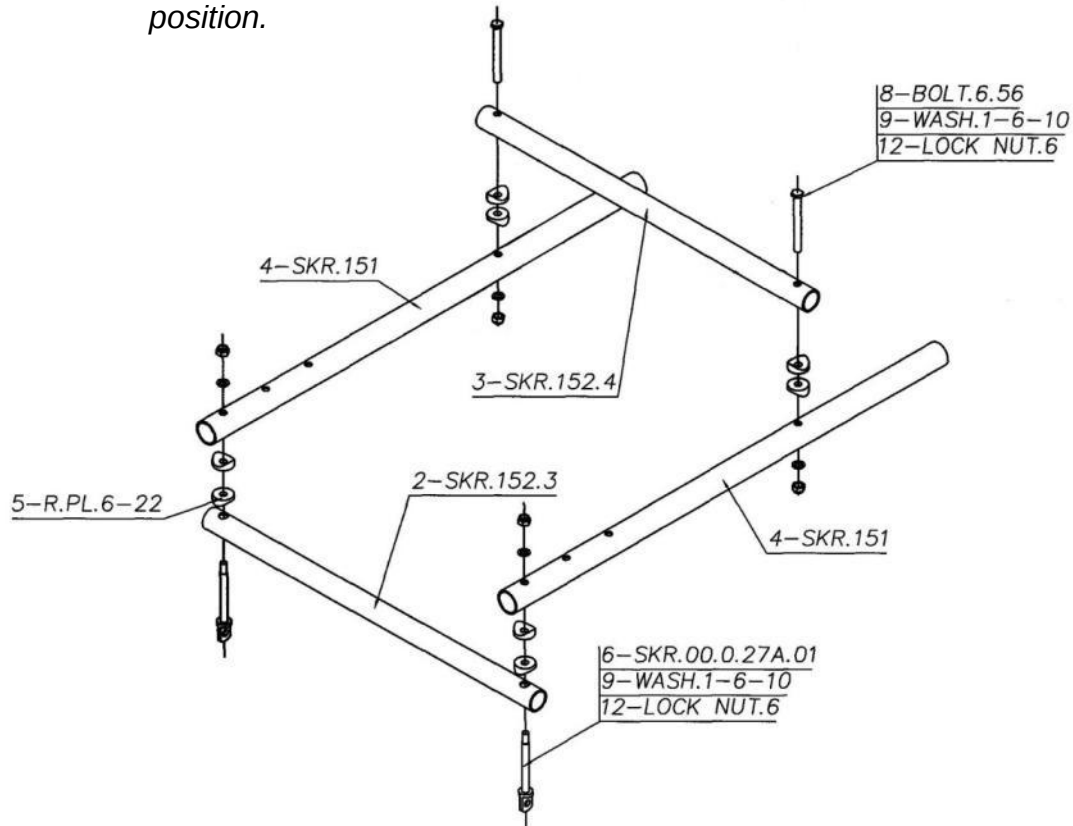


Figure 348 seat base

- h) Rest the glassfibre part of the seats on the base and drill and fix them.

Front is fixed passing the SKR 0.27a eyebolt through the seat base.

At the rear the seat is fixed with a P clip, and 5mm panhead bolt



Figure 349 Front and rear fixings

- i) Trim the front inside edge as shown below to facilitate clearance from the centre console.



Figure 350 inside front corner trimming.

- j) If quick adjustment between length positions is required a second front crossmember may be fitted as shown below



Figure 351 optional second cross member

- k) Attach the two strips of Velcro to match the Velcro in the inside of the seat covers, and then put on the seat covers.

The covers have a cord running around a pocket in their perimeter. Make sure this is slack and then tighten after fitting. Push the east cover down into the seat pan to fully engage with the Velcro strips.



Figure 352 seat cover fitting

20 Wheel Spats

20.1 Standard type



Figure 353 spats.

20.1.1 Nose Wheel

- Check that the axle is correctly positioned behind the forks.
- The spat should be offered up to the nose-wheel, to mark the position of the hole for the nose-leg, if not already marked and/or cut-out.

Cut the hole using the same technique as those cut in the instrument panel, link-drilling and finishing with a flap-wheel. Cutting a little oversize and finishing the hole with rubber edging super-glued into place gives a good effect.

Spat should be positioned with wheel well forwards to minimise the amount of spat sticking forwards. The lower edge should be level with the ground – or very slightly raised at the rear for best aerodynamic effect.

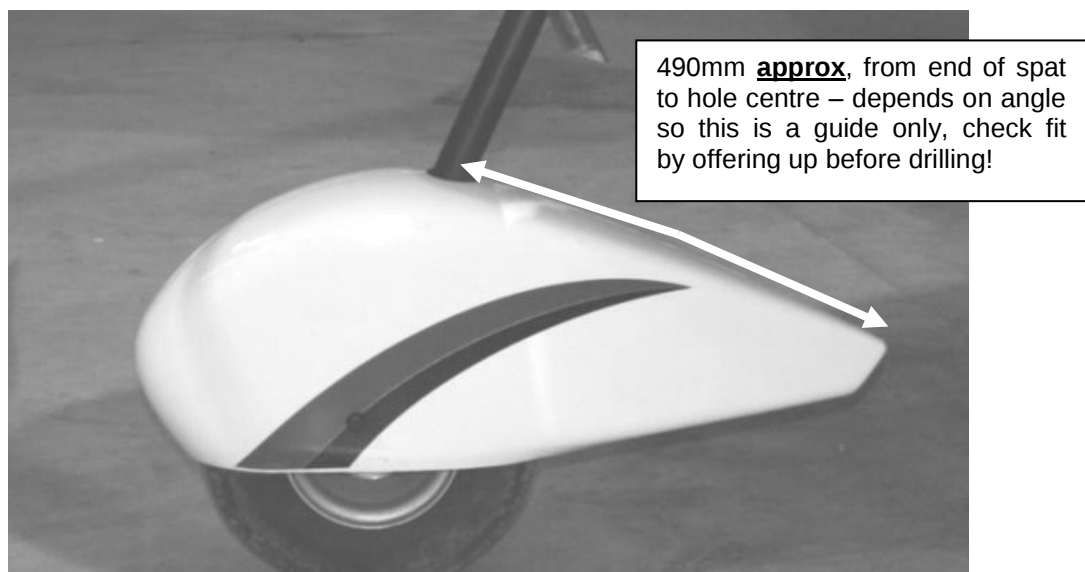


Figure 354 nose wheel spat.

- c) The spat should be slipped over the nose-leg, and positioned as required. Mark a point on the spat corresponding to the fork of the nose-leg, close to the bottom of the spat.

The nose-leg will have to be dropped out of the aircraft to fit the nose-wheel spat. Undo the bolt securing the nose-leg at the top of the leg, and the bolt securing the steering bar to the nose-leg. Have someone hold the tail of the aircraft down whilst you slide the nose-leg out.

The spat was not fitted earlier to protect it from all the parts which you dropped whilst fitting the engine!

- d) Drill the spat and the nose-leg for a 4mm diameter steel rivet or self-tapping screw on each side, and rivet the spat in place.

A washer may be required on each side between the fork and the spat to achieve the correct spacing without distorting the spat. A washer on the outside helps spread the load.

20.1.2 Main Wheels

- a) The spats may be positioned as per Fig 355

Note the bulge goes to the inside to encompass the brakes, with the flat spat side outwards.

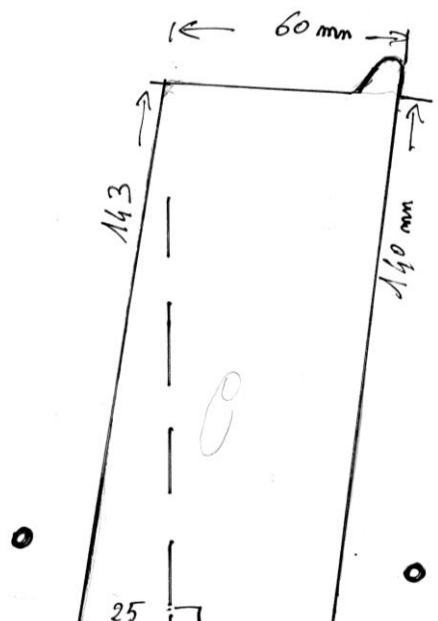
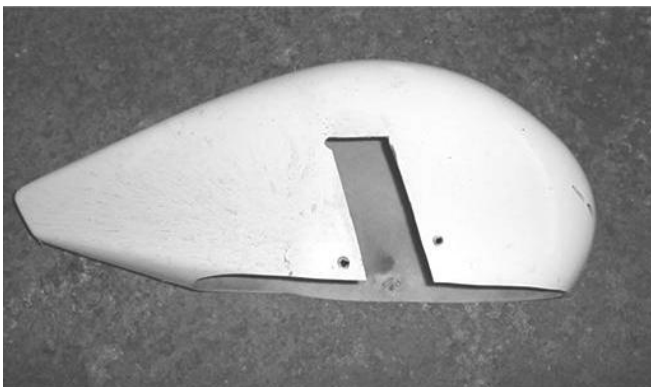


Figure 355 main wheel spats

- b) The spats will have to be cut away to clear the undercarriage leg

Again note that the spats fit over the brake callipers.

- c) Remove the standard wheel retaining tubes and fit the wheel retaining extension tubes from the spat kit.

They are supplied drilled at one end – this is the end the aluminium angles fit. Attach with the M5x20 bolt supplied. The retaining tube should be drilled to suit where it attaches to the axle, so that the wheel is retained with no play along the axle.



Figure 356 spat brackets.

- d) Fit the spats and secure them with M5 bolts with Nylon washers under the heads to protect the fibreglass.

Three bolts secure each spat, two on the inside and one on the outside.



Figure 357 spat, showing outer mount bolt.

20.2 Fitting the teardrop spat option.

20.2.1 Nose Wheel

a) Check that the axle is correctly positioned behind the forks. The nose wheel leg will need drilling at the position shown below for the wheel spat attachments. Either use a 5mm rivut as shown, or drill and tap to an M5 thread

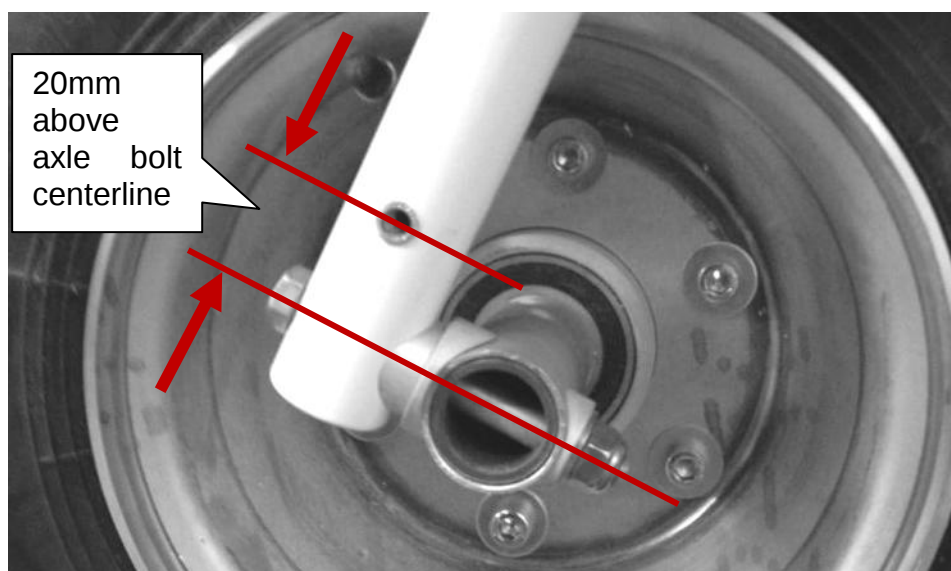


Figure 358

- b) The spat should be offered up to the nose-wheel, to mark the position of the hole for the nose-leg, if not already marked and/or cut-out.
- c) As a guide the holes should follow the following measurements – all using a flexible measuring tape laid to follow curve – a dressmaking tape is ideal:

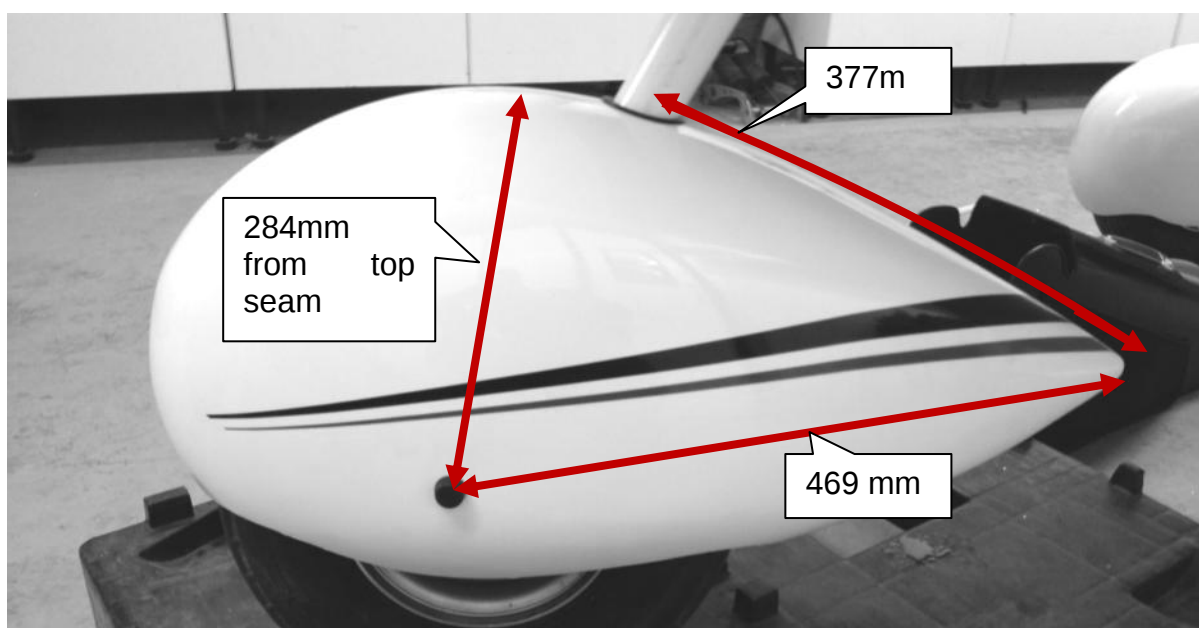


Figure 359

- d) The top hole for the nose leg to pass through should be 40mm, and then enlarged a little to produce a slight front to back oval so the nose leg can pass through at the required angle. Use the rubber beading that is supplied in the kit to edge the hole. For it to fit the glassfibre may have to be sanded a little thinner around the hole edge. Aim for the completed and edged hole to be slop free fit over the nose leg.
- e) Drill the attachment holes 5mm diameter. The spat attaches using 2 x M5x50 bolts and 30mm spacer between fork and spat sides. Under the head of the bolt should be – M5washer, skiffy cap base, 1.5mm plastic washer.



Figure 360

The nose-leg will have to be dropped out of the aircraft to fit the nose-wheel spat. Undo the bolt securing the nose-leg at the top of the leg, and the bolt securing the steering bar to the nose-leg. Have someone hold the tail of the aircraft down whilst you slide the nose-leg out.

The spat was not fitted earlier to protect it from all the parts which you dropped whilst fitting the engine!

20.2.2 Main Wheel spats

These will come either marked out or with a cut out template. The template references on the inner attachment screw holes. Position of these holes is shown below (all dimensions around curve as previously:

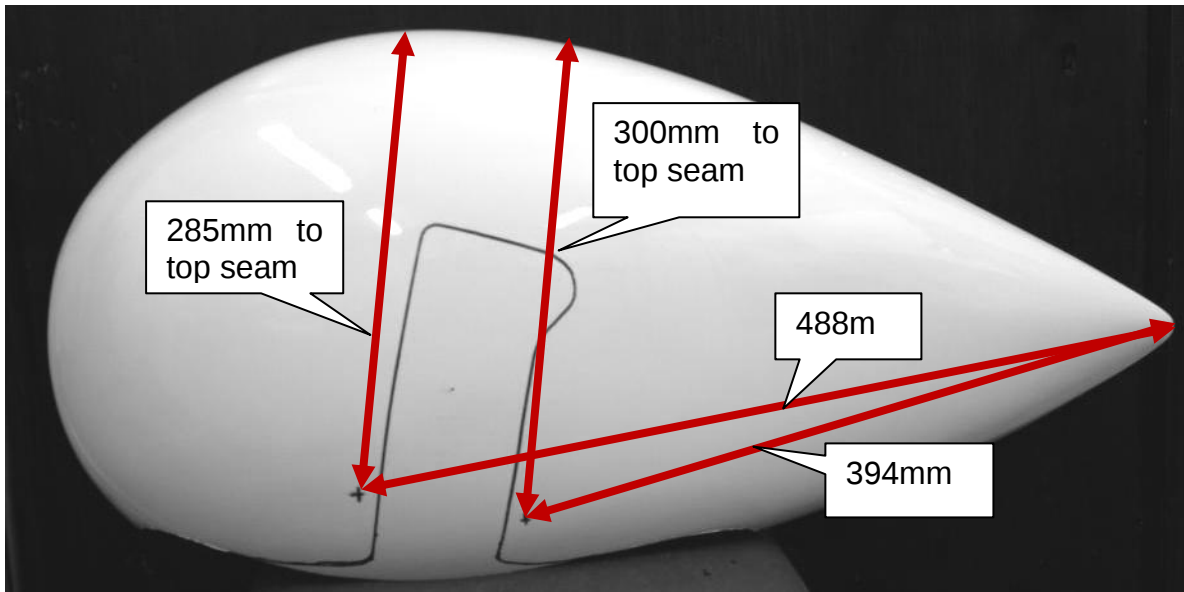


Figure 361

Cut out using a dremel or similar, sand finished edges smooth. Note that spat fits over brake calliper. The outer attachment hole position is as shown below. Drill all attachment holes 6mm diameter.

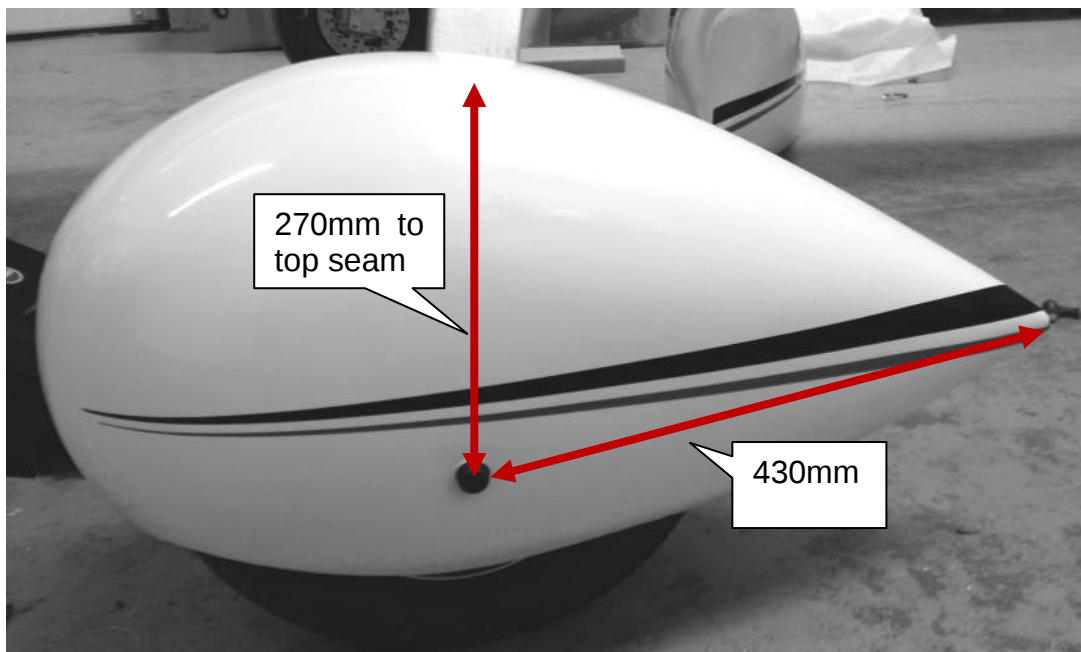


Figure 362

The inner attachment bracket should have been fitted earlier – as was detailed in the main build manual. If retrofitting spats fit them now. Use the new slightly longer M6 bolts supplied.

The outer attachment bracket fits on top of the axle and is held by the wheel retaining bolt – the bolt should pass through the second hole in the bracket – fig 342

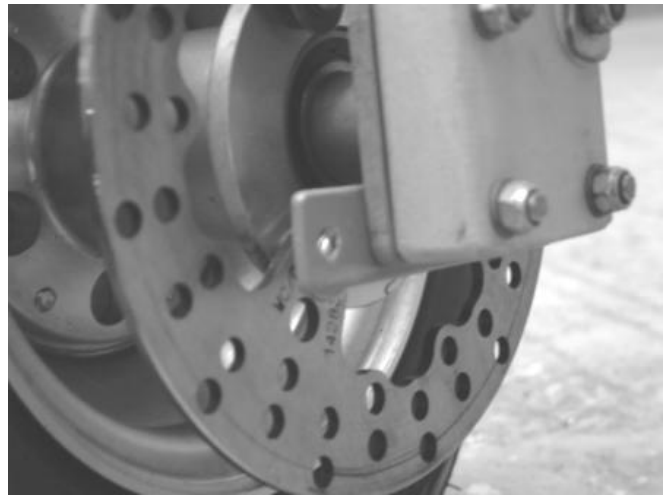


Figure 363

The main wheel spats attach with 2 x M6x20 screws to the inner attachment bracket, under the screw head should be a skiffy cap base and 1.5mm plastic washer.

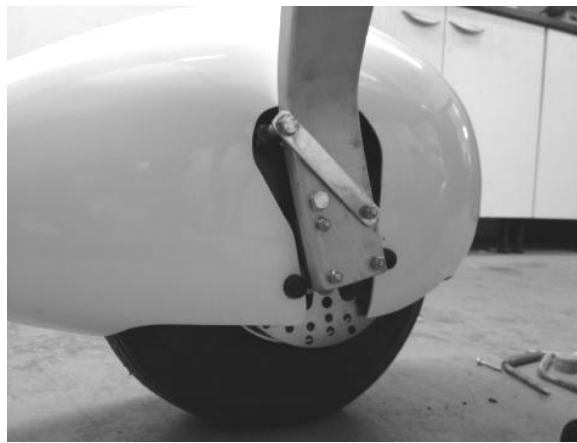


Figure 364

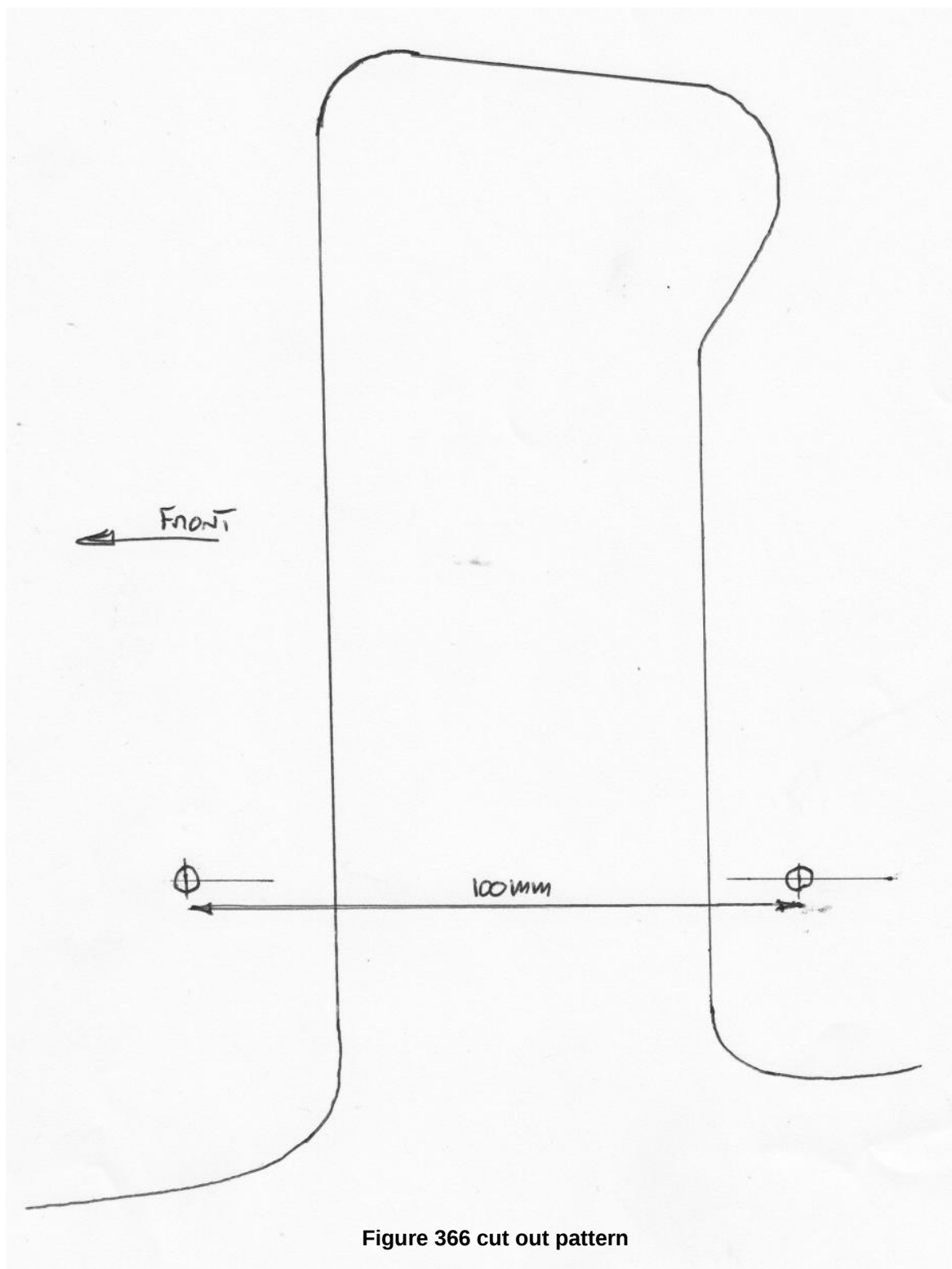
The outer attachment bolt is an M6x50 and a 20mm plastic spacer bobbin. Under the head of the bolt should be – M6 washer, 1.5mm plastic washer.



Figure 365

The spats as supplied have generic openings for the wheels. It will be necessary to trim in places to give adequate clearance from the tyre. Aim for a minimum 10mm gap between tyre and spats.

Some final sanding and fettling may be necessary on the gear leg cut out section and inner attachment holes to get angles aligned between left and right spats, and to avoid abrasion on the gear legs and the brake lines.



21. Fairings

All fairings are supplied as trimmed from the mould and will require edges sanding smooth and even.

21.1 Lower Fin Fairing



Figure 367

This fits at the base of the fin and attaches to the fuselage covering.

It may come out of its packaging slightly distorted. If so warm with a heat gun and it should go back to its original shape. Take care not to get it too hot..! Some pressure can be applied as it cools if necessary.

Often it can be a bit tight where it slides over the fin leading edge spar. If it is don't force it or it may crack. First sand the inside so there are no lumps and its nice and smooth. If its still tight warm with a heat gun and prise gently apart using something similar or very slightly greater thickness that the fin leading edge and allow to cool whilst held this way.

For extra protection we used some prop tape stuck over the fin leading edge where the fairing sits against it.



Figure 368

- a) The fairing is supplied over long and must be trimmed at the rear to fit as shown below:

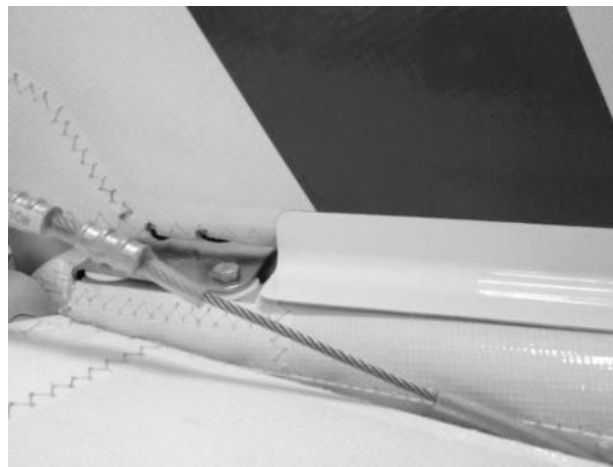


Figure 369

- b) The sides may also need sanding and tapering slightly at the rear for best cosmetic affect.
- c) At the front the fairing must pass over the fuselage centre batten. Sand down the front of the fairing into the raised centre portion so that it follows the necessary contour as shown below:

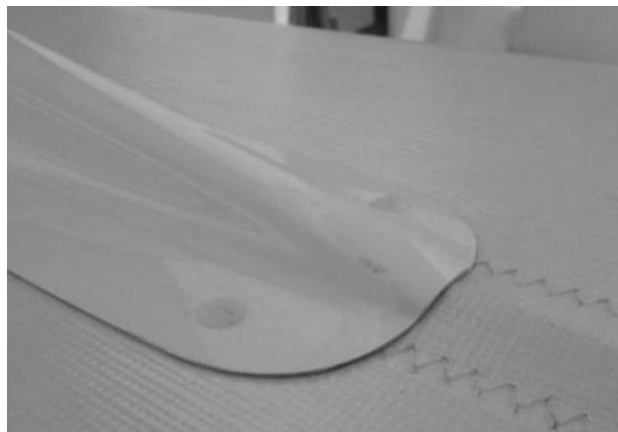


Figure 370

- d) The fairing fixes to the fabric using 4x 8mm plastic panhead screws. We used 8 each side. Drill the fairing for these and then with fairing in perfect position use a small watchmaker's screwdriver or bradawl and push through the holes and puncture the fabric. Then push in a screw and move to the next.
- e) Underneath the fabric on each screw there is a plastic penny washer and then domed nut. A small dab of superglue in the nut stops them coming undone – but don't delay screwing it on and up to tension after applying the glue!

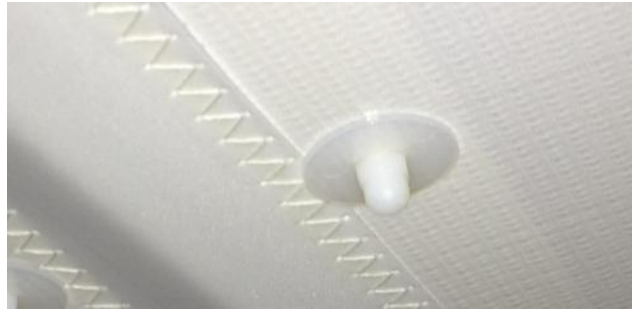


Figure 371

21.2 Upper Fin Fairing



Figure 372 Upper fin fairing

- a) Sand the inside of the fairings at the rear where it slips over the fin leading edge tube, and the trailing edge tube.

This will help ensure a smooth non abrasive surface where the two meet.

- b) Ensure a good straight fit, and drill and fix using 4mm aluminium white rivets.

Use clecos / skinpins before rivetting

The leading edge should be secured with two rivets on the fin leading edge centreline – one 20mm from the lower edge of the fairing and the

other 140mm. Make the holes in the glassfibre slightly oversize to avoid splitting the gel seam when the rivets are pulled. If this does happen its only cosmetic (glassfibre is laid up over the join inside during construction) And can be finished with a self adhesive pinstripe.

Use 3 rivets on each side through the rear spar – taking care to position the top rivet hole below the existing rivet under the covering at the top of the tube.

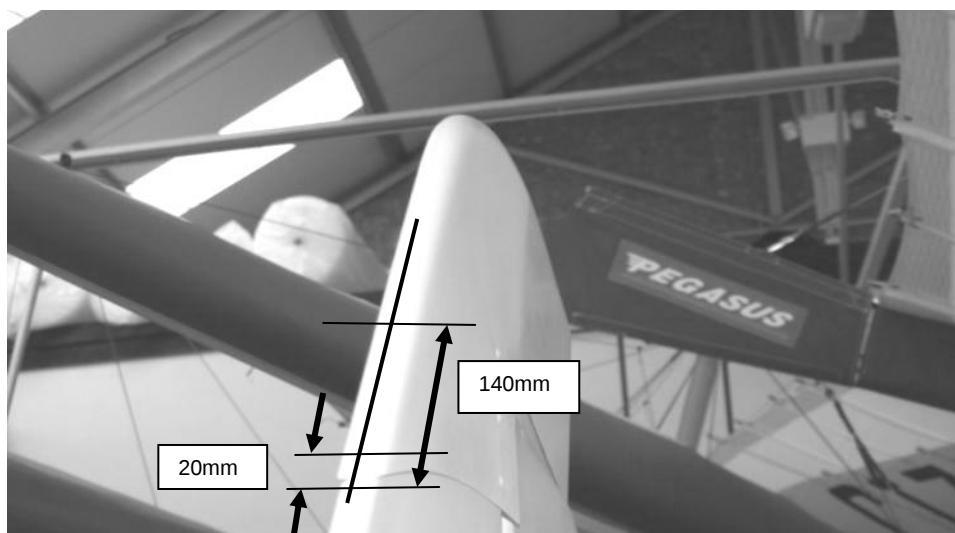


Figure 373 rivet position

21.3 Wingstrut end Fairings (Socks)

These are simple reinforced fabric fairings that velcro into position on the outer strut ends as shown below. Strips of velco are then stuck on the wing covering to secure the outer ends.



Figure 374 strut end fairings

21.4 Wingtip Fairings – Standard and Winglet option



Figure 375 wingtip fairings

- a) These attach with 5 white aluminium rivets on the top and 5 below. Or alternatively 4mm rivnuts and 4mm stainless buttonehead screws can be used.

These should fix the wingtip fairing to the tip tube. Take care not to drill through the U brackets at the ends of the tubes.

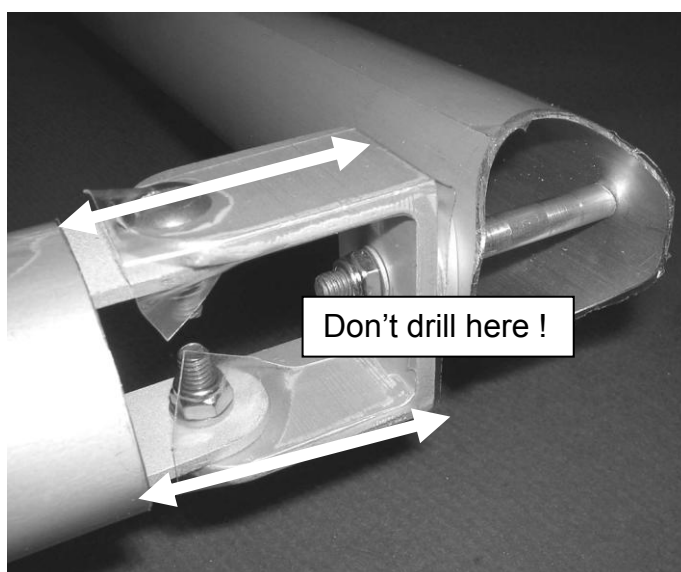


Figure 376 Wing tip

- b) Drill the wingtip fairing 35mm from its edge (Winglet type), for standard type offer up and establish best fit and mark and drill to suit to intercept tube centreline.

After verifying where to drill, and checking clearance from aileron, drill the wingtip fairing first. Then offer it up and drill through the holes into the tip tube.



Figure 377 marking, drilling and fixing the winglet type wingtip fairings.

22 Heater option.

22.1 Description

This modification consists of a shaped and welded aluminum jacket for fitting around the Swift CKT exhausts system. Cold air flows into jacket inlet, and heated air flows out of jacket outlet. This is then ducted via flexible 'scat' hose to a heater control box which can be actuated via a dash mounted control knob, to divert the heated air into the cabin. Inside the cabin is a diffuser T to distribute heated air left and right.

22.1.1 Parts

Part	No. off
Heater jacket	1
Jubilee clips	2
Scat hose	350mm
Heater control box	1
Diffuser T	1
Cable L bracket	1
Actuating cable	1
Cable clamp	1
4mm screws	2
4mm nuts	2
4mm washers	2
5mm panhead screws	2
5mm nuts	2
5mm washers	2
Self tapping screw	1
Cable-ties	2



Figure 378

22.1.2 Fitting the heater jacket

- Heater jacket will already be fitted to new exhausts if heater option is specified at time of purchase. But it will be fitted upside down! (its used the other way on the Nynja). Remove and refit the other way up.
- Make sure jacket assembly is centered on exhaust can, the halves engaged with the Z combs on the mating edges, and clamped securely to the exhaust can with the large jubilee clips over the outer flanges.

22.1.3 Fitting the heater control box

- a) Heater control box sits at an angle. Align the top corner edge so it is parallel with the bend in the firewall. The dimension from side of noseleg guide to screw hole centre indicated by the arrow should be 70mm
- b) Mark the positions for the screw holes and drill 5mm. Mark up and cut the big centre hole 50mm. use a hole saw to do this, or link drill, cut and file. Offer up the inside plate and cut away the firewall foam so it can fit directly against the firewall.

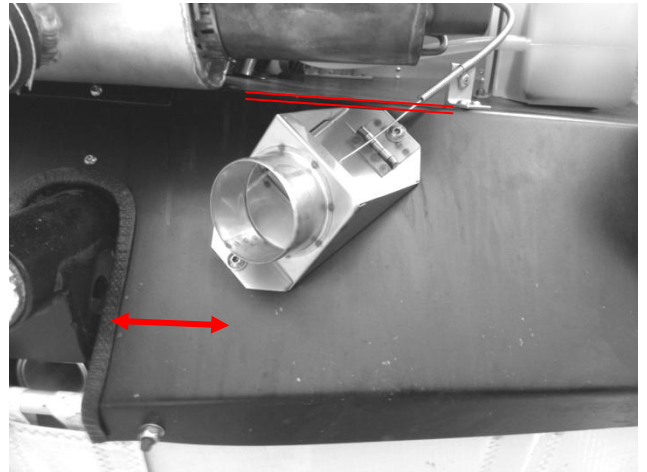


Figure 379

- c) The diffuser T pushes inside the flange. Orientate the T so it sits with outlets parallel to the floor. Make an alignment mark on T and flange. Remove both and drill both for the small self tapping screw to hold Flange and T together.



Figure 380

- d) Fit flange and heater box assembly to the firewall using the 5mm panhead screws and nuts. The T fixes to the flange with the self tapping screw. Ensure there is clearance from T and steering bar throughout its sweep of movement.



Figure 381

22.1.4 Control cable

- a) Plan the route of the control cable so it is a sweeping curve avoiding tight bends. Fit it in a convenient position in the instrument panel.
- b) The final approach to the heater control box should be with the end of the cable straight aligned with the heater control box.
- c) The cable is supplied with a generous length and will probably need trimming. Pull out the inner cable, and cut the outer, before re inserting and cutting the inner as necessary. Don't cut too much off..!
- d) Slide on the cable clamp, fix it loosely to the L bracket, and position the L bracket close to the fold of the firewall and at the best angle to hold the cable aiming up the centerline of the heater control box. Mark and drill for the fixing holes, and fix using the 4mm screws and nuts.
- e) Attach the inner cable to the arm on the heater control box. Adjust so that flap opens and closes smoothly and control knob bottoming coincident with flap closing firmly.



Figure 382



Figure 383

- f) Fit scat hose form jacket outlet to heater control box
- g) Trim length of scat hose to get a smooth run. Secure with cable ties around scat hose to clamp to flanges.

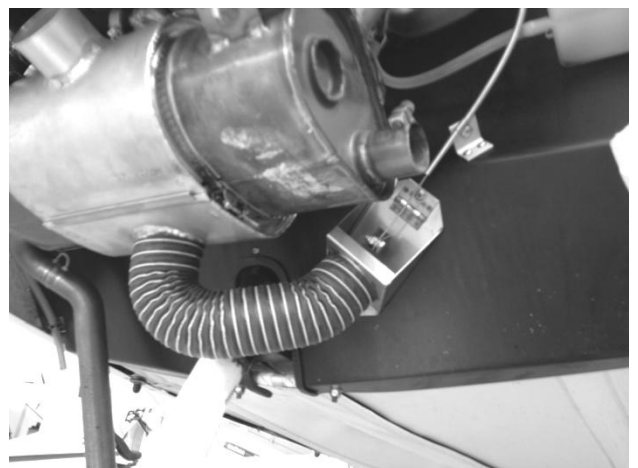


Figure 384

22.1.5 Lower cowling adjustment

The lower cowling needs rebating for clearance from the heater jacket outlet and scat hose – Swift 2 variant 2 systems only.

- a) Cut around as shown leaving 10mm clearance.
- b) The cowling cut like this will then leave it less rigid and it can blow up against the exhaust. To give it rigidity it is reinforced with a batten tube running across inside the cowling in the position show by the dotted line. Fix it in place with three rivets – one in the middle and one either end.



Figure 385

22.1.6 Operation and warnings

- a) Carbon Monoxide – heaters which use the exhaust as primary heat source can carry a risk of inducing Carbon Monoxide into the cabin air if the exhaust is damaged or leaking under the heater jacket. A carbon monoxide sensor should be fitted in a convenient location (we recommend on the instrument panel in a very visible location) and should be regularly checked for indication of carbon Monoxide.
- b) Floor covering – builders choose their own floor covering. The heater is very efficient and introduces air hot enough to melt edges of certain types of material. Test a sample of your chosen covering to ensure fire resistance and that fumes and melting does not occur under hot air conditions – a domestic DIY hot air gun held 200mm away on high setting is a reasonable simulation. If any doubt exists shield the area of the floor for the first 50mm or so around the heater vent with thin aluminium or similar.
- c) The heater takes it main heat source from the exhaust, and relies on higher pressure air ahead of the firewall to provide flow. Delivery of air volume into the cockpit will therefore vary with airspeed. Heat will also vary with throttle setting and will be most efficient during a prolonged full power climb and least efficient during a prolonged engine idle descent.
- d) The temperature and volume of the heated air is high, however heat loss in the cabin area can also be great. Attention to sealing drafts caused by door and window gaps will increase the apparent effectiveness greatly.

- e) With the heater valve open the sound deadening efficiency of the firewall is reduced. This is most noticeable during startup and taxi and ground running. If you are worried that your engine does not sound right during the power checks, first close the heater valve and then reassess!
- f) If any indication of smoke or possible engine fire is present close the heater valve immediately as part of the emergency drills.

23 Preparing for Flight

Rig the aeroplane ready to fly.

23.1 Airframe

23.1.1 Dihedral and washout

The following specifications are intended as a rough indication of the correctness of the alignment of the wings. Unless there is a noticeable deviation from these, such as the presence of anhedral or wash-in, any concerns will be addressed at the test flying stage where the use of different-length lift-strut end-fittings can be used to adjust the wing alignment.

- a) The dihedral should be around 1.2° per wing: a straight line between centre of the leading edge tubes at the wing tips should be around 10cm above the same position at the centre of the cabin.
- b) The washout should be around 1° at the wing tips compared to the wing roots: this corresponds to a twist upwards of around 2cm of the height of the trailing edge over the chord of the wing, from root to tip.

If this is grossly wrong it is likely that the internal bracing cables are not taught. If either cable is loose the turnbuckle should be tightened. If one of the cables remains slack whilst the other is tight it may be that the covering is not properly seated on the leading edge, requiring removal of the wing covering and refitting as per the instructions.

23.2 Aerofoil Jury struts

- a) Check that the eyebolt attachment in the wings are aligned fore and aft. Rotate if necessary. (note – eyebolts may be either male or female type)
- b) Loosely fit the lower U brackets to the wing lift struts. The horizontal bracing strut should be cut to length, drilled and fitted to the lift struts, with its ends flush with the ends of the brackets.

The front bracket is the one that leans forwards. The rear bracket is more upright. The rear bracket is not symmetrical however and has the edge most upright to the front.

- c) Fit the horizontal brace and U brackets as shown, with a thin plastic washer between the U bracket and the lift strut.
- d) Fit the Jury struts and bolt them into position.

The lower fitting uses a 4-40mm bolt. Thin plastic washers should be put both sides between of the jury strut and U bracket. If it is a male eyebolt the upper fitting has a rubber grommet fitted to the eyebolt to prevent lateral movement, and the Jury strut fits over this. Grommet not required if female eyebolt. It is then fixed with a 4-35mm bolt and

aluminium spacer over the bolt. Washers should be used both under the head of the bolt and under the nut.



Figure 386 Aerofoil jury strut overview

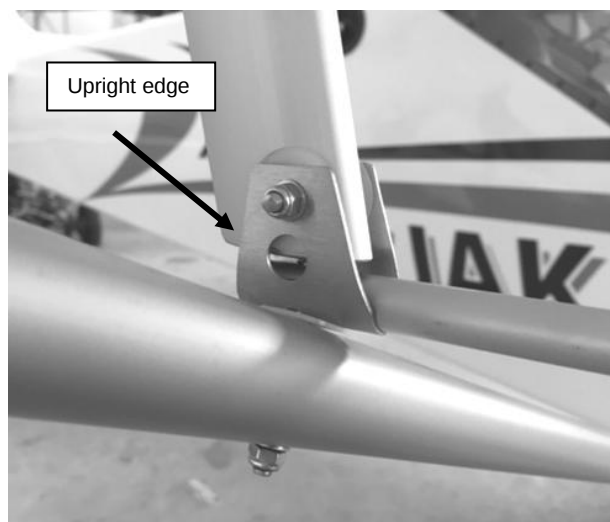


Figure 387 Rear and front lower fittings. Note orientation (looking from front)



Figure 388 Rear and front upper fittings.



Figure 389 Upper fixing hardware. Note position of rubber grommet

23.3 General checks

- a) Check that all nuts and bolts are properly tightened and threadlocked.
- b) Check that all bolts subject to rotation in use are correctly split-pinned.
- c) Check that all electrical connections are properly made, with no risk of short-circuiting.
- d) Check that all fuel, oil, and water pipe clips and other connections are properly tightened and sealed.

23.4 Baggage Bag

- a) Loop the rear securing straps around the base of the rear fuselage bracing frame at its lower corners, with the buckle towards the fuel tanks.

The strap should loop around the back of all the tubes.

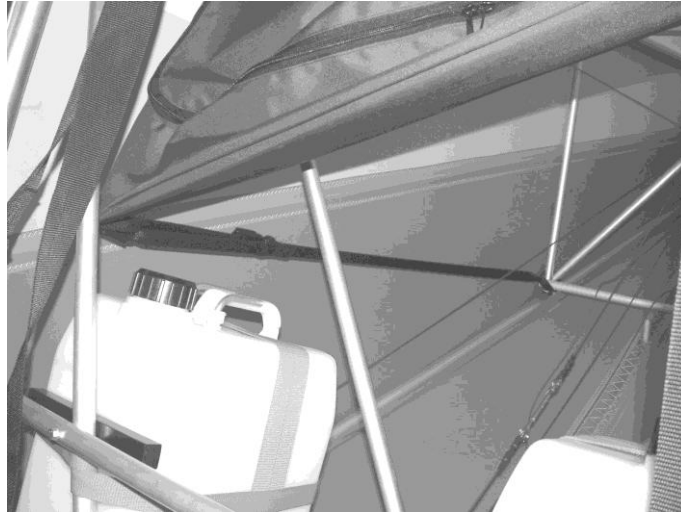


Figure 390 rear securing strap.

- b) Pass the upper securing straps around the upper rear fuselage tubes above, but not around, the turnbuckles.

The straps will have to be slid back down the tubes for them to reach.

- c) Burn a hole through each strap where the Velcro is, and secure with small pan-head bolts, with the pan-head towards the tube.



Figure 391 upper securing strap with Velcro and bolt.

- d) Burn holes in the lower Velcro straps and secure with small pan-head bolts.
- e) Connect the lower straps to the rear securing straps using the click-in buckle.

Note that the lower fixing do not go around the rear cabin uprights TU6. The baggage bag should be free to move upwards and backwards or access to the fuel tank fillers will be restricted.

23.5 Controls

- a) Mount all the control surfaces and secure with split pins, unless further transportation is to occur.
- b) Check the full and free movement, in the correct sense, of all combinations of the controls.
- c) Check the neutral positions of the flaps and their operation.

The flaps should be set with the centre of their trailing edges 5cm below the level of the rear fuselage covering.

Put some prop tape around the flap pushrods where they rub against the fuselage covering surrounding their exit holes.



Figure 392 flap neutral setting.

- d) Check the neutral positions and operation of the ailerons.

Ensure that the stick is kept central whilst adjusting the ailerons.

The ailerons should be set with their trailing edges level with those of the flaps.

Check that the aileron upward movements are around 25° using a protractor. The downwards movement is less, due to the differential built into the system.

If necessary, restrict the movement by increasing the diameter of the stops at the torque-tube horn, using tape around the tube to pad-out the stops.

- e) Check the tension in the aileron cables.

Pulling the overhead cable rearwards to contact the wing covering tensioner tubes should require a pull of 3kg, plus or minus about 0.3kg. This will result in the overhead cable resting on the tubes in the wing roots, but being clear of the tubes at the jury strut attachment locations. Tension will be felt as the cable is pulled rearwards to around the location of the colour change on the wing upper-surface.

- f) If there is any remaining friction in the aileron control circuit, the fit of the aileron hinges must be checked.

The ailerons should drop freely under their own weight with the cables detached. If any friction is felt then remove the aileron eyebolt hinges and file the holes in the aileron leading edges until the ailerons move freely. This will greatly improve the feel of the aileron controls.

A very small touch of oil on the hinges works wonders, but not too much otherwise it will stain the coverings where it blows off.

- g) Ensure that the tubes which the aileron cables touch are protected by oversized pieces of prop tape or similar.

There are some small pieces of tubing on the aileron cables. These are fairleads that should be positioned on the top of the TU38 tubes to stop the cables rubbing as they pass over. Hold these in position with two small cable ties. Take care not to flatten the tube with excess cable tie tension.



Figure 393 cable guide

- h) Check the neutral position and operation of the elevator.

The elevator should be horizontal with the stick at 90° to the central cabin tubes, not vertical.

Elevator movement should be 25° each way. If necessary file the stop positions on the stick pivot piece to increase movement.

- i) Ensure the rudder-stop cables have been properly crimped and fitted.
- j) Check the neutral position and operation of the rudder and nose-wheel.

With the rudder straight, the nose-wheel should be straight. Rudder movement should be 25° each way. Nose-wheel movement should be symmetrical each way.

- k) Wire-lock all turnbuckles.
- l) Check the correct operation of the brakes.

23.6 Powerplant

23.6.1 Fuel tank calibration

- a) Put a small quantity of fuel into the tanks.
- b) Drain the fuel through the fuel pickup connection.

Any remaining fuel is roughly the unusable fuel, although it will be affected slightly by the flying attitude.

- c) Add measured quantities of fuel into the tanks, marking the side of the tanks at 5 litre intervals, starting from zero at the unusable fuel level.

Allow time for the tank levels to balance before marking each level. This can take a few minutes.

23.6.2 Propeller pitch

Assemble and fit the propeller following the instructions supplied with the propeller.

Set the propeller pitch to that specified in the HADS for your propeller.

Note that some installations are defined on a max static RPM (5000RPM for 912 and 4850 RPM for 912S installations using the Kiev prop 273 and 283 respectively). This means that once the engine has had its initial run up the propeller pitch may have to be finely adjusted to accurately achieve this. If the RPM is a long way out when the prop is set on its recommended starting pitch, then the RPM gauge may not be indicating accurately and may need calibrating with an optical tachometer (your inspector or local engine service facility should have one).

23.6.3 Engine run-up

Read the engine manual for procedures relating to the first operation of the engine, and subsequent running-in. Follow all requirements for engine and gearbox oil, coolant mix etc.

It may be advisable to tie the aircraft to a solid structure before any engine power tests, rather than relying on the brakes, particularly on wet grass.

Carburettor balancing on the Rotax engines may be set approximately by comparing the movements of the throttle levers on the carburettors, however for best results the balance should be set by a Rotax engineer familiar with vacuum-gauge balancing.

The Engine Installation Checklist will have to be completed with the assistance of your Inspector.

23.6.4 Throttle Friction

This is adjusted using the two nuts at the port end of the throttle lever torque tube. Set enough friction by tightening the inboard nut to prevent the throttles from vibrating open or closed, then lock this setting with the second nut. Do not set any friction at all on the starboard end of the torque tube.

23.6.5 912 Idle Adjustment

The throttles on the 912 engines are sprung to the open position and rely on the cables being pulled taught to achieve the idle setting.

To get a reliable idle setting first loosen the idle adjustment screw(s) on the carburettor(s) – they are **NOT** used to set the idle in this installation!.

The pilots throttle lever has its own stops and its these that set the idle. They are drilled off centre and can be rotated to set the desired idle speed.

However initially set the idle with these stops rotated in a mid way position and lever fully closed against them, by means of adjustment on the cable outers at the carburettor.

Carburettors should also be balanced at this time (specialist engine balance tools exist for this – you can buy them yourself (a good investment if you intend to maintain the engine yourself), or call in a Rotax trained service technician).

When this is complete, check that the idle screws are still adjusted so as not to touch the carburettor levers.

Fine idle adjustment can then be made using the stops on the pilots throttle lever.

If your engine idles with the lever held rearwards, but the RPM springs up significantly when it is released, then the setup is not correct. The most likely causes are:

1. Carburettor levers touching the stops on carbs before the throttle lever touches its stop – wind them well clear!
2. Insufficient throttle lever friction.
3. Too much throttle lever friction (causes a 'stepped' opening and closing)

23.6.6 Fuel flow measurement

This should be performed with the help of your inspector who should have suitable equipment or access to such. Connect a T-piece into the fuel line near the carburettor(s). Connect this to a fuel pressure gauge and a fuel tap, using a length of pipe long enough to reach back into the cockpit.

The fuel flow rate may then be measured: run the engine at full power (aircraft will need stoutly securing for this – and mind the propwash doesn't do any damage to aircraft or objects behind!) with the end of the fuel pipe pointed into a measuring jug in the cockpit, open the tap until the fuel pressure drops to no less than the minimum specified in the engine instructions; measure the time required to bleed off 1 litre of fuel into the measuring jug. Note 1 bar = 100kPa = 15psi roughly.

The excess fuel flow rate is calculated by dividing 3600 seconds by the number of seconds taken for 1 litre. This is required to be greater than 25% of the full power fuel consumption, typically 20-30 litres per hour depending on engine type. Therefore an excess fuel flow rate around 5 litres per hour or greater is required. Much greater flow rates than this minimum are normally found.

An alternative method is to arrange a separate fuel tank to supply the engine by gravity feed, whilst measuring the amount of fuel the pump supplies into a measuring

jug beneath the aircraft (use an extension tube on the fuel line, don't try to hit the bucket from the engine!). This then gives the entire fuel flow rate, which must be greater than 125% of the full power fuel flow rate.

23.7 Weight and Balance

The aircraft will have to be weighed with the assistance of your Inspector, using the information given in the HADS, and using current BMAA format for the report.

23.8 Placards

A number of items require placards as listed in the HADS. A generic placard sheet is supplied including a cable-crossing placard. Apply this to the front vertical tube in sight of the pilots, to show the required crossing of the aileron cables. Do not omit this placard, miss-rigged controls are a common but avoidable problem on any aircraft, and have potentially fatal consequences.

For any other placards, a PC can be used to create and print them out onto paper. Then cover them in an oversize piece of Fablon or similar to hold them in place, this is simple and works well. Alternatively printable adhesive film is available from some computer and office suppliers.

A number of the placards require information gathered during test flying, and so must await its completion.

23.9 Test Flying

23.9.1 Paperwork

- a) See the section on the BMAA homebuilt system at the beginning of this manual.
- b) Register the aircraft with the CAA and fit registration letters.
- c) In case of queries with these BMAA administered procedures, ask your inspector and/or the BMAA.
- d) Read the Pilot's notes.
- e) Ensure that all paperwork is complete. In particular the AW029 needs to be signed by the BMAA Chief Technical Officer and then finally by your inspector. Check that the airfield you intend to fly from has been approved on the form, and that you and the test pilot at least are named on the form

23.9.2 Flight Test Day

With all the paperwork completed the day of the test flight will come!

Test flying any newly constructed aeroplane is a serious business, and should be accomplished with the likelihood of possible emergencies as the major consideration. For this reason the airfield used for test flying should be of generous proportions.

As a guide the field should have a useable runway length of at least 400M without obstructions like wires or buildings on approach or climb-out within another 200M. Surrounding terrain should be such that options exist for all stages of initial climb to altitude to land successfully in the event of an emergency.

It may be tempting to ask the test pilot to fly the aeroplane from the small strip where it has been constructed, and will be based, which may not be ideal for test flying. Please do not put them in the awkward position of having to refuse. The inconvenience of moving the aeroplane to a suitable test flying location is far less than the inconvenience of a rebuild!

A windsock and fire extinguisher on site are essential items. A device for measuring windspeed is desirable.

Some of the test flying will be involved with sorting out a few final adjustments, so make sure you take to the field the following items:

- The +5mm lift strut end (the extra one lying at the bottom of your pile of leftover parts!).

- Lockwire, lockwire pliers and side-cutter pliers.

- General tools (Screwdrivers, spanners etc.)

- Propeller pitch setting tool

- Fuel, in cans to allow choice of fuel load to vary CG position

- Some spare hardware – split pins, nyloc nuts etc.

- All 450kg of associated paperwork!

Refer back to section 1.2 for more information on the paperwork and test flying procedure.

And finally, don't forget your camera to record the moment!

Happy Flying!

24. Additional Information

24.1 Example BMAA Homebuilt Registration Form

BMAA - DETAILS OF HOMEBUILT AIRCRAFT PROJECT

BMAA / HB /

Homebuilt number will be allocated by the BMAA, and will become the aircraft serial number.

Introduction

This form is designed to declare the details of a homebuilt aircraft project to the BMAA. It does not take the place of any other reports that may be requested by the BMAA Technical Office but is essential to clearly shown what the planned project is and the source of main parts to be used. Where information is not available or irrelevant leave blank - the BMAA will correspond with you if this data is essential. BMAA will not accept registration of a project until it has been proven a viable microlight aeroplane, if in doubt, check!

The building of a microlight is not to commence until confirmation of acceptance has been received from the BMAA.

Note that registration of the aircraft with the CAA will not be possible until it has been given a designation by the BMAA. The appropriate form will be sent to you following registration of the project with the BMAA.

1. Description

(a) Type: SKYRANGER SWIFT 912 (1)	(b) Colour scheme: WHITE	(d) Plans or kit No: 1106
--------------------------------------	-----------------------------	------------------------------

If any configuration changes are planned which are not on a currently approved aircraft, please detail this on a separate sheet. There is no extra charge for changes to configuration but please inform the BMAA at the outset wherever possible.

2. Intended Power plant

(a) Engine type / model: ROTAX 912 ULL			
(b) Exhaust: CAT	(c) Intake system: K+N FILTERS	(d) Gearing System and ratio: BOX 2.27:1	
(e) Propeller Type: KIEV PROP 273/1700 3 BLADE	(f) No. blades: 3	(g) Diameter: 170CM	(h) Pitch: (if known) 24° 235CM
(i) Source and any history of engine: NEW - FLYLIGHT.			

If an unorthodox engine (e.g. jet, rotary or diesel) is to be used, please describe on a separate sheet(s). BMAA may request detailed further information for any engine or propeller type not previously cleared.

3. Owner / Builder's Details

Name: STEVEN SWIFT	BMAA No: 2222	Home tel: 01869 338888 Work tel: 0789 515128 Email: 532@gmail.com
Correspondence address: THE WORKSHOP, CROSS STAIR AERODROME, NORTONIS NN86TP		
Build location: AS ABOVE		

☐ I would like to receive a form BMAA/AW/036 Hardback Aircraft and Engine Logbook (currently £20)

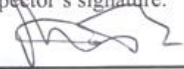
4. Nominated Inspector's Details

Inspector must sign below to confirm that they are prepared to inspect this project and have inspected and consider satisfactory the build location / workshop facilities. This must be an inspector, approved by the BMAA Chief Inspector, and who expects to be able to take-on supervision the entire project. On receipt of this form by the BMAA, the Chief Inspector will be consulted as to whether he deems the inspector suitable for the project.

Name: I.A.M EAGLE EYES	BMAA No: 101 Insp No: 001	Home tel: 01293 567171 Work tel: Email: EED@aol.com
Correspondence Address: THE CELLAR, BMAA, THE BUILDING, DEDDINGTON, OX150TT		

5. Checklist

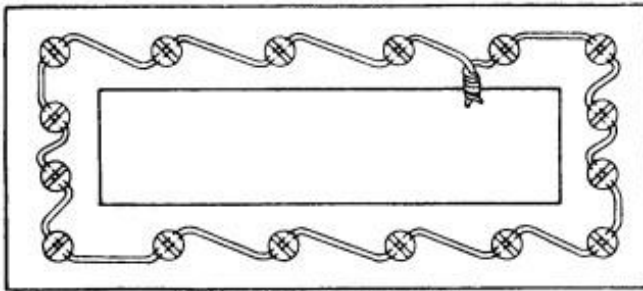
(a)	Form fully completed and signed	✓
(b)	Copy of kit certificate of conformity (required for registration of series kits)	✓
(c)	Copy of engine certificate of conformity/provenance (can be supplied later)	✓
(d)	Copy of propeller certificate of conformity/provenance (can be supplied later)	✓
(e)	Cheque for project registration fee* (+£20 if you require an aircraft logbook – price subject to change) payable to BMAA	✓

Inspector's signature: 	Date: 25/12/17	Owner's signature: S Swift	Date: 1/1/18
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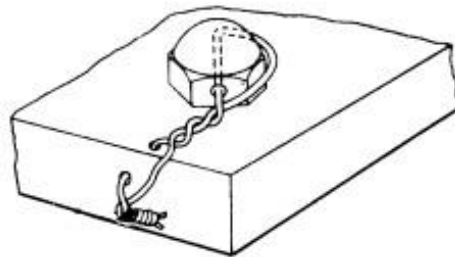
Note: You must let the BMAA know if you change inspector or change the configuration of your aircraft. You must get approval before changing inspector.

* See the latest issue of Microlight Flying for current homebuild project registration fee
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24.2 Wire-locking



SMALL SCREWS IN CLOSELY
SPACED CLOSED GEOMETRICAL
PATTERN
SINGLE-WIRE METHOD



SINGLE-FASTENER APPLICATION
DOUBLE-TWIST METHOD



SCREWHEADS
DOUBLE-TWIST METHOD



EXTERNAL SNAPPING
SINGLE-WIRE METHOD



BOLTHEADS



CASTLE NUTS

NOTE

THE SAFETYWIRE IS SHOWN INSTALLED FOR RIGHT-HAND THREADS. THE SAFETYWIRE IS ROUTED IN THE OPPOSITE DIRECTION FOR LEFT-HAND THREADS.

Section 2. SAFETY METHODS FOR TURNBUCKLES

212. GENERAL. Safety all turnbuckles with safety wire using either the double or single wrap method, or with any appropriately approved special safetying device complying with the requirements of FAA Technical Standard Order TSO-C21. The swaged and unswaged turnbuckle assemblies are covered by AN Standard Drawings. For safety wire sizes and materials, refer to figure 4.22. Do not reuse safety wire. Adjust the turnbuckle to the correct cable tension so that no more than three threads are exposed on either side of the turnbuckle barrel. Do not lubricate turnbuckles.

213. DOUBLE WRAP METHOD. Of the methods using safety wire for safetying turnbuckles, the method described here is preferred, although either of the other methods described is satisfactory. The method of double wrap safetying is shown in figure 4.23(A). Use two separate lengths of the proper wire (see figure

4.22). Run one end of the wire through the hole in the barrel of the turnbuckle and bend the end of the wire towards opposite ends of the turnbuckle. Then pass the second length of the wire into the hole in the barrel and bend the ends along the barrel on the side opposite the first. Spiral the two wires in opposite directions around the barrel to cross each other twice between the center hole and the ends. Then pass the wires at the end of the turnbuckle in opposite directions through the holes in the turnbuckle eyes or between the jaws of the turnbuckle fork, as applicable, laying one wire along the barrel and wrapping the other at least four times around the shank of the turnbuckle and binding the laid wires in place before cutting the wrapped wire off. Wrap the remaining length of safety wire at least four turns around the shank and cut it off. Repeat the procedure at the opposite end of the turnbuckle.

When a swaged terminal is being safetyed, pass the ends of both wires, if possible, through the hole provided in the terminal for this purpose and wrap both ends around the shank as described above. When the hole in the terminal is not large enough to accommodate the ends of both wires, the hole may be enlarged in accordance with note 2 of figure 4.22 and the safetying completed as described above. If the hole is not large enough to allow passage of both wires, pass the wire through the hole and loop it over the free end of the other wire, and then wrap both ends around the shank as described.

a. Another satisfactory double wrap method is similar to the above, except that the spiraling of the wires is omitted as shown in figure 4.23(B).

b. The wrapping procedures described and shown on MS 33591 may be used in lieu of the safetying method shown herein.

Cable size	Type of wrap	Diameter of safety wire	Material (annealed condition)
$\frac{1}{16}$ -----	Single-----	0.040-----	Copper, brass. ¹
$\frac{3}{32}$ -----	Single-----	0.040-----	Copper, brass. ¹
$\frac{1}{8}$ -----	Single-----	0.040-----	Stainless steel, Monel and "K" Monel.
$\frac{3}{8}$ -----	Double-----	0.040-----	Copper, brass. ¹
$\frac{1}{2}$ -----	Single-----	0.057 min..	Copper, brass. ¹
$\frac{5}{32}$ and greater.	Double-----	0.040-----	Stainless steel, Monel and "K" Monel. ¹
$\frac{3}{32}$ and greater.	Single-----	0.057 min..	Stainless steel, Monel or "K" Monel. ¹
$\frac{5}{32}$ and greater.	Double-----	0.051 ² ----	Copper, brass.

¹ Galvanized or tinned steel, or soft iron wires are also acceptable.

² The safety wire holes in $\frac{5}{32}$ -inch diameter and larger turnbuckle terminals for swaging may be drilled sufficiently to accommodate the double 0.061-inch diameter copper or brass wires when used.

FIGURE 4.22—Turnbuckle safetying guide.

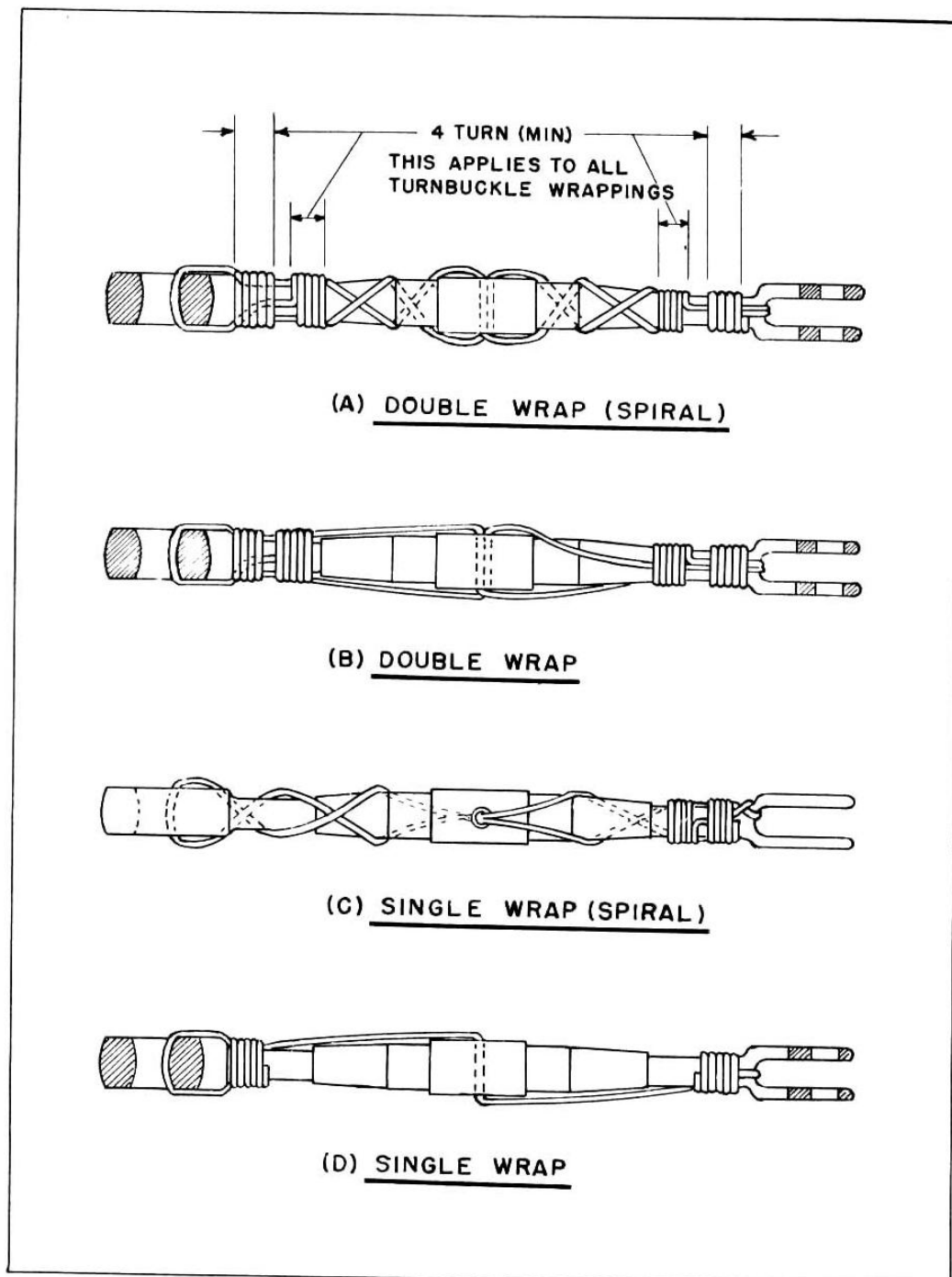


FIGURE 4.23.—Safetying turnbuckles.

214. SINGLE WRAP METHOD. The single wrap methods described in the following paragraphs and as illustrated in figures 4.23 (C) and (D) are acceptable but are not the equal of the double wrap methods.

a. Pass a single length of wire through the cable eye or fork, or through the hole in the swaged terminal at either end of the turnbuckle assembly. Spiral each of the wire ends in opposite directions around the first half of the turnbuckle barrel so as to cross each other twice. Thread both wire ends through the hole in the middle of the barrel so that the third crossing of the wire ends is in the hole. Again, spiral the two wire ends in opposite directions around the remaining half of the turnbuckle, crossing them twice. Then, pass one wire end through the cable eye or fork or through the hole in the swaged terminals, in the manner described above, wrap both wire ends around the shank for at least four turns each, cutting off

excess wire. This method is shown in figure 4.23(C).

b. Pass one length of wire through the center hole of the turnbuckle and bend the wire ends toward opposite ends of the turnbuckle. Then pass each wire end through the cable eye or fork, or through the hole in the swaged terminal and wrap each wire end around the shank for at least four turns, cutting off excess wire. This method is shown in figure 4.23(D). After safetying, no more than three threads of the turnbuckle threaded terminal should be exposed.

215. SPECIAL LOCKING DEVICES. Several turnbuckle locking devices are available for securing turnbuckle barrels. Persons intending to use a special device must assure the turnbuckle assembly has been designed to accommodate such device. A typical unit is shown in figure 4.24. When special locking devices are not readily available, the use of safety wire is acceptable.

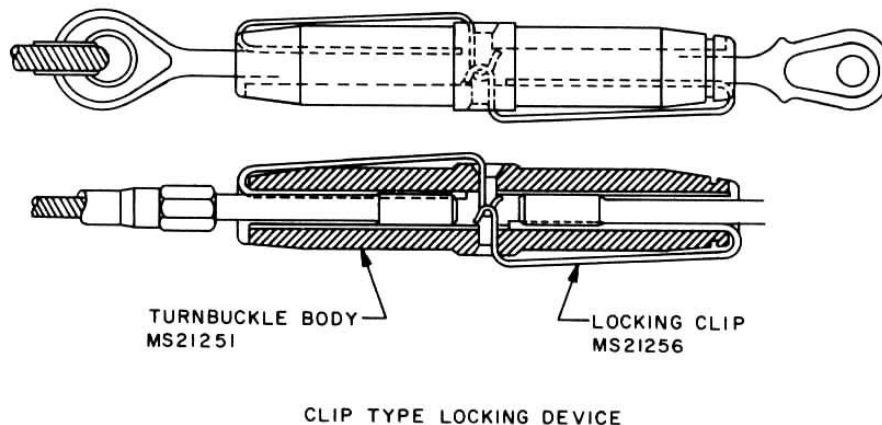


FIGURE 4.24.—Clip type locking device.

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27 Amendments

Date	Page No.	Change / Addition
18.12.16	28 Various 162 250-252	Removal of errant reference to Nynja Correction of footer to remove Nynja reference Addition of advice and picture for lower fixing of cowling side panels Revision of teardrop spat mounting to reflect new bracket design
07.02.18	173,174	Change of method to fit oil cooler for new type rotax coolers 886003 Now 0.3
26.02.18	207-210	Change of information to reflect 'wet head CHT/ coolant engines and additional sender and general wiring info. Replacement of figs – 15,16,17 and 18 for clarity. Now 0.4