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SERVICE LETTER

AIRCRAFT EFFECTED: Bushbaby and Explorer.

BULLETIN NUMBER: SL007

ORIGINAL ISSUE DATE: 21-11-08

REVISION DATE: nil

SUBJECT: Wing folding and trailering.

APPLICABILITY: All Bushbaby and Explorer airframes

COMPLIANCE: Advisory

Overview: The Bushbaby and Explorer airframes were designed so that the wings could fold, allowing the aircraft to pass through a standard garage door. The front spar clevis pin is removed and the wing rotates backward, hinging on the rear spar bolt and the lower lift strut bolt. Outlined on the next page is the folding process and some tips on trailering.

Wing folding:

- Drain the fuel from the wings to minimise the load on the hinge point.
- Remove the turtle deck.
- Disconnect the flaperon rod-ends from the flaperon horns.
- Use a helper on the wing tip, remove the front spar clevis pin.
- Slowly swing the wing rearwards.
- As the wing swings, the flaperons will be rotated through 90 degrees from neutral, leading edge down.
- The flaperon horns will extend into the cockpit.

WARNING:	Fold the wings carefully and slowly, take care not to snag the flaperons on the flaperon bearing tabs. Watch for possible damage to the fuselage where the flaperon counter weights may come into contact with it.
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Trailing:

WARNING:	Extensive damage can be done by careless tying down and rough roads whilst under tow on the trailer.
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- Fold the wings as outlined above.
- Fabricate some braces and fit them between the tie down point on the lift strut bracket and the tabs on the base of the vertical fin. This will prevent the wing from opening.
- Use scrap wood to link the flaperon control horns, secure them together.
- Use wood planks to fabricate padded clamps which will be placed on the elevator and horizontal stabilizer as well as the rudder and vertical fin, stopping these surfaces from flapping around.
- Put the airplane on the trailer, nose or tail forward.
- Tie down the airframe to the trailer at the wheels. Never tie the fuselage down anywhere else as it will tend to move a little on the aircraft suspension and will be damaged by the tie-downs.
- It is a good idea to lightly support the wings at the area of the lift strut brackets with an adjustable strut between the bracket and trailer.
- Plan frequent stops to check tie-downs, particularly early in the journey.
- Restrict tow speed to 80kmph.

