

Step 1: Tap the hole in each of the WD-1217C Fuselage Pin Stoppers as shown in Figure 1.

Step 2: Insert the ES RS 49496 Magnet all the way to the bottom of the hole in the WD-1217C Fuselage Pin Stopper then fill the remainder of the hole with epoxy and allow it to set. See Figure 1. Repeat for the second magnet and fuselage pin stopper.

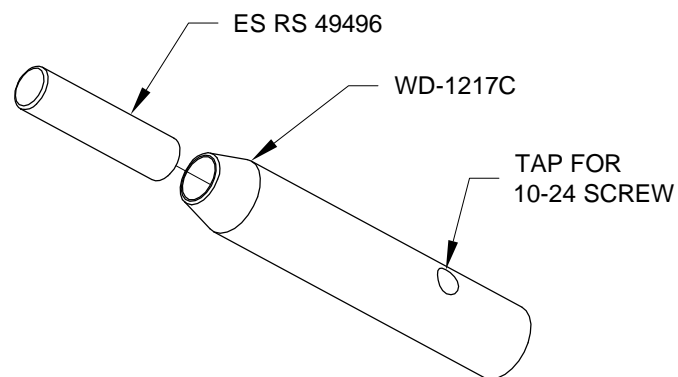


FIGURE 1: FUSELAGE PIN STOPPER ASSEMBLY

Step 3: Cut two 1/4 inch pieces from the PT 1/4OD X 2 clear tube and slip one piece inside each bushing as shown in Figure 2.

Step 4: Insert the screw into the plastic tube and bushing as shown in Figure 2. Take care that the plastic tube remains inside the bushing by setting the bushing and tubing on a flat surface and screwing the screw into place. Once the screw is well started the bushing may be held with a pair of pliers or a vise while completing the assembly. When finished the bushing and plastic insert will be in contact with the head of the screw as shown in Figure 2. Repeat for second screw and bushing.

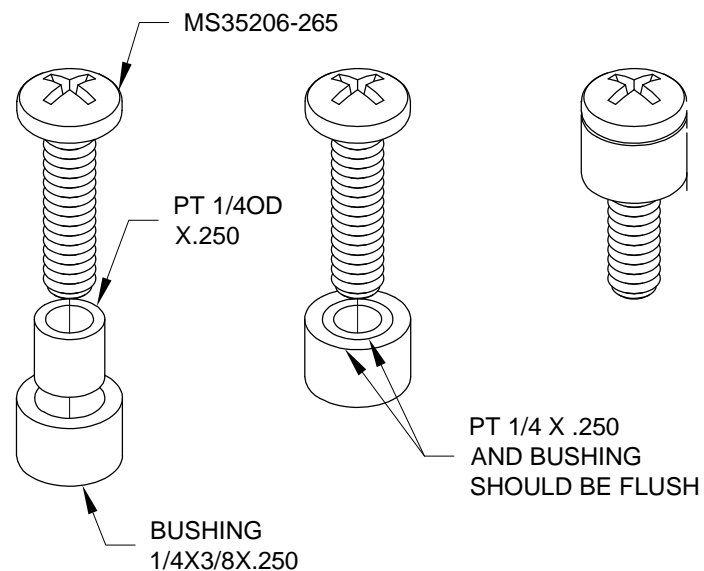


FIGURE 2: BUSHING AND SCREW ASSEMBLY

Step 5: Install the SPRING .42 X 4.94 COMP and WD-1217C Fuselage Pin Stopper into the WD-1217 Fuselage Pin. Apply a small amount of Loctite #242 (or equivalent non-permanent thread lock) to the screw threads and insert the screw as shown in Figure 3. When properly installed the fuselage pin stopper can be moved up and down by applying pressure to the screw on the side of the fuselage pin assembly.

Repeat the process for the second fuselage pin, but insert the screw on the opposite side of the fuselage pin assembly.

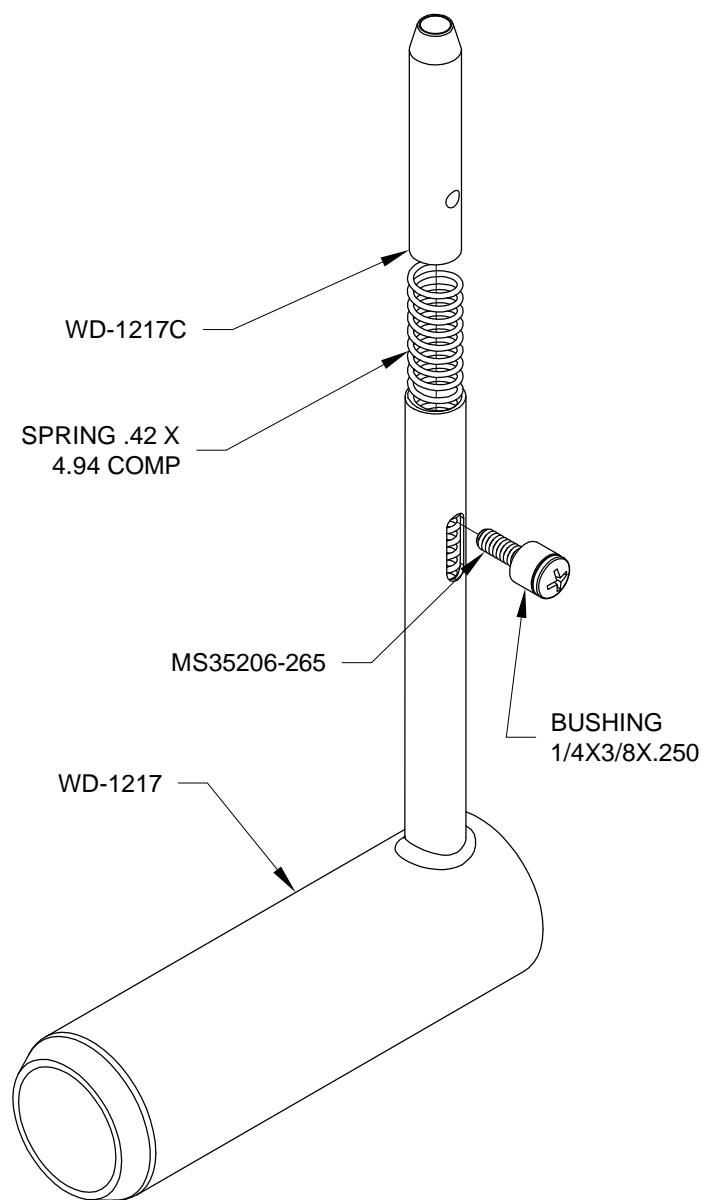


FIGURE 3: FUSELAGE PIN ASSEMBLY (RIGHT SHOWN)

NOTE: Two people are needed to install and remove the wings. One person should stand forward of the wing spar at the fuselage to guide the spar into position and set the fuselage pins. The second person should be at the wing tip to lift and slide the wing into position. The person at the fuselage side will watch that the spar is properly aligned, that the stub spars are lined up with their receptacles, and direct the person at the wing tip as needed. Make sure that the fuselage is well secured/stabilized before fitting the wings.

Step 6: Obtain two padded stands approximately 28 inches wide and 25 inches tall and capable of supporting 500 pounds each. The padded surface must be at least 1 1/2 inches thick. A sturdy table or workbench may be used for this procedure, but stands may be easier to work around and can be used for future aircraft maintenance. See Figure 4.

Obtain two additional stands (preferably adjustable) to support the wing and tail section during installation and removal. The additional supports are required to prevent the fuselage from rolling or tipping during wing installation and removal and should be taller than the fuselage supports. See Figure 4 and Page 30-03 Figure 1.

Step 7: Position the fuselage on the padded supports so that the supports line up with the lateral rivet patterns on the bottom of the fuselage and check to make sure that the fuselage is stable on its supports. If using a table or workbench, add support and padding at the locations where the stands are positioned to stabilize the fuselage and prevent damaging the bottom skins. See Figure 4.

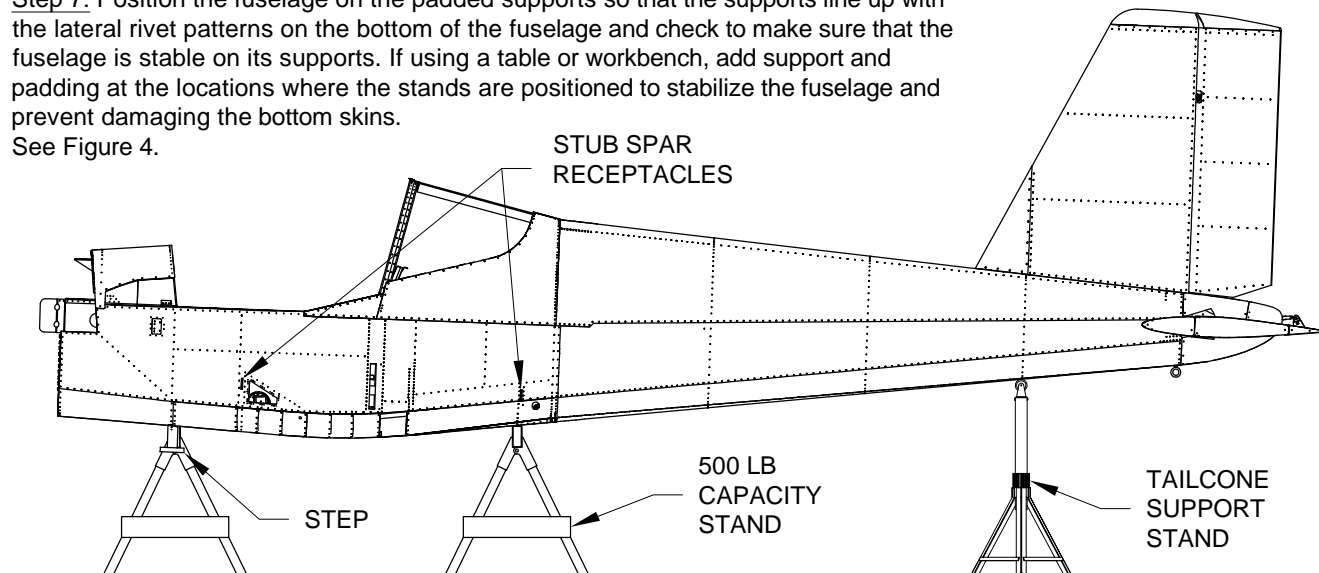


FIGURE 4: SUPPORTING THE FUSELAGE

Step 8: With one person at each end of the wing, guide the Wing-L spar into the slot in the side of the F-1270 Fuselage Side Skin. The wing spar should slide over the F-1204M Roller and under the F-1204R Retainer Block on the opposite side (retainer blocks are on both sides of the aircraft, the retainer block for the left wing is not shown in Figure 5). The retainer block will hold the wing in place as the fuselage pins are installed. See Figure 5.

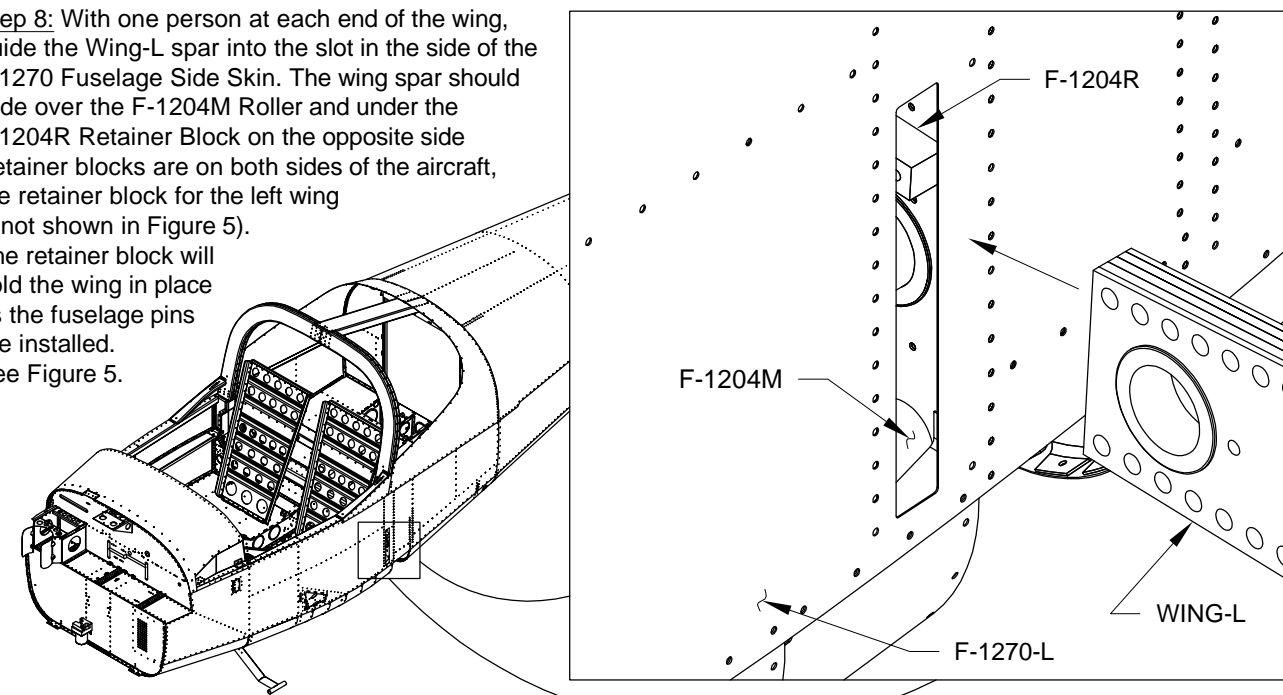


FIGURE 5: WING SPAR RECEPTACLE