

SERVICE BULLETIN

DATE: May 5, 1983

TO: All owners of Kasperwing 1-80B or 1-80BX models

SUBJECT: Mandatory airframe modification

It has come to our attention through reports received from dealers and customers, the need to attach a cable from the mainstrut to the wing/noseplate assembly on all B-model Kasperwings for the following reasons.

1. Excessive tension in the rigging causes a shifting of the undercarriage upper rear frame-half tubes which results in an increased angle between the wing and undercarriage and can cause an excessive rear C.G. condition in the airframe.
2. During hard landings which may especially occur during training, the upper rear frame-half tubes will flex excessively, causing an increased amount of wear at wing/undercarriage attach points.

Remedy: You will find enclosed one mainstrut cable assembly, raw cable, swages and thimbles.

With the kingpost in the down position, attach the mainstrut cable to the mainstrut and noseplate as shown in steps 1, 2 and 3 of the drawings provided. Raise the kingpost to tighten rigging and check wing compression struts for any rigging change which may have occurred. You will probably find that tension in the lower rear cables has increased or leading edge cables have become slack, causing a slight wash-in condition to exist.

If any undesirable rigging change has occurred, re-rig all lower flying wires using extra cable, swages and thimbles provided. Cut outboard wires at the outer wing tangs and use them to replace inboard wires. Use extra cable provided to form new outer wires. Be sure to strip coating from the cable where necessary and use a proper swaging tool to crimp swages. Make sure that all cables have been clamped and adjusted to the proper tension and that the wing has correct geometry (zero wash-in/washout) with the kingpost in the UP position and mainstrut cable attached, prior to swaging.

(continued)

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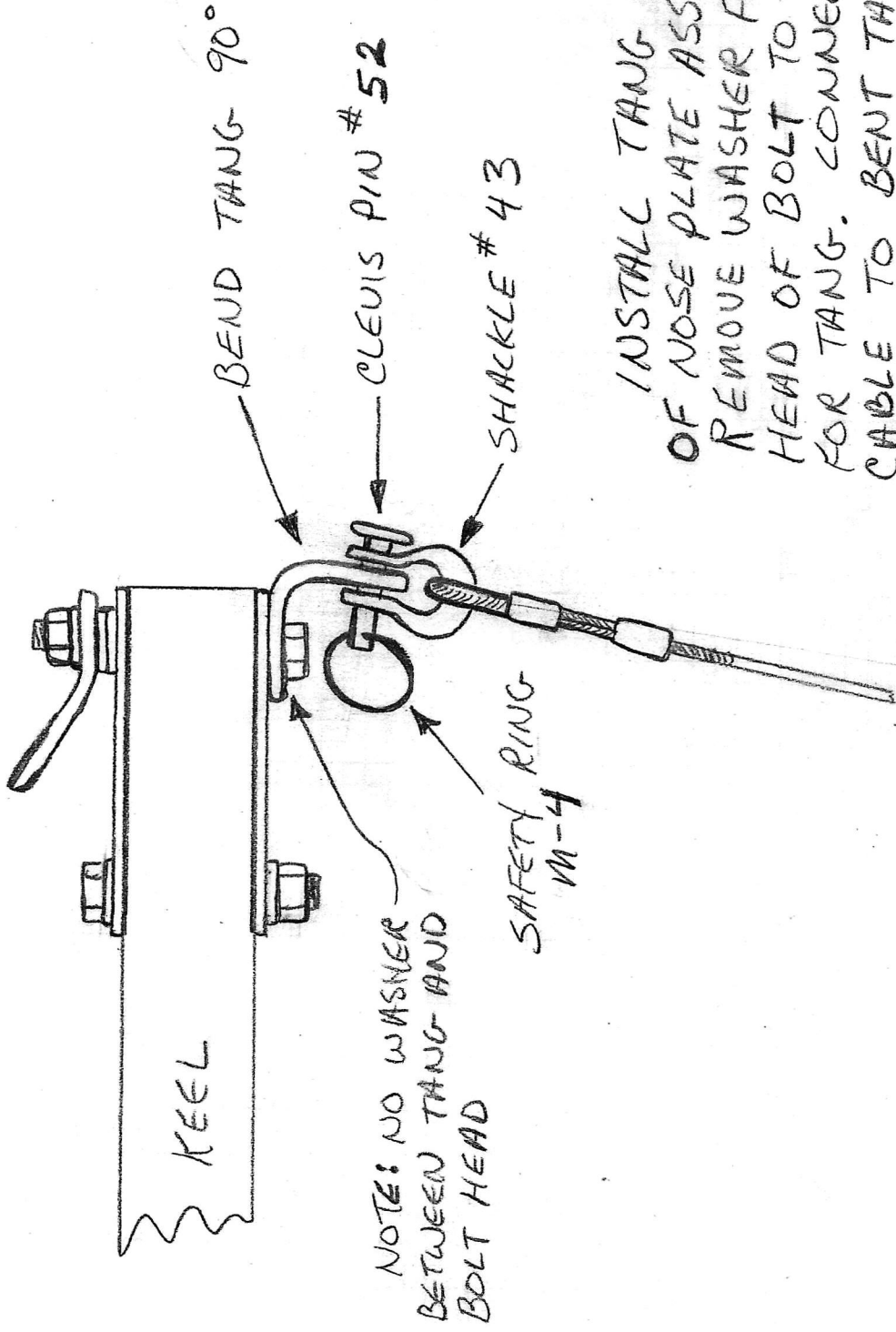
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If you have already installed a pod, then a small hole will have to be cut in the plastic canopy center panel to allow the cable end to pass through for connection at the noseplate.

If you have any questions or difficulties with this modification, please consult the factory or one of our dealers for assistance.

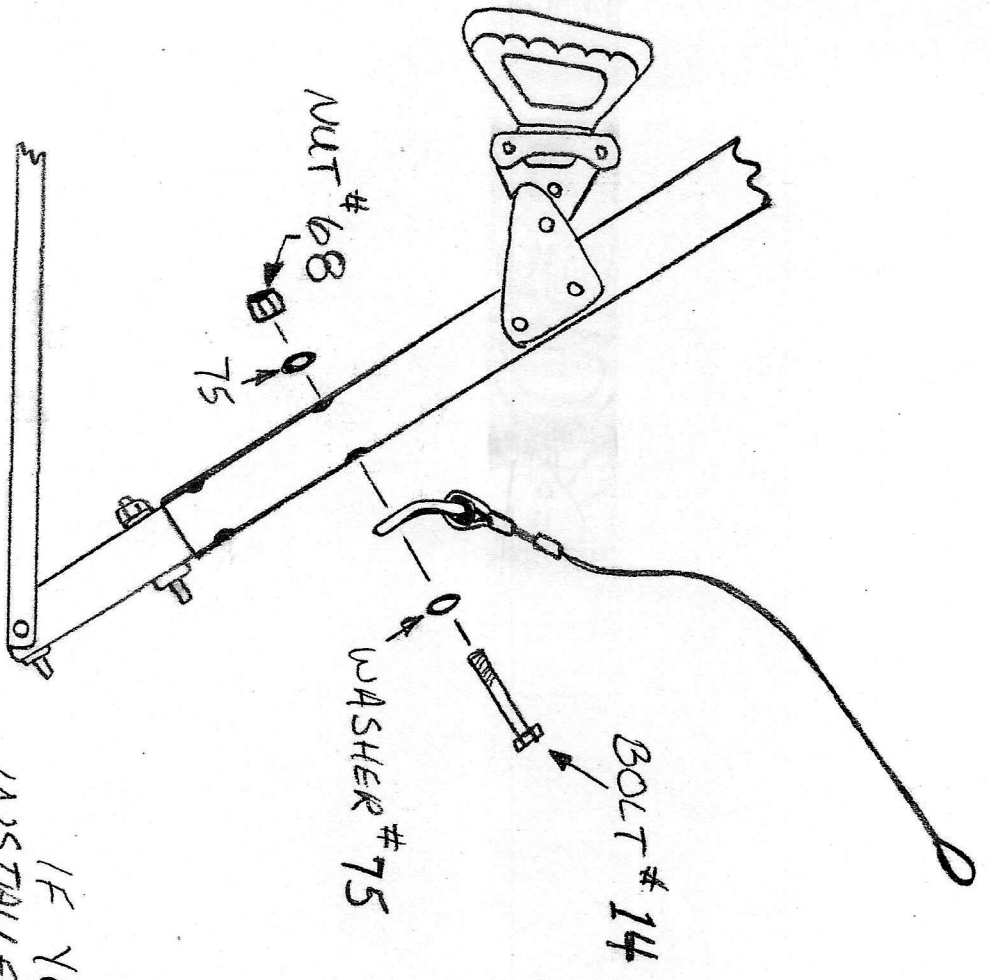
STEP # 3



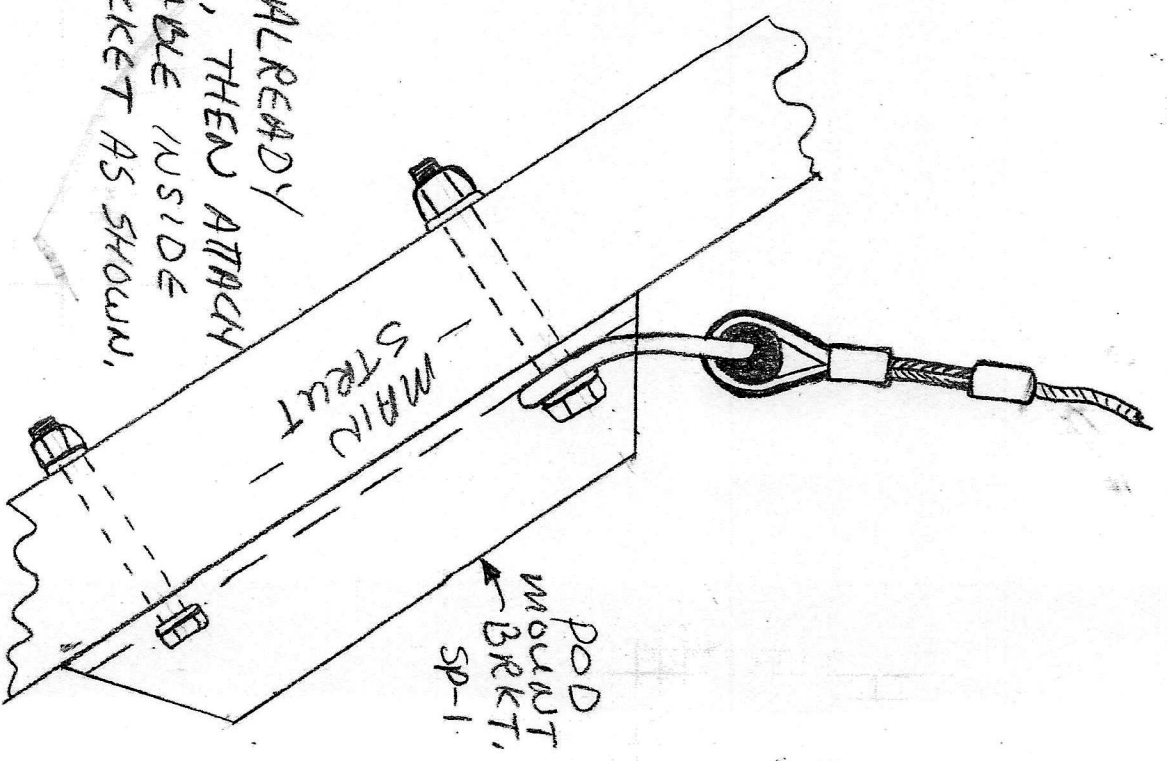
INSTALL TANG ON FRONT BOLT OF NOSE PLATE ASSEMBLY AS SHOWN. REMOVE WASHER FROM BENEATH HEAD OF BOLT TO ALLOW EXTRA ROOM FOR TANG. CONNECT MAINSTRUT CABLE TO BENT TANG WITH PROPER SHACKLE, CLEVIS PIN AND SAFETY RING AS SHOWN.

STEP # 2

BOLT TAG AND CABLE TO MAINSTRAUT AS SHOWN.
TIGHTEN BOLT # 14, SECURELY.



IF YOU HAVE ALREADY
INSTALLED A POD, THEN ATTACH
THE TAG AND CABLE INSIDE
POD MOUNT BRACKET AS SHOWN.



STEP #1

CAREFULLY MARK CENTERLINE OF MAINSTRUT TUBE AND LAYOUT HOLE LOCATION AS SHOWN. CENTER PUNCH HOLE PRIOR TO DRILLING.

DRILL COMPLETELY THROUGH MAINSTRUT USING AN $\frac{1}{8}$ " DRILL AS A PILOT DRILL THEN ENLARGE HOLE TO $\frac{1}{4}$ " DIA. REMOVE ANY BURRS FORMED BY SMOOTHING WITH A FILE.

