



**KITFOX™ WING FOLDING
INSTRUCTIONS**

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These instructions describe the procedures for folding the wings of the Kitfox family of aircraft. Although the instructions apply to all Kitfox aircraft, you may notice some differences between the aircraft in the photographs and your particular airplane. We have made an effort to write these instructions with all models in mind, however, so disregard these small variations.

Once you are familiar with the wing folding process, you will be able to fold them yourself quickly and easily. The first few times that you fold or unfold the wings, however, you should have an assistant help you. It's not worth damaging the aircraft (and potentially rendering it un-airworthy) while learning the process.

You should keep the following in mind before you fold the wings:

- If your aircraft is equipped with fuel tanks in the wings, they should not have a lot of fuel in them. As the wings are folded back, the geometry of the aircraft will allow an excessive amount of fuel in the tanks to flow out of the vent tube of the fuel caps. Drain some fuel, if required, before folding the wings.
- Chock the wheels to prevent the airplane from rolling when folding the wings.
- An airplane with a tricycle landing gear will pivot about the main wheels until it rests on the tail skid when the aircraft's center of gravity is shifted rearward. Prepare for this by having a stand under the tail or having an assistant gently guide the tail to the ground.
- The weight of the tail will increase significantly when the wings are folded on airplanes with a conventional landing gear (taildragger). When the wings are folded, do not attempt to raise the tail by lifting on the wing tips.

The information in these instructions for the wing lock-back braces and the wing tow braces does not call out the hardware required for mounting them since it varies from one model to the next. The assembly of the tow brace parts is also not described. Refer to the instructions for the towing kit for your aircraft for this information.

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If you have a tail towing pad for your aircraft, place it over the vertical stabilizer and rudder. Secure it to the aircraft with the nylon hook and loop straps that run underneath the empennage.



Remove the turtledeck and place it in a secure location away from the airplane.



Disconnect the flaperon push-pull tubes from the flaperon horns on both sides.



Replace the flaperon connection hardware on either the push-pull tube rod end or the flaperon horn to keep it from getting lost.



Move the push-pull tube so that it is out of the way of the flaperon horn. As the wing is pivoted about the rear spar attachment point, the push-pull tube must not catch on the horn. Also push any available slack in the fuel lines going to the wing tank (if installed) through the opening in the rear of the butt rib.



Remove the hardware that holds the fairings to the root of the leading edge of the wings. Place the fairings in a safe place.



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Remove the safety pin from the clevis pin that holds the front spar to the forward fuselage carry-through tube.



Push the clevis pin up through the front spar. Leave the pin in the top hole of the spar so the wing cannot swing.



While holding the jury strut with one hand, remove the pin from the spar with your other hand.



While continuing to hold the jury and lift struts, pivot the wing until the spar separates from the forward carry-through tube.



Continue to swing the wing slowly rearward while rotating the trailing edge of the flaperon upward.

NOTE

Make sure there is enough play in the fuel line to keep it from binding as the wing is swung.

CAUTION

The trailing edge of the flaperon is sharp enough to cut the fabric on the fuselage. Use care when swinging the wing.



By the time the wing is fully folded, the flaperon must be oriented vertically to keep from being damaged by the vertical stabilizer.



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If you have a tail towing pad installed, secure the flaperon to the pad using the nylon hook and loop straps on the pad.



Both wings have been completely folded.



If you will be transporting the airplane, begin installing the wing lock-back braces by attaching them to the tab on the aft edge of the rear lift strut bracket.

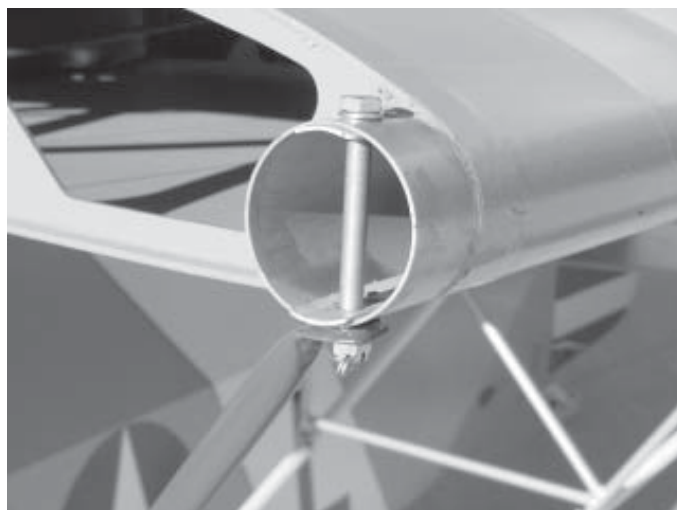


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Attach the other end of each lock-back brace to the bushing in the vertical stabilizer. You may need to use a longer bolt through the bushing if you are using the tail towing pad, as the pads hold the wings away from the vertical stabilizer.



Attach each tow brace to the front spars, as shown.



Connect the lower end of each tow brace to the front ear of the lift strut attachment on the fuselage carry-through tube.

