

WING COVERING FABRIC

THE AIRFOIL IS COVERED UPPER AND LOWER SURFACES WITH HIGH STRENGTH DACRON, AND SEALED WITH AIRCRAFT DOPE, TO KEEP WEIGHT TO THE MINIMUM WHILE KEEPING HIGH STRENGTH, 2 COATS OF DOPE ARE USED.

NITRATE DOPE ADHERES MUCH BETTER TO THE DACRON FABRIC THAN OTHER DOPE AND IS SUPPLIED IN THE KIT.

THE AIRFRAME IS DEBURRED, CLEANED, AND THEN A SOLUTION OF CHROMIC ACID IS PUT ON THE ALUMINUM FRAME TO SERVE AS AN OXIDE BASE FOR THE FABRIC. CEMENT. SUPER SEAM CEMENT IS APPLIED TO THE AIRFRAME. PLTOSAND CEMENT IS APPLIED TO THE EDGES OF THE RIBS WITH 2 COATS OF SUPER SEAM ON TOP. THE FABRIC IS PULLED TAUGHT SPANWISE AND CEMENTED INTO PLACE. THE FABRIC IS THEN IRONED TO TAKE OUT REMAINING WRINKLES. THE FIRST COAT OF NITRATE CAN BE BRUSHED ON HELPING IT TO ADHERE TO THE DACRON. THE SECOND COAT IS SPRAYED ON VERY HEAVY TO MAKE A SMOOTH FINISH.

THE ORIGINAL EASY RISERS ALL USED 3 STRIPS OF 1/2" WIDE FIBERGLASS FILAMENT TAPE TO RE-ENFORCE THE LEADING EDGE. UFM IS EXPERIMENTING WITH A SUPERIOR LEADING EDGE WHICH COULD POSSIBLY MAKE A MUCH SMOOTHER SURFACE. THE LEADING EDGE IS VERY IMPORTANT IN REDUCTION OF DRAG AND PERFORMANCE INCREASING.

IT IS VERY IMPORTANT THAT THE FABRIC IS PERMANENTLY BONDED TO ALL RIBS FOR STRENGTH AND STABILITY. NO AIRCRAFT MUST EVER BE FLOWN WITH FABRIC LOOSE FROM THE RIBS.

P/N 73 FABRIC, P/N 25 CEMENT, P/N 26 DOPE, P/N 27 THINNER, P/N 28 CHROMIC ACID, P/N 29 TAP