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SERVICE BULLETIN

SB015-93

Subject: 320 stub wing attachment process
Date: 30th September, 1993
Ref: FB manual, pg. 6-12, paragraph 13
Pages: 1
Status: Advisory

The 320 manual indicates that the stub wing be attached using floc as a filler between the main spar top cap and the stub wing skin. This is acceptable however, with the current resin system, the volume of epoxy/floc tends to exotherm, this had not been an issue with the earlier Safe-T Poxy system.

An alternative method of preference is to use a foam (white 4.5 lb Clark foam) filler.

Procedure:

1. Fit the upper stub wing skin and note the gap between that inner skin and the upper spar cap. Make a reference mark on the inner stub wing skin that denote the location of the main spar.
2. Using the white Clark foam, cut pieces to fit this gap and attach them to the inner stub wing skin, at the main spar location. Use Micro to attach the foam.
3. Sand the foam to the appropriate taper / fit. Check the fit by replacing the skin onto the plane and observing through the "D" section and from the main gear well area.
4. Apply a 4 BID layup over the foam thus attaching it structurally to the inner wing skin. Overlap at least 2" onto the inner skin. Allow to cure.
5. Attach the stub wing skin using a (now thin) layer of epoxy/floc along this juncture of stub wing skin and upper main spar cap.
6. Add the 3 BID tapes to the aft side, accessed from the gear well in the normal manner as referenced in step 15 of this same page.