TECHNICAL NOTICE FOR THE STAGGERWING ARF (TOPA0905)

CORRECTIONS TO THE MANUAL

Fixed Landing Gear

Page 15, step 2
Where you are instructed to drill a 7/32 [4mm] hole through the landing gear block, instead drill a 7/64" [2.8mm] hole.

Page 15, step 2
Mount the landing gear to the blocks with four #6 x 3/4" [19mm] screws. DO NOT mount them with 1/2" [13mm] screws as specified in the manual.

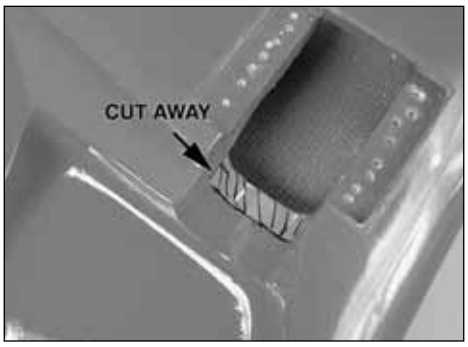
Retractable Landing Gear

Page 19, step 6
Mount the landing gear to the blocks with four #6 x 3/4" [19mm] screws. DO NOT mount them with 1/2" [13mm] screws as specified in the manual.

MODIFICATIONS TO THE FUSELAGE **Fixed Landing Gear Page 15, step 4**

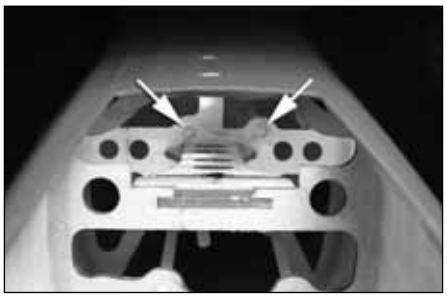
1. In this step you are instructed to insert the landing gear onto the landing gear blocks. When you do this you may find that the landing gear touches part of the fiberglass fuselage.

2. Using a fine tip marker, make a line where the landing gear makes contact with the fiberglass.



3. Remove the portion of fiberglass that conflicts with landing gear. Cut it away using a high speed rotary tool or hobby saw. Your landing gear should now easily sit onto the landing gear blocks.

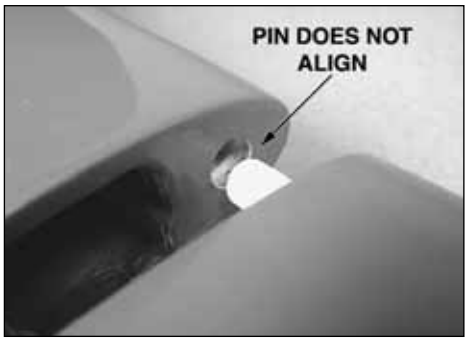
PLASTIC GUIDE TUBES (Retractable Tail Wheel)



Page 24, step 4
You will be instructed to install the retractable tail wheel into the fuselage.....

Page 34, step 8
You will attach the pull-pull wires to the retractable tail wheel. In both of these steps you will find the guide tubes make this difficult. For easier installation in both of these steps, please cut the tubes flush with the former as shown.

Slide the wing into the fuselage as instructed on page 11, step 1. If the wing slides in as instructed, you do not have a problem. If you find that the anti-rotation pins do not perfectly align with the holes in the end rib of the fuselage, the following instructions will fix the problem.



1. The anti-rotation pins only keep the wing aligned; they do not provide any strength to the joining of the wing to the fuselage. The loads are all carried by the aluminum tongue and the channel it slides into. Even though it may be a bit tight, try to slide the wing in place. With the wing in place look at the wing and see if it is aligned with the fuselage. If it is not, determine how much the leading edge of the wing must be raised or lowered.

2. Remove the wing and slightly elongate the hole with a round or half-round file. When elongating the hole, do not remove more material than is needed to allow the wing to slide in place with relative ease. Regardless of where the anti-rotation pins align, the most important thing is that the wing is closely aligned to the fuselage sides because the incidence of the fuselage is correct.

3. Install the wing and check to be sure the wing surface is aligned with the fuselage. Repeat this for the opposite wing if needed.

Note: Throughout the testing of this airplane we flew many configurations and the wing incidences did vary. It is important that the wing and fuselage are closely aligned but not crucial. Minor differences in the wing incidence will not adversely affect the flight characteristics.