

# **KIS4 Cruiser**

## **BUILDERS MANUAL**

**S/N 4052**

# **WING ASSEMBLY**

# SPAR INSPECTION

To assist you in making sure that your spars are correct we will provide you with some dimensions that you should check to verify that you have properly made spars. **It is highly recommended that these checks be made prior to any spar assembly . Your life could depend on it. These dimensions are minimum and it is acceptable and expected for these dimensions to be thicker.**

**Center main spar:** top cap measured at BL-0 .72  
bottom cap measurement at BL-0 .53

**Outboard main:** top cap measurement at BL-46 .32  
bottom cap measurement at BL-46 .33

Verify the left and right identification of the outboard main spar. The upper spar cap is noticeably thicker in the outer portion of the span, and the spar "C" section caps face aft.

There are many reasons for the caps to vary in thickness ( manufacturing technics, overlaps of the materials during construction and varying material thickness from the manufacture.) This can add several thousands to the thickness .

Measure the thickness with a caliper or micrometer about one half inch in from the open edge.

**Hard points:** The hard points are located at BL-22 and BL-46 and are pre-drilled with a one inch hole. Verify that these holes are in the right butline location in relation to the zero butline centerline of the center main spar and the inboard scribe (BL-22) on the outboard spar. Note that these holes are angled slightly off the spar longitudinal centerline to hold the proper dihedral.



