

PREPARED BY	LJG	AERONCA AIRCRAFT CORPORATION MIDDLETOWN, OHIO	PAGE 12
CHECKED BY	EJD		REPORT 7A-P-0
APPROVED BY	RFH		SECTION .11

.11 RIGGING THE WINGS

The angle of incidence of the wings, which is $+1^{\circ}$, is fixed in the manufacture of the airplane by the root fittings on the fuselage.

The wing dihedral angle of $+2^{\circ}$ is also fixed by the length of the front strut.

When assembling the wing on the airplane the angle of incidence of the wing at the strut point can be made to correspond to the angle of incidence at the root by using the screw adjustment at the lower end of the rear strut. If, after flight test, the airplane has a tendency toward wing heaviness, the necessary wash-in or wash-out may be added by adjusting the rear strut at its lower end.

In determining the angle of incidence for rigging purposes a straight-edge may be laid along the lower flange of the rib. This angle should not be construed as being the true angle of incidence but rather a reference angle for use in adjusting the outer portion of the wing. Care should also be taken that the readings are obtained from similar datum points, e.g. spar to spar or corresponding points on both the inboard and outboard ribs.

If, after rigging the wings, a yawing motion of the airplane persists, it may be corrected by adding a tab, Aeronca drawing 1-2190, to the trailing edge of the rudder. The tab must be attached to the same side as the direction of yaw.

REVISIONS: