

Excerpts from the North Wing LSA Mustang-3 Wing Assembly Manual

Photo: Cross Bar Restraint Cable – Rear Haul-Back Shackle parts and assembly

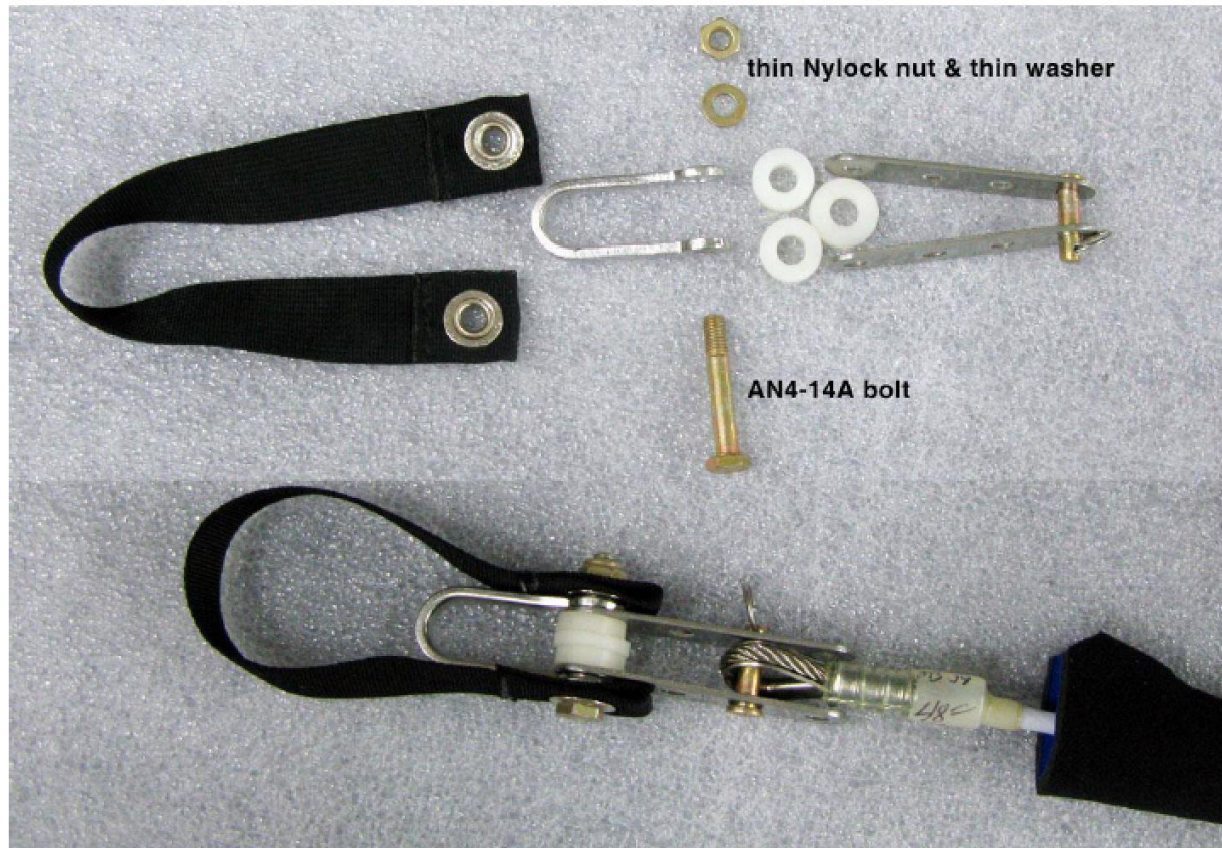


Figure 1 - Cross Bar Restraint Cable - Aft End - Exemplar

Photo: Top View of Rear Keel hardware

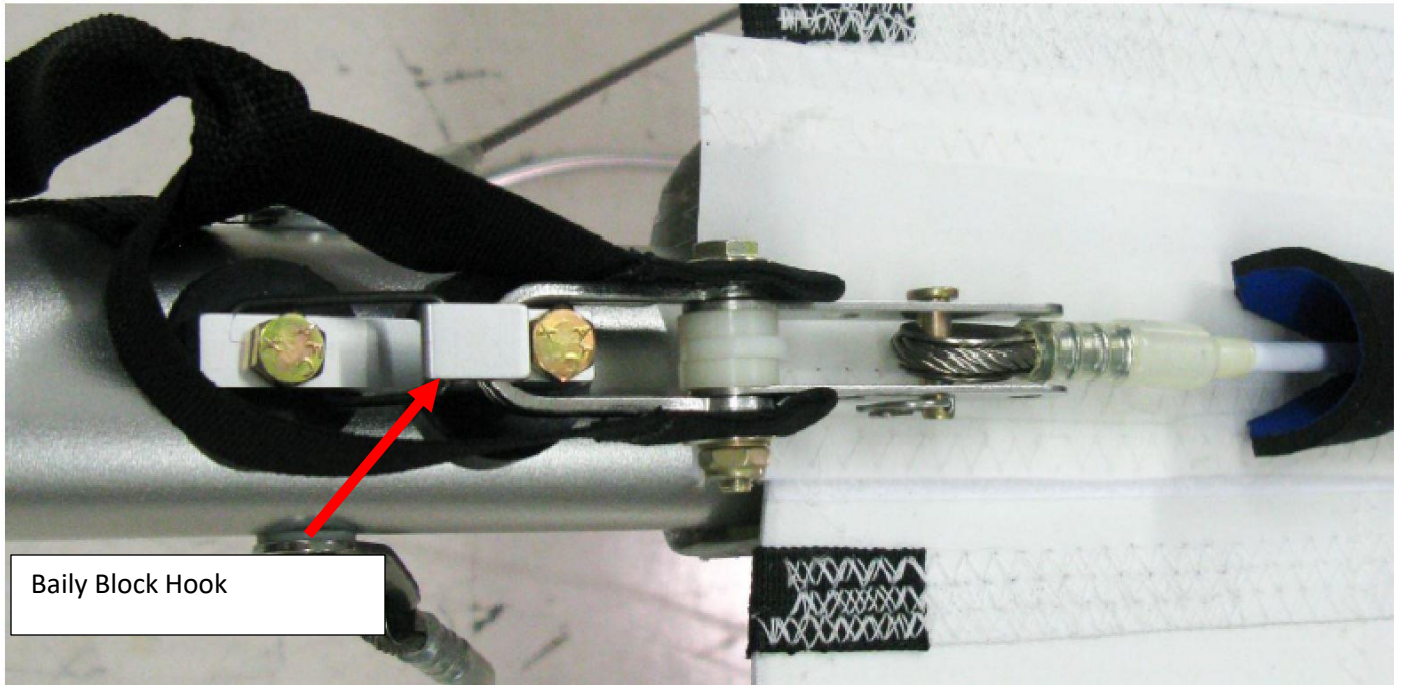
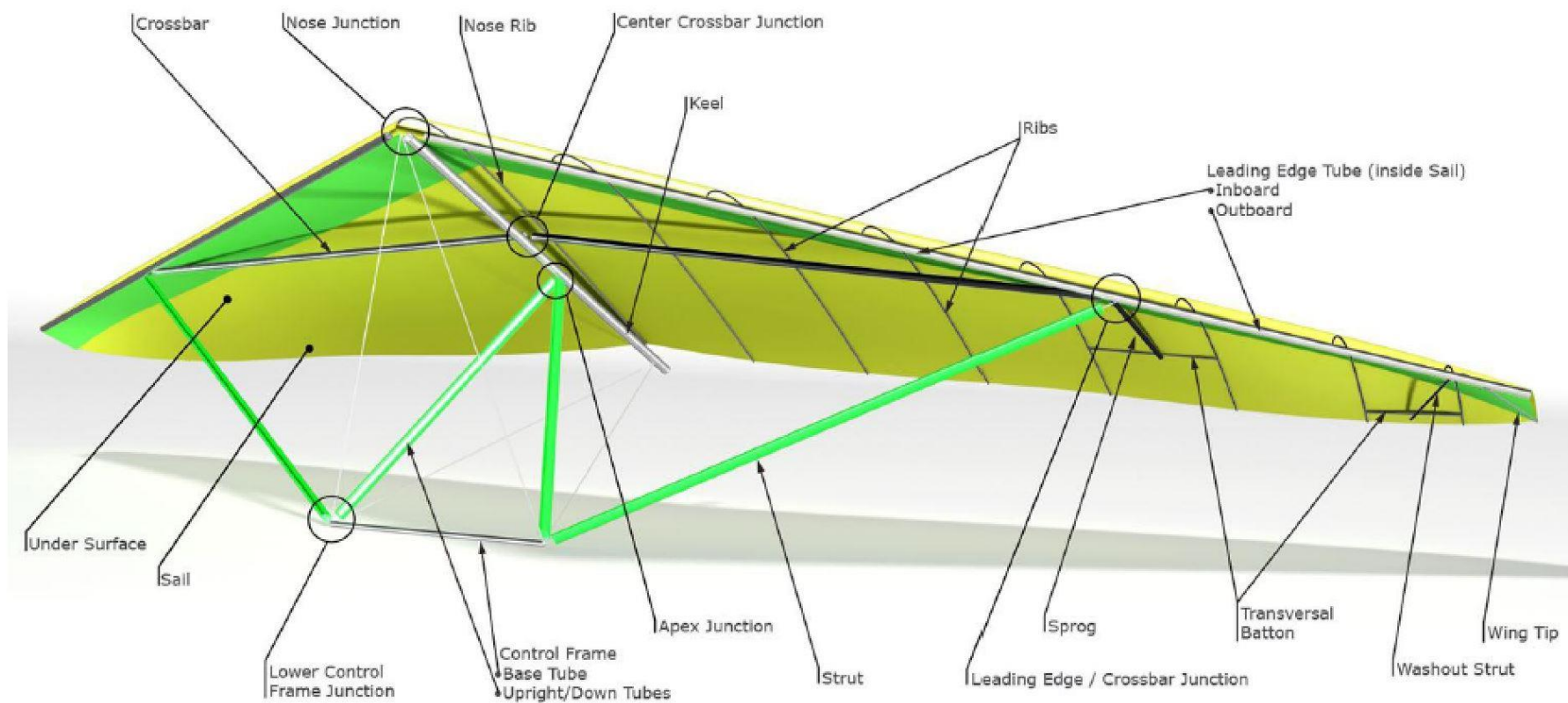


Figure 2 - Cross Bar Restraint Cable - Aft End – Shown Properly Engaged in Baily Block Hook



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Figure 3 - Wing Diagram of Main Components

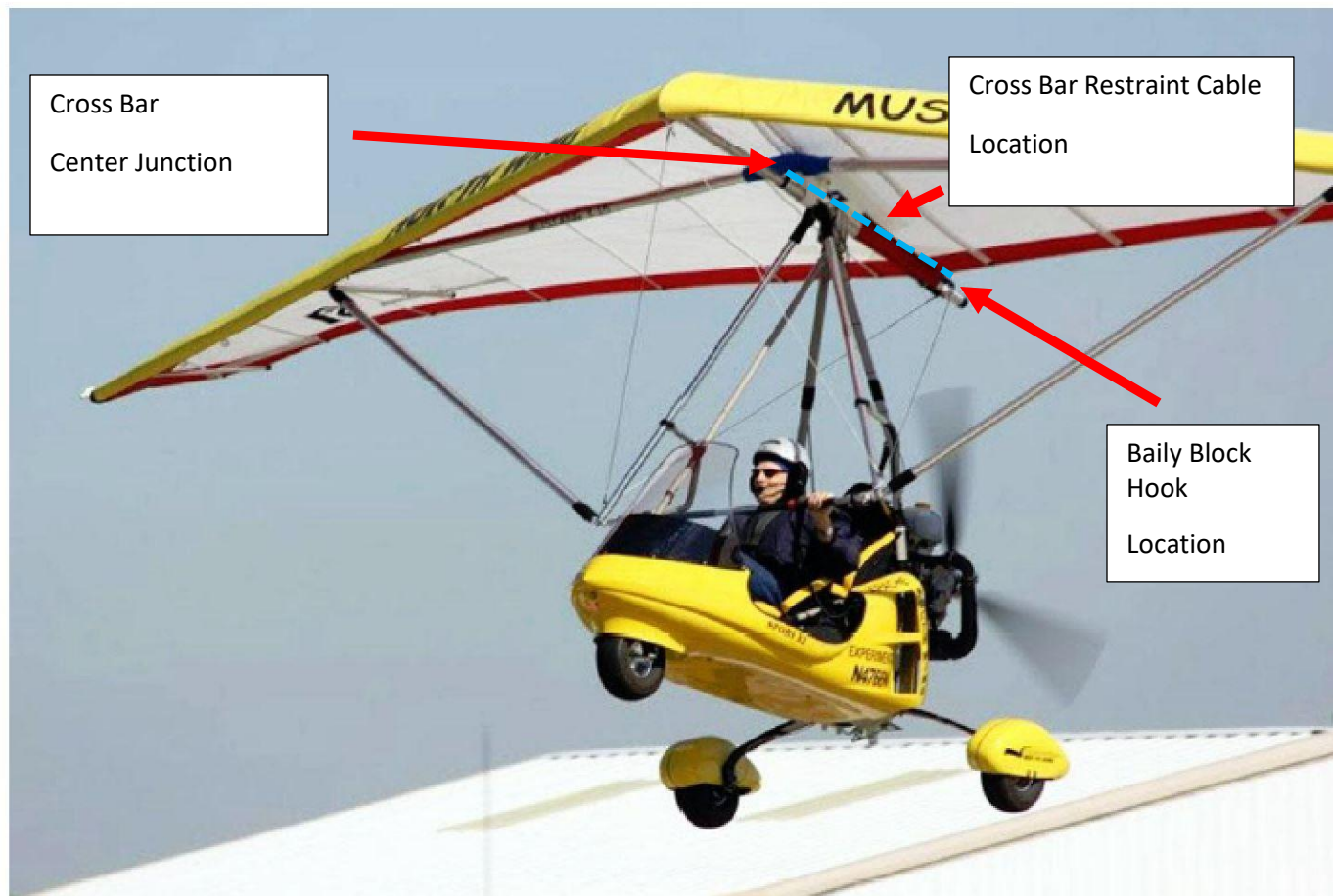


Figure 4 - Exemplar Trike

Excerpt from the North Wing Mustang-3 (operation) Manual

North Wing MUSTANG 3-15 Wing Manual

Starting at the nose:

- Sight along both leading edges, checking for similar curves.
- Walk towards the tip, feeling for dents in the leading edge tube.
- Pause at the wing bolts and look into the sail through the zipper inspection access. Check side struts fittings and safety rings.
- Continue to the tip and check the sail tip area for proper seating on the leading edge tube, and sail integrity.
- Verify that the sprog tubes are positioned correctly and velcros are in place.
- Insure that the tip struts are properly seated on the leading edge hooks, and that the tension strings are correctly installed.
- Walk to the keel, checking each of the ribs to ensure that they are properly secured, with the double-purchase strings.
- Check the cross tube-to-keel cable catch connection.
- Repeat first half inspection as you work your way back around the nose.
- Check the nose catch.
- Check the nose cone for secure attachment.
- Check all the lower cable rigging for proper routing about the control frame.
- Check that the control frame uprights are straight and that the set up bolt is correctly assembled with speed nut and safety ring through the base bar and forked end fitting
- Check the cross tube center bolt/plates to insure that they are properly attached.
- Make sure you zip up the center zipper after inspection. Flying the wing with the center zipper open (or any zipper) will result in loss of lift and cause dangerous flight handling!!
- Generally site the entire wing for symmetry. If you see something that does not look "right", stop and investigate.

NEVER RUSH A PREFLIGHT!

Figure 5 - Preflight Checklist