

WORKING INSTRUCTIONS

Sailplane variant Standard Cirrus B:

This sailplane variant is equipped with the connection for the 16 m wing tip extension. Therefore the winglet for 15 m wingspan needs only to be adjusted:

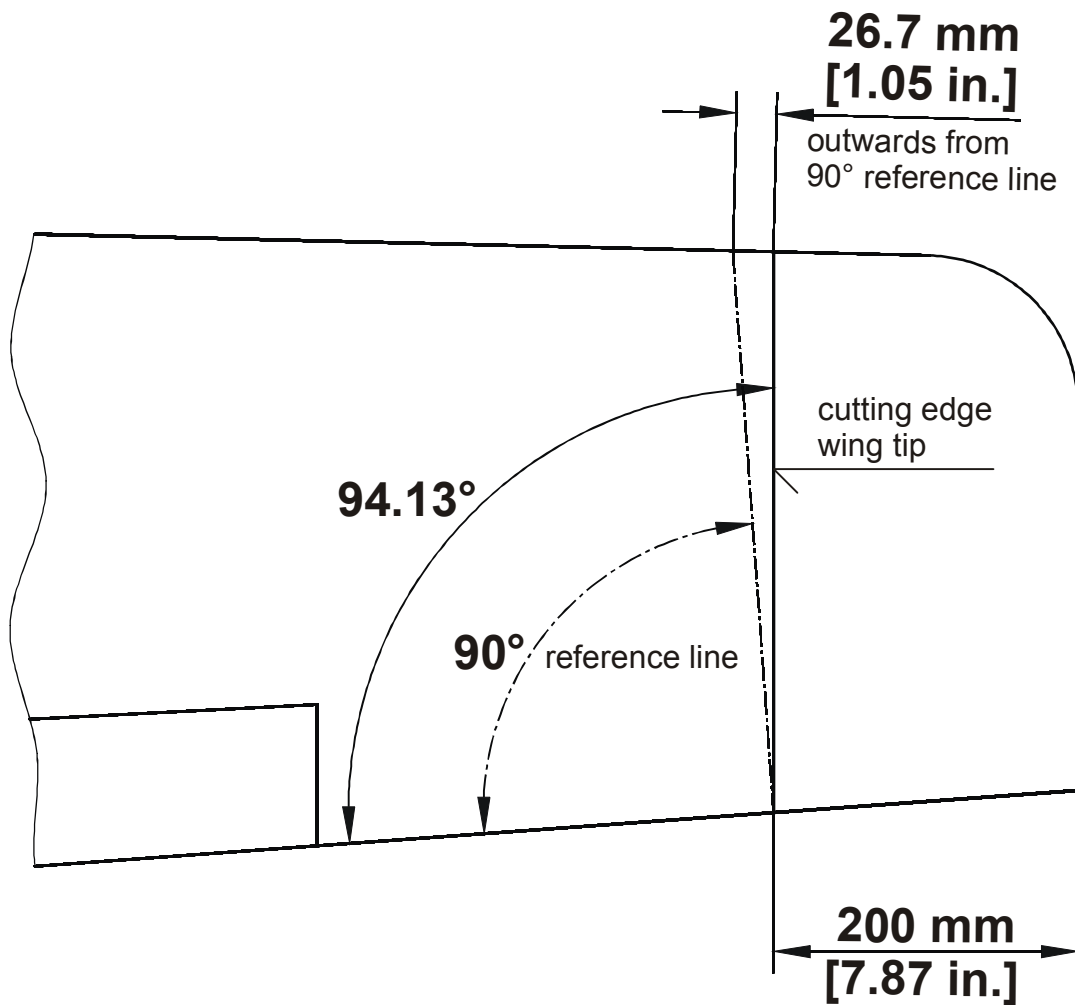
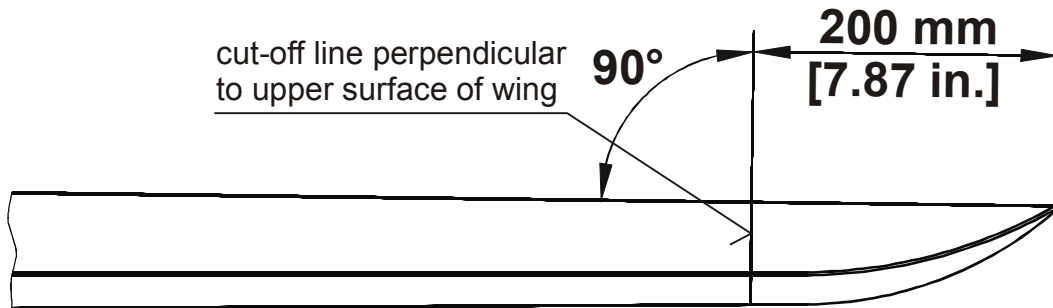
1. a) Slip the winglet on the spar tube. Trim the surmounting wing shell for an equal gap to the inner wing.
b) If the wing bolts does not fit to the winglet bearing increase the bore diameter. Then apply resin with cotton flocks on the grease protected bolts and mount the winglet again.
2. Copy the bore in the spar tube for the securing bolt to the winglet. First drill a hole with a diameter of 7 mm, then insert spar tube (III) for verification of the proper position and finally enlarge the hole to a diameter of 8 mm.
3. After the mounting of the winglet with the securing bolt check the play of the winglet. If required add washers on the winglet bolts.

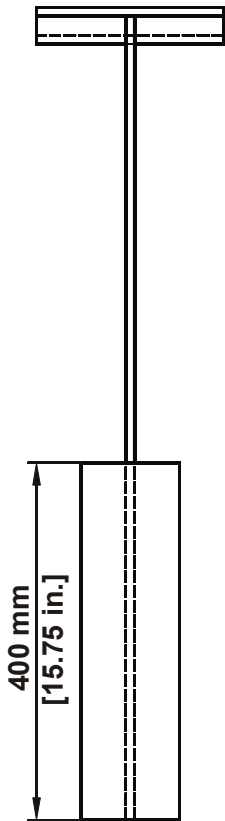
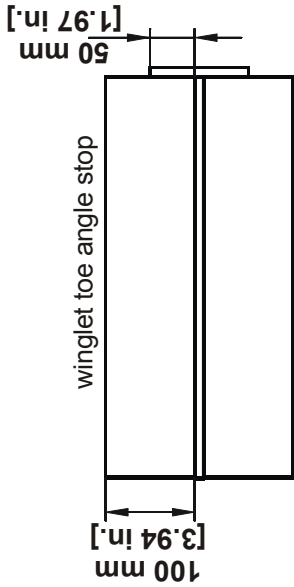
Sailplane variants

Standard Cirrus, Standard Cirrus G, Standard Cirrus CS 11-75L

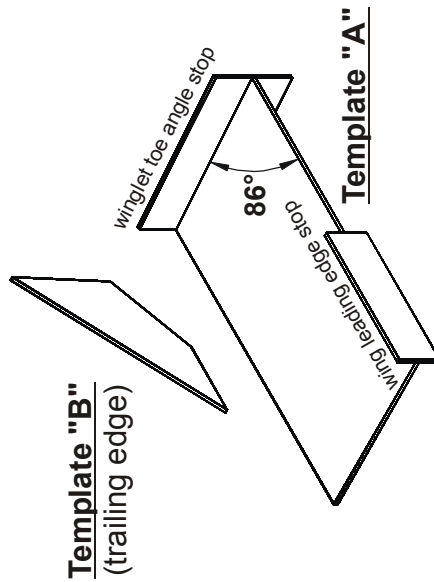
These sailplane variants feature no connection for a 16 m wing tip extension. Therefore the connections for the winglets must be retrofitted.

1. Mark wing tip cut-off line according the sketch shown on page 03.
Then cut off the wing tip.
2. a) Mount wing rib (I) with suspension bolts on the spar tube (III) and mount winglet.
b) Fit wing rib (I) see page 06 to wing structure until the winglet matches the wing contour.
c) If required remove and chamfer the foam.
3. a) Position the wing with winglet with the aid of template "A" (dimensions see page 04 and the photo on page 05). Fit the winglet with rib in the wing that the toe angle of the winglet matches the template "A" respective refer to drawing on page 06.
b) Adjust the angle of the trailing edges of the wing and winglet with the aid of the template "B" see also photo on page 05.
c) Damaged GFRP-cloth of the inner sandwich shell should be replaced by a 92125 diagonal.
d) After curing of the inner sandwich laminate check again the position of the winglet with the aid of the templates "A" and "B".
4. Bond end rib (I) to wing structure using thickened resin with winglet held in proper position by the templates "A" and "B".
5. After curing and trimming bond the wing suspension bolts in the wing rib (I).
6. Fit end rib (II) to wing tip cut off previously.
Thereafter insert spar tube (III) into GFRP tube on end rib (I), slide end rib (II) onto spar tube (III).
Finally bond wing tip to end rib (II) (using thickened resin) - make sure that tip matches the wing contour.
7. Drill hole (IV) (which takes up the locking pin in the winglet) through the wing structure (first drill a hole with a diameter of 7 mm, then insert spar tube (III) for verification of the proper position and finally enlarge the hole to a diameter of 8 mm).
8. Insert spar tube (III) into winglet and let the locking pin engage.
9. Bond spar tube (III) with winglet (securing bolt engaged) with resin and cotton flocks in wing rib (I).
10. Copy the bore in the spar tube for the securing bolt to the wing tip. Drill first with 7 mm, check the position of the hole then enlarge the hole to a diameter of 8 mm.
10. Do the paint work (if necessary).

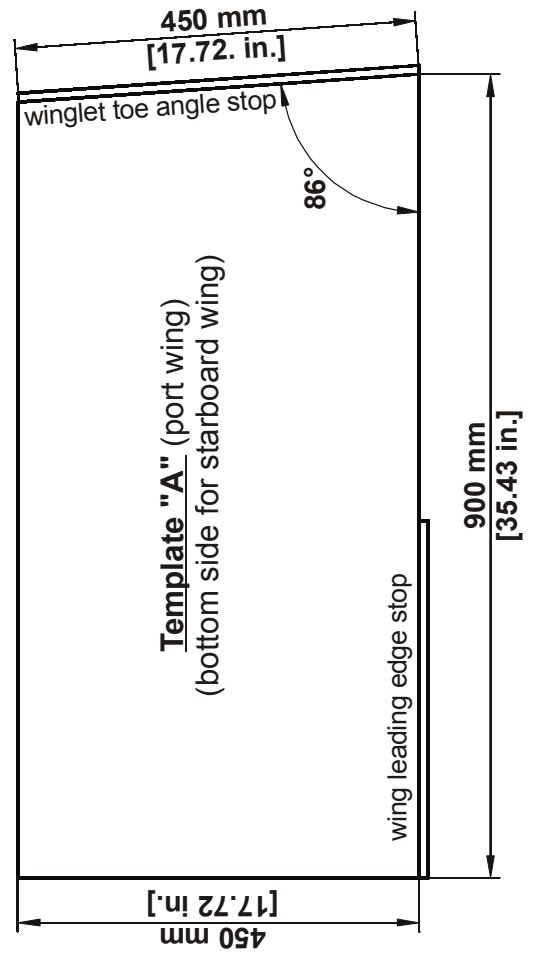
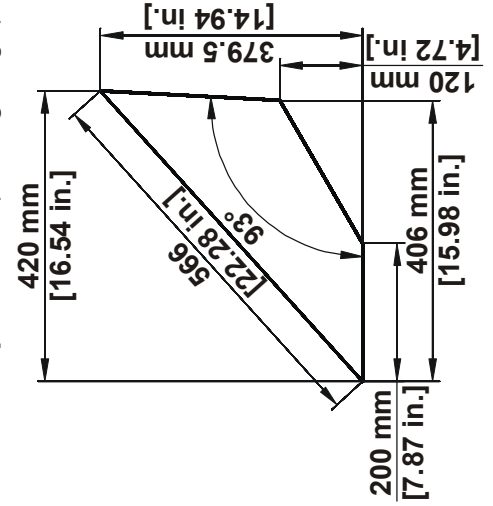




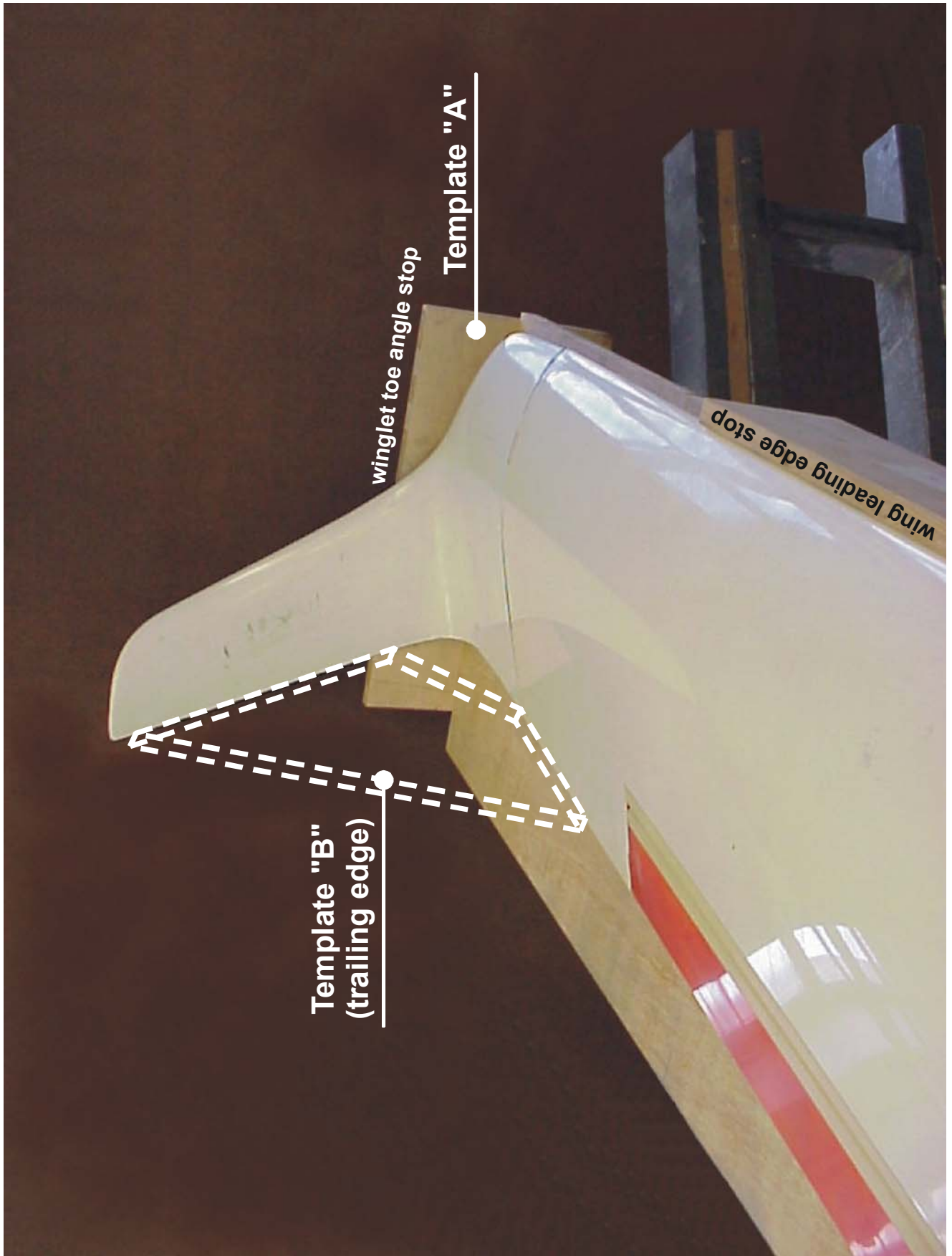
WINGLET-MOUNTING TEMPLATES



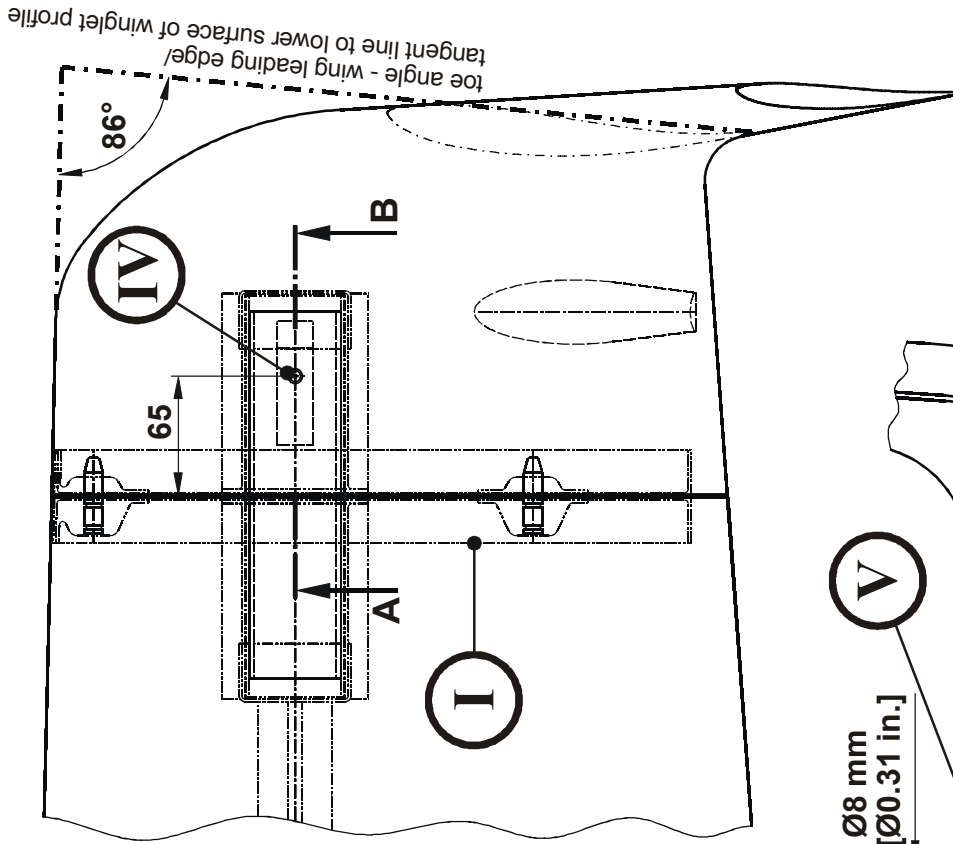
Template "B" (trailing edge)



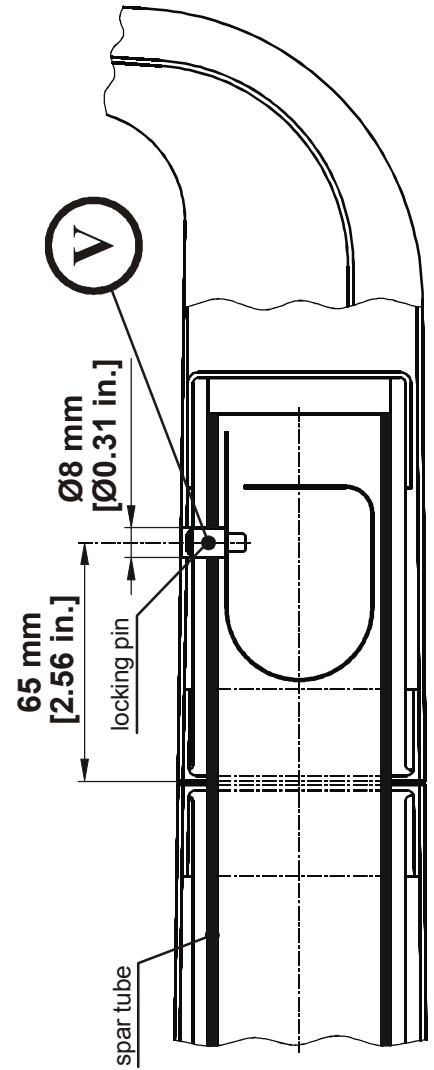
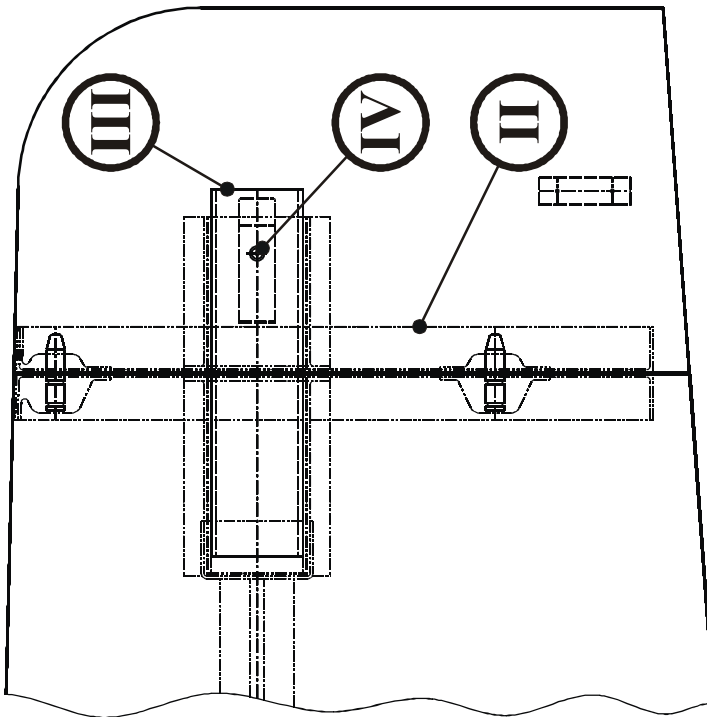
Template "A" (port wing)
(bottom side for starboard wing)



Outboard wing with removable winglet



Outboard wing with removable standard wing tip



SECTION A-B