

Annex to the Flight Manual according to TN 37.

Operation with winglets

Annex to section **IV.4. PRE-FLIGHT CHECK:**

Are the winglets undamaged and secured?

Annex to section **IV.8. DANGEROUS FLIGHT ATTITUDES:**

When operated with winglets installed there will be no noticeable change to spinning behaviour.

Annex to section

VI.1. RIGGING AND LOADING WITH WATER BALLAST:

The rigging procedure is identical with the rigging of the serial wingtip or the wing span extension.

The attachment of the winglets to the wing is done by use of the "Allan Bolt" of the horizontal tail or a T-type rigging tool with a thread M 10.

Push the winglet stub into the adapter of the wing.

The winglet is correctly mounted when the safety bolt is flush with the wing nose contour.

The gap between wing and winglet is covered by plastic self adhesive tape.

Annex to section **VI.2. DE-RIGGING:**

Prior to derigging the wings from the fuselage the winglets have to be detached from the wing and the standard wing tips must be attached.

Annex to section **VI.3. STORAGE:**

For prolonged parking periods, even inside hangars, as well as for road transport the winglets must be detached as they are easily damaged during ground handling.

Annex to the Maintenance Manual according to TN 37.

Operation with winglets

Annex to section **I.3. SPECIFICATION:**

Winglet

Hight	0.4 m
Area	0.066 m ²
Aspect ratio	≈2.4
Sweep back (trailing edge)	29°
Profile	DU 94-130

Annex to section **II.1.1. Wings:**

The winglets are connected by a spigot into a bushing on the wing. This connection is secured by a spring loaded pin.

Annex to section **III.2.3. Weighing report:**

As the configuration with standard wing tips is the lightest one, the "Weight and Balance" procedure has to be done in that configuration!