

TRIKE WING

Still TL

OWNER / SERVICE MANUAL



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AMENDMENTS

No.	Section	Pages	Date of correction	Comments
1		1	15.12.2021	Amendments table added.
2	10	18	15.12.2021	Text correction: information about cables replacement changed.

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1. INTRODUCTION

Thank you for purchasing Aeros wing for your trike.

Still TL is a kingpostless two-seater trike wing with 30 % double surface, designed for the wide range of pilots: from beginners through to the most experienced pilots who want to have fun in powered flying. A small percentage double surface with a minimum amount of battens for maintaining the airfoil has resulted in relatively low weight and fast set up time.

No kingpost means that you can store the wing in a hangar while it remains fixed to the trike. This allows storing the trike with the wing on it in a really limited space in a hangar or even in a garage. Setting the wing that already attached to the trike up for flight is fast and easy.

The structural strength of the Still TL is sufficient for different flight conditions with defined wing load.

Please read and be sure you thoroughly understand this manual before flying the Still TL. Be sure that you thoroughly familiar with the wing and the contents of this manual before initial operation. If you have access to the Internet, please visit us regularly at

<http://www.aeros.com.ua>

In case of any doubts or questions contact your local dealers or Aeros directly.

We wish you safe and enjoyable flying career.

Aeros Ltd.

Definitions

Definitions used in this Manual such as WARNING, CAUTION and NOTE are employed in the following context:

WARNING

OPERATING PROCEDURES, TECHNIQUES, ETC. WHICH IF NOT FOLLOWED CORRECTLY, MAY RESULT IN PERSONAL INJURY OR DEATH.

CAUTION

OPERATING PROCEDURES, TECHNIQUES, ETC. WHICH IF NOT STRICTLY OBSERVED, MAY RESULT IN DAMAGE TO THE AIRCRAFT OR ITS INSTALLED EQUIPMENT.

NOTE

Operating procedures, techniques, etc. which considered essential to highlight.

2. TECHNICAL INFORMATION AND OPERATING LIMITATIONS

Flight operation of the Still TL should be limited to non-aerobatic maneuvers; those in which the pitch angle will not exceed 30 degrees nose up or nose down from the horizon and bank angle will not exceed 60 degrees.

Wing area, sq.m. (sq.ft.)	17.4 (187)
Wing span, m (ft.)	10.00 (32)
Aspect ratio	5.8
Nose angle, °	122
Weight (without bags), kg (lb)	57.5 (127)
Number of sail battens	15
Double sail, %	30
Range of operating overloads	+4/-2
Ultimate tested strength, G	+6/-3
Wind speed max, m/sec (mph)	10 (22)
Min. airspeed, km/h (mph)	50 (31)
Cruise speed, km/h (mph)	75-85 (47-53)
Max. airspeed, km/h (mph)	105 (65)
Max. take-off weight, kg (lb)	472.5 (1041.7)

Aeros recommends that no attempt should ever be made to deliberately spin a trike with this wing or any wing.

The stability, controllability, and structural strength of a properly maintained Still TL have been determined to be adequate for safe operation when the wing is operated within the entire manufacturer specified limitations.

No warranty of adequate stability, controllability, or structural strength is made or implied for operation outside of these limitations.

Operating the Still TL outside of the above limitations may result in injury and death.

Flying a trike with the Still TL wing in strong or gusty winds or turbulence may result in loss of control of the wing, which may lead to injury and death.

Do not fly in such conditions unless you realize and wish to personally accept the associated risks.

3. STILL TL REASSEMBLY AFTER SHIPPING PROCEDURE

1. With the wing in the bag (4 meters long) lay the glider on the ground.
2. Undo the wing bag zipper. Untie the Velcro straps. Remove the battens, the base tube and the leading edge tubes N3 from the bag.
3. Turn the wing so that the downtubes, packed into the safety bags, are on the bottom.

4. Unfold the sail along the leading edge (Fig. 1).

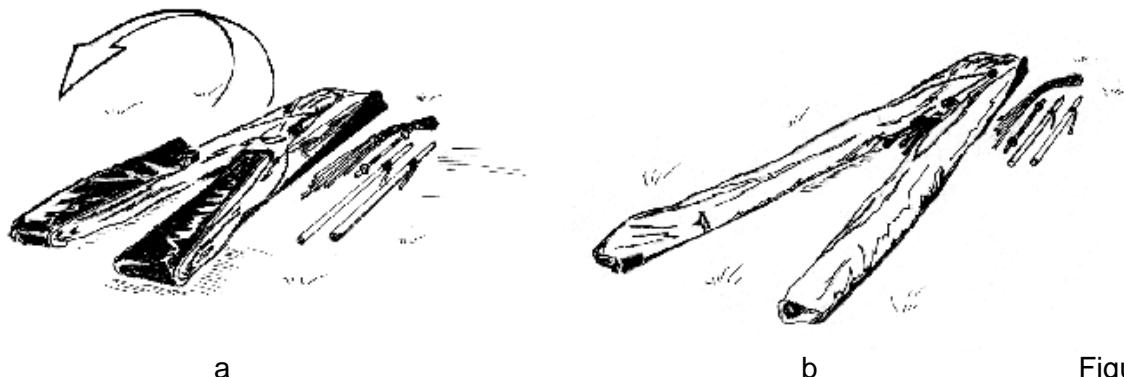


Figure 1

5. There is a self-tapping screw for the turn adjustment at the outer part of the leading edge # 3. Position of the self-tapping screw has been determined and marked after the test flights. Take the screw out before installing the leading edge tube # 3 (Fig. 2).

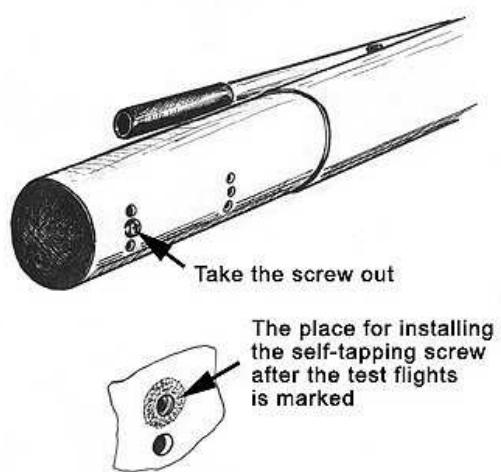


Figure 2

Attach the leading edge tubes N3 to the leading edge tubes N2 according to the marking (L-left, R-right, marks should be on top) (Fig. 3).

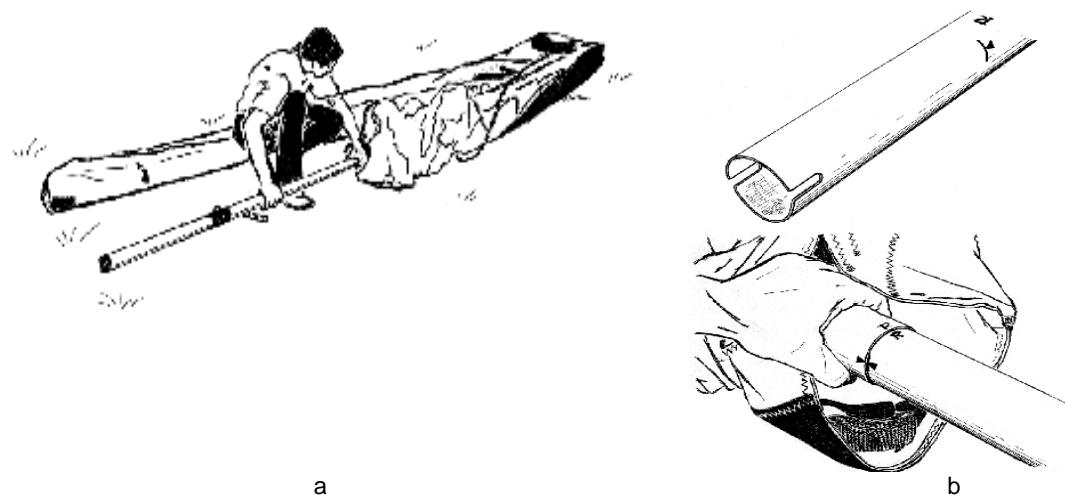


Figure 3

6. While installing the leading edge tubes into the sail, place the washout struts facing forward towards the nose of the wing and along the leading edge tubes (Fig. 4).
Put washout tips outside of the sail through the washout strut holes. Make sure that the leading edge tube #3 is properly installed.

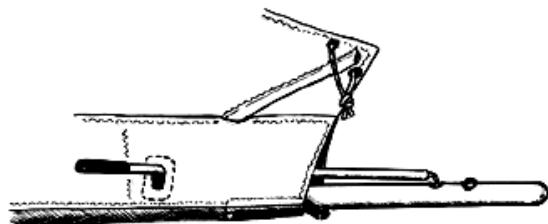
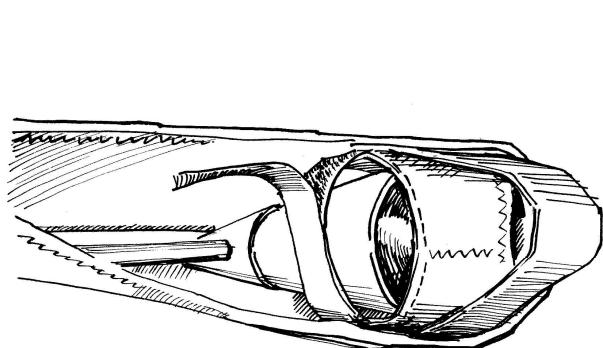


Figure 4

7. Tighten the sail along the leading edge, mount it to the rear leading edge and attach the securing Velcro (Fig. 5).
The sail is mounted to the leading edge by the inner (forward) of the two loops of webbing. The outer loop is a pull handle only.



a



b

Figure 5

8. Fix the sail with the self-tapping screw. Make sure you installing the screw in the same marked hole it has been removed from (Fig. 6).

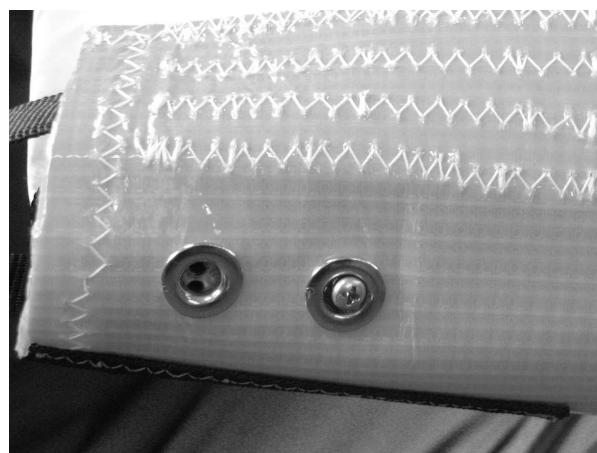


Figure 6

9. Install the keel batten (Fig. 7) and # 1 battens (Fig. 8) in the wing if they are not installed.

Aeros convention is that red marked battens go in the left wing and green marked battens in the right. Battens are numbered from the center outwards, and the longest batten in a Still TL is designated as the "# 1" batten.



Figure 7

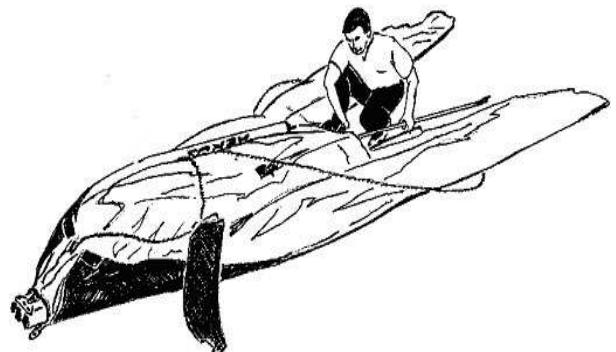


Figure 8

10. The further set up procedure is similar to the one from a 6-meter long package.

4. STILL TL BREAKDOWN FOR SHIPPING PROCEDURE

This process will basically be the reverse of reassembling after breakdown for shipping. Before beginning, read through the section above on how to re-install the rear leading edges.

5. STILL TL SET-UP PROCEDURE

1. Lay the wing on the ground, with the bag zipper up and the nose of the wing pointing downwind.
2. Undo zipper and take out battens, struts and the control bar (Fig. 9).



Figure 9

3. Untie the two middle Velcro straps. Turn the wing on one side and spread the down tubes. Install the control bar according to the markings. Fix control bar using bolts, nuts and safety rings. Check the control bar fixing nuts are pointing backwards, against the direction of flight.



Figure 10

4. Lift the wing upright on the control bar. Try to set the control bar on level ground.

5. Remove all Velcro ties and spread the wigs a bit (Fig. 10).

6. Remove the leading edge / cross bar protection bags from the wing. Remove the protection bags from the control bar apex, from the hang bracket and from the crossbar central unit.



Figure 11



Figure 12

8. Attach the bottom front wires and secure the nose catch of the bottom wires on the nose junction channel using the clevis pin and the safety ring (Fig. 13).



Figure 13

9. Attach the wing part of the rescue system bridle as shown on the figures 14 and 15.



Figure 14



Figure 15

10. Carefully spread the wings all the way, lowering the nose of the wing on the ground. It spreads itself (Fig. 16, 17 and 18).

Remove the wingtip protection bags.



Figure 16



Figure 17



Figure 18



Figure 19

11. From the direction of the keel install the transverse battens in to the corresponding batten pockets (Fig. 19).

12. Remove battens from the batten bag and check each batten for symmetry against the corresponding batten from the other wing. Align the battens at their front tips, and at about the 60% of the chord point. There should be no deviation of more than 3 mm (1/8") from one batten to the other along the full length of the battens.

If you choose not to check your battens for symmetry before each flight, you should, at a minimum, check them once a month.

Aeros convention is that the red marked battens go in the left wing and green marked battens in the right wing. Battens are numbered from the center outwards, and the longest batten in a Still TL is designated as the "No. 1" batten. Install the cambered battens in the sail.

CAUTION: INSERT BATTENS CAREFULLY, SO AS TO MINIMISE STRESS AND WEAR ON THE SAIL.

Never insert or remove battens with the crosstube tensioned (except for up to the last three on each side) and never insert or remove battens with heavy wind pressure on the top of the sail or in any condition which causes the battens to slide with great resistance in the pockets.



Figure 20

13. Remove the auxiliary bungee from the shackle and the hook.

Take the sweep (crosstube tensioning) wires shackle with one hand and check that the sweep wires are not twisted. At the same time with another hand pull the crossbar backwards – this will considerably help attaching the shackle of the sweep wires to the hook, placed on the keel tube (Fig. 20).

14. Install the tip battens and fix all the battens with the **double tensioned** ropes and rubber bands.

15. The next step is to install the outboard sprogs. Swing the sprog away from the leading edge and push it towards the leading edge in to the receptacle. Make sure the sprog sits all the way in the sprog receptacle (Fig. 21).



Figure 21



Figure 22

16. Install the inboard sprogs. Swing the sprog away from the leading edge and fix it with buckles as shown on the figure 22.

17. Fix the side strut back-up wire with bolts and nuts and secure with safety rings as shown on the figures 23 and 24.



Figure 23



Figure 24

18. Install the strut upper cover (Fig. 25) and strut / control frame protection cover (Fig. 26).



Figure 25



Figure 26



Figure 27

19. Now your wing is ready to be mounted on your trike (Fig 27).

Don't forget to install the nosecone when you mount the wing on the trike.

WARNING

DO NOT FLY WITHOUT THE NOSECONE!

6. PREFLIGHT PROCEDURE

Conduct a complete preflight inspection of the wing, checking all assemblies, which have not already been checked. Every bolt, nut, pin, safety ring, and fastener of any kind should be checked during every pre-flight. A full pre-flight inspection should precede every flight you make, not just the first flight of the day.

Carefully check the entire length of the leading edge pocket to insure that the Mylar insert is lying flat in the pocket. If any section of the Mylar is folded under, de-tension the crossbar, remove as many battens as necessary and unfold the Mylar.

Along the left leading edge:

Check that the strut is properly secured, safety wire is engaged and the safety ring is installed (Fig. 28).

Open the crossbar / leading edge junction access zipper and look inside, making sure that the crossbar and the main sprog wire are properly secured (Fig. 29). Close the crossbar / leading edge junction access zipper.



Figure 28



Figure 29



Figure 30

Along the trailing edge, left wing

Check that there are no tears in the sail material along the trailing edge.

Check that all battens are properly secured.

Check that the outboard sprog is properly secured in position supporting the last outboard cambered batten.

Check that the inboard sprog is properly secured in position with buckle supporting the transverse batten.

From the rear keel

Check the keel mount webbing, and bottom rear wires are safely secured to the keel tube.

Check the rear cables making sure there are no kinks or twisted thimbles.



Figure 31

Under the wing at the control frame apex

Check the control frame apex, and the hang block bracket hardware (Fig. 31). Check that the shackle of the sweep wires is secured on the hook on the keel tube (Fig. 31). Check the crossbar tensioning cables making sure there are no kinks or twisted thimbles and make sure there are no signs of wear. Check the crossbar center channels assembly including the sweep wires/X-bar junction and the center bolt. Visually inspect the crossbar tubes by sighting along the length of the crossbar tubes looking for any evidence of damage.

Along the trailing edge, right wing: Same as for the left wing.
At the right tip: Same as for the left tip.

Along the right leading edge: Same as for the left leading edge.



Figure 32

Under the wing at the control bar: Sight down the downtubes, making sure that they are straight.

WARNING

DO NOT FLY WITH BENT DOWNTUBES!

Check that the strut is properly secured to the control frame and the safety ring is installed.

Look under the protection cover and check for proper installation of all nuts and safety rings at the control bar corners (Fig. 32).

7. SPEED TO FLY

The range of **trim speed** for the Still TL is 78 - 85 km/h (47 - 53 mph).

The range of the **stall speed** for the Still TL is 50 - 52 km/h (31 – 33 mph). The wing is stable at the beginning of stall. While pushing out the base bar, the bar pressure is progressively increase.

The Still TL, depending on the wing load, speeds up to 100 - 105 km/h (63 – 65 mph), being essentially roll neutral, with no tendency to yaw. The bar pressure will increase progressively as the speed increases.

WARNING

ALL SPEEDS ARE MEASURED WITH AEROS-2 TRIKE.

8. STILL TL BREAKDOWN

Breakdown of the wing is the reverse of assembly.

1. Remove the nosecone. Put the nose of the wing on the ground.
2. Remove the strut upper cover and strut / control frame protection cover.
3. Disengage the outboard sprogs. Pull the sprog out of the leading edge receptacle, swing it towards the leading edge and fix it with the Velcro.
4. Remove the tip battens.
5. Disengage the inboard sprogs. Undo the buckle and let the sprog to swing towards the leading edge.
6. De-tension the crossbar sweep wires.

Attach the auxiliary bungee to the shackle and to the hook as shown on the figures 33 and 34.



Figure 33



Figure 34

7. Remove all battens out of the sail, except for the nose batten, and store them in the batten bag.
8. Remove the transverse battens.
9. Install the wingtip protection bags.
10. Lift the nose of the wing up and lower the rear part of the wing down until the wingtips of the wing rest on the ground.
11. Fold the wings approx. 30 % from fully closed.
12. Take out the wing part of the rescue system bridle if it has not been dismounted earlier.
13. Detach the bottom front wires from the nose junction channel.
14. Detach the struts.

Pull the sail out away from the keel until it is even on top and bottom. Roll the sail gently and carefully.

NOTE

Try to roll the sail in such way that the leading edge portion remains as smooth as possible. Do not attempt to stuff the sail between the Mylar pocket and the leading edge tube at any point

where you feel resistance, and do not attach the Velcro ties tight so as to induce creases in the Mylar or leading edge sail material.

Working from the trailing edge, roll the sail tightly to the leading edge. Finish rolling the sail in the area of the outer sprogs and install the wing tip cover bags.

15. Install the leading edge / cross bar protection bags on the wing (Fig. 35).



Figure 35



Figure 36



Figure 37

16. Install protection bags on the control frame apex, hang bracket (with the hang bracket positioned upside down) and on the crossbar central unit as shown on the figures 36 and 37. Stow the battens in the batten bag in the front part of the wing. Install the Velcro sail ties around the wing.

WARNING

FOLDING THE WING WITHOUT THE HANG BRACKET PROTECTION BAG WILL CAUSE THE CROSSBAR TUBES DAMAGE.

17. Install the wing bag. Lower the wing on the ground.

18. Detach the control bar.

19. Fold up the control frame and install the control frame bags, lay the control frame against the keel.

20. Fit the control bar in the protection bag and stow it between the leading edges in the aft part of the wing. Stow the nosecone under the most forward Velcro.

21. Zip the wing protection bag up.

9. WING TUNING

Properly tuned, the wing is safe, comfortable and fun to fly. The wing has been tested and tuned by the manufacturer or your dealer. However, in case you have enough experience, you may tune the wing by yourself, as written below, if necessary. There are a number of adjustments that affect the flight characteristics.

WARNING

DO NOT PERFORM MORE THAN ONE ADJUSTMENT AT ONCE. IF YOU DO NOT HAVE ENOUGH EXPERIENCE TO TEST FLY THE WING, ASK MORE EXPERIENCED PILOT TO DO IT FOR YOU. IT SHOULD BE PERFORMED IN SMOOTH AIR AND WITH CAUTION.

BATTENS

The battens will need to be compared and adjusted to match the batten profile template at regular intervals. Small variations in batten camber (± 10 mm at the trailing edge) will not have significant effect on flight characteristics.

BATTEN TENSION

With some airtime on the wing the battens tension may get too loose, this may cause the trailing edge to flatten. If the battens tensioned too much, the handling will become harder. Make sure the battens tensioned on both wings identical.

All battens on the Still TL are tensioned by ropes and elastics.

To check batten tension measure the distance from the batten end saddle to the knot when pulling the rope (elastic). This distance should be 1 cm for rope and 3cm for elastic.

To change batten tension undo the knot, change the rope (elastic) length and tight the knot again.

TURN CORRECTION

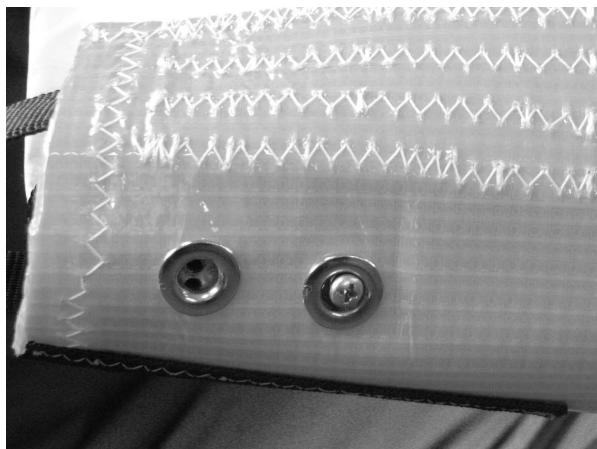


Figure 38

There is a self-tapping screw for the turn adjustment at the outer part of the leading edge # 3 (Fig. 38)

By adjusting a wingtip down, the lift on the end of that wing will be increased and that will lift that wing in flight. Adjust the self-tapping screw up by 2.5 mm at a time.

By adjusting the wingtip up, the lift will be decreased on that side and the wing will drop on that side. Adjust the self-tapping screw down by 2.5 mm at a time.

Adjust one wingtip at a time and test fly after each adjustment.

CG ADJUSTMENT

CG adjustment is done by changing the location of your hang point along the keel. The farther forward your hang point is, the faster the wing will trim, the less effort will be required to fly fast, and the more effort will be required to fly slow.

On the Still TL, the hang point position is adjusted by repositioning the hang block along the keel tube.

10. MAINTENANCE

This section contains a recommended schedule of periodic maintenance. None of the items in this section are a substitute for the continual and consistent practice of proper pre-flight inspections and immediate maintenance of any items on the wing, which require it. Safety requires that your wing be fully airworthy for every flight. Nuts and bolts must always be secure, safety rings must always be in place, and damage to any part, which could compromise the airworthiness of the wing, cannot be tolerated. If you have a question about the need to repair or replace some part of your wing, feel free to contact your dealer or Aeros directly. It is not always obvious which items require attention and which may not. Minor dents or dings in a non-critical location on an airframe tube may not require any repair or maintenance. On the other hand, a wire that has been kinked one time can fail very quickly after that, and should be replaced immediately.

We recommend that you have all maintenance work done by your Aeros dealer.

EVERY SIX MONTHS

1. Check the sail washout as described in the SPROG MEASUREMENT section.
2. Check your battens on a flat level floor against the batten diagram provided, and correct any that deviate from the pattern by more than 6 mm (1/4").
3. Have a complete inspection performed on the wing and replace any suspension system component that shows any wear, and any cable that shows any kinks, wear, damage, corrosion, etc.
4. Inspect all bolts for tightness, all safety rings for proper installation and possible damage. Inspect plates and fittings for damage, holes in tubes for elongation.
5. Inspect the sail for wear, tears, UV damage, loose stitching, etc.
6. Lightly spray all zippers on the wing with silicone spray lubricant. Also spray your battens before you install them in the wing to lubricate the insides of the batten pockets. Do not use any other type of lubricant. Wipe off any excess silicone so that it does not attract dirt.
7. Inspect the outboard sprogs. If the sprogs have been loaded heavily, it is possible that the sprog tubes may have been bent.

EVERY YEAR

In addition to the normal six month service items, also perform the following:

1. Have the sail completely removed from the frame and disassemble all frame components. Inspect every part of the wing for any damage or wear. Inspect the tubes for straightness and for signs of corrosion.
2. Anytime you have the sail off the frame, inspect all of the batten pockets and batten pocket terminations.
3. Replace hang block heart bolt.

SPECIAL CIRCUMSTANCES

1. Any time you suffer a crash or extremely heavy landing you should have an "annual" inspection done on your wing to insure that you find all damaged parts.

Heavy landings may also impose very high loads on the sprogs and bridle lines. Inspect them accordingly.

2. If your wing is ever exposed to salt water you will need to have the wing completely disassembled in accordance with the recommended annual inspection procedure. All frame parts will need to be disassembled, including the removal of all sleeves and bushings, flushed liberally with fresh water and dried completely.
3. If you fly in a dusty or sandy environment, it will help to prolong the life of your batten pockets if you wipe each batten with a rag before you install it in the sail.
4. A wet wing must be dried before storing. Do not leave your wing wet for more than one day, because corrosion may result.
5. Take special care to avoid ice-covering the wing, particularly the leading edge in wintertime.
6. If you fly regularly at the coast in windy conditions, be aware that the sea mist spray can have the same effect. Hose down your wing after such flights, and keep a special lookout for corrosion.
7. Keeping your sail clean will extend the life of the cloth. When cleaning the entire sail you should generally use only water and a soft brush. You may clean small spots or stains with any commercial spot remover that is labeled for use on polyester.

A NOTE ABOUT CABLES AND CABLE MAINTENANCE

The cables which support the wing's airframe are critical components of the wing's structure, and must be maintained in an airworthy condition. It is a general practice in the design of aircraft structures to design to an ultimate strength of 1.5 times the highest expected load in normal service.

The wing's cables, like other structural components on the wing, are typically designed with a structural safety factor of only about 50% above the expected maximum load. No significant loss in cable strength can be tolerated.

A cable with even a single broken strand must be replaced before the wing is flown again. A cable which has been bent sharply enough to have taken a permanent set must also be replaced immediately.

Some degree of fatigue due to repeated bending of cables is almost unavoidable in an aircraft that is assembled and disassembled regularly. It is recommended that cables be replaced based on technical condition, or that all cables on the wing be replaced once every four years, regardless of condition (whichever comes first).

SPROG MEASUREMENT

The Still TL uses inboard and outboard sprogs in combination with one transverse batten on each inboard sprog. Each transverse batten spans two top surface battens, so a total of six top surface battens are supported. The sprog system is the primary component of the system, which provides pitch stability.

The function of the system is to support the trailing edge of the sail at low angles of attack, and thus provide a nose-up pitching moment. The inner sprogs are adjusted at the factory to their proper settings. The outer sprogs are non-adjustable.

The inner sprog angles should be checked regularly. This can be done with any digital electronic angle meter as follows:

1. Fully set up the wing on a reasonably level surface.

2. Rest the keel tube on a support and using the angle meter as shown on the figure 39, set the angle meter to zero. Maintain this keel tube angle during further measurements.



Figure 39



Figure 40

3. Place the worktop of the angle meter under the middle part of the inner sprog close enough to the sprog wire attachment point so that the entire worktop surface of the angle meter touches the sprog (Fig. 40).

The scale of the angle meter will show the sprog angle.

The inner sprogs for Still TL should be set to 11 deg.

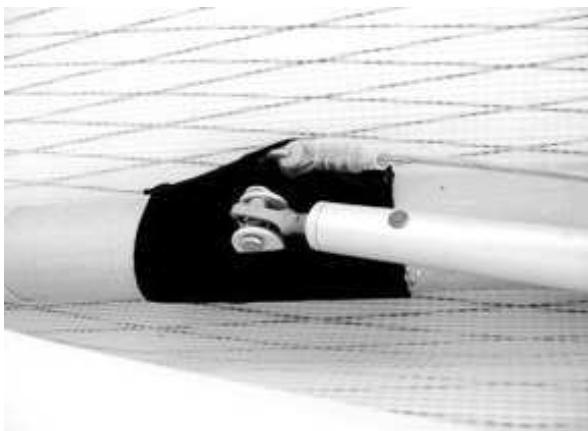


Figure 41

To adjust the main sprog angle:

1. Remove the pin from the sprog threaded adjuster at the front of the sprog. To raise the sprog angle turn the end of the sprog threaded adjuster counter clockwise. To lower the sprog angle turn the end of the sprog threaded adjuster clockwise (Fig. 41).

2. Re-install the pin to the sprog threaded adjuster and press down firmly on the rear end of the sprog to seat the cable before checking the measurement again.

11. REMOVING THE SAIL FROM THE AIRFRAME AND RE-INSTALLING

Many maintenance and repair procedures will require the removal of the sail from the frame. Please follow these instructions when removing and reinstalling the sail. Please read all the instructions for each operation before beginning.

SAIL REMOVAL

You will need an unobstructed area 2 m by 9 m (6x30 ft). Make sure the surface is clean. If it is abrasive, you should either cover it with protective tarp or be extremely careful not to scrape your sail.

Since Still TL is a single surface wing the sail removal is rather easy to perform.

1. Unzip and remove the wing bag and put struts, battens and the control bar aside. Remove Velcro straps and all protection bags from the wing.

2. Position the wing so that the control frame is on bottom. Remove the sail mount fixing screws from the outer leading edge tubes and mark the corresponding holes with indelible marker (Fig. 42).



Figure 42

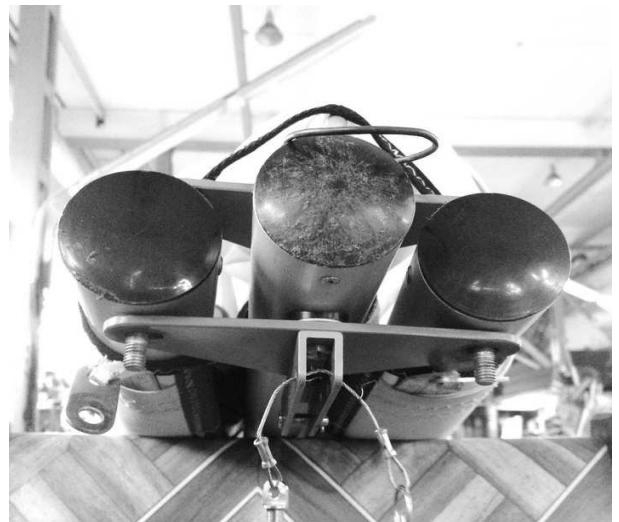


Figure 43



Figure 44

3. Remove all battens from the sail including the keel batten. Remove fixing tangs that fix the nose part of the sail to the nose bolts (Fig. 43).

4. Detach the rear bottom wire and the keel pocket fixing tang from the keel tube (Fig. 44).

Note: Reassemble the hardware removed in its place in original order so that it doesn't get lost. All disassembled assemblies on the wing must be reassembled in the proper order and orientation.

5. Dismount the main sprogs as shown on the figures 45 and 46. Check that the sprog lock nut is tighten hard.



Figure 45



Figure 46



Figure 47

6. Undo the sail mount webbing Velcro and remove sail mount webbing from the plastic end at the rear leading edge (Fig. 47).

7. Remove a splint from the nut at the crossbar / leading edge tube junction, disassemble the junction and separate the crossbar tube from the leading edge tube (Fig. 48).

8. Slide the crossbar forward and out of the sail (Fig. 49).



Figure 48



Figure 49

9. At the nose junction disconnect the leading edge tubes from the nose plates (Fig. 50).

10. Slide the leading edge tubes backwards and out of the sail.



Figure 50



Figure 51

11. Move the keel tube with the crossbar forward and out of the sail (Fig. 51).

12. If you need to send the sail to the factory for repair, remove the Mylar inserts. The Mylar inserts removed from the front end of the Mylar pocket. It helps to secure the opposite end of the sail to something solid, so that you can lay the leading edge out straight and pull the Mylar straight out of the pocket.

Fold and pack the sail carefully if you plan to ship it for repair.

RE-INSTALLING THE SAIL ON THE FRAME

Install the Mylar inserts, if they were removed before, in the sail. Make sure you install it right side up; the slit edge is at the front and on the bottom. The easiest way to install the Mylar insert is to push it into the pocket using a long lofting batten attached to the end of the Mylar insert, which is first inserted in the pocket.

You will have to stop from time to time to make sure the Mylar insert is properly lying flat in the pocket. Do not push the Mylar insert too far into the pocket (the front edge of the insert should be aflush with the front edge of the insert pocket or the insert should stay approx. 5 mm out). Make sure there are no folds in the Mylar insert, especially at the tips. Make sure the insert wraps in the proper direction to follow the sail around the leading edge as it enters the pocket.

The procedure of the sail re-installing on the frame is basically reverse of the sail removal. Read and make sure you understand the written above procedure before re-installing the sail on the frame.

12. STORAGE

You must store the wing in its bag in a dry place on soft bedding. Before storage you must ensure that the sail is dry.

The frame of the wing must not be subjected to load during storage and the tubes must not be bent under their own weight.

The wing can be stored in temperatures ranging from -10°C to +25°C.

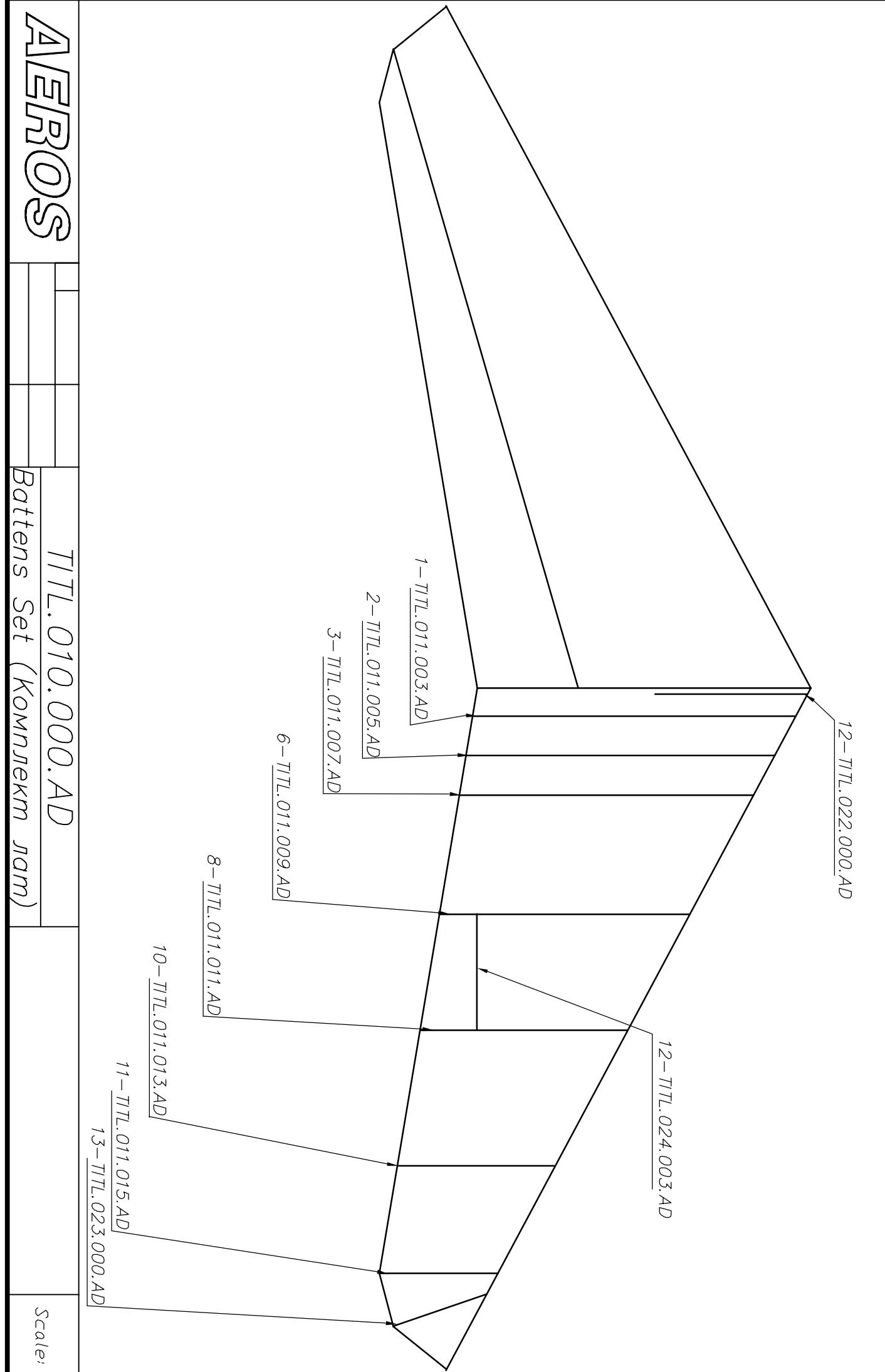
13. TRANSPORTATION

The wing may be transported in its bag in any vehicle that offers protection from mechanical damage, soiling and long exposure to rain. It is not recommended that the wing be carried or transported without its bag.

14. IN CLOSING - A FEW WORDS ON YOUR SAFETY

- Flying trikes is a great fun but it is, as any form of flying, associated with risks. Your safety can be greatly enhanced by following a few simple rules:
 - Your wing is delivered to you ready to fly. Do not make any adjustments, which are not described in this manual.
 - If you are in doubt about any aspect of your wing, you should consult your dealer or Aeros for advice.
 - Fly a wing suited to your level of ability. A new risk may arise when you first fly a new type of the wing.
 - The reactions of your new wing may well differ from those of the wing you were used to. In order to keep this risk low, we recommend that you gradually become familiar with your new wing.
 - Before every take-off always do both an assembly check and a pre-flight check of your wing and a trike unit.
 - Do not take off if the sail is wet or covered with ice, especially the leading edge, as the stall speed will increase significantly.
- ***Always fly with a dry sail!***
 - A wet wing must be dried before storing. Do not leave your wing wet for more than one day because corrosion may result.
 - Don't push your luck; it is your responsibility to know the limits of your wing and the limits of your own experience. Remember that ultimately your safety is your responsibility.
 - Fly only in places that are suitable for flying.
 - With proper care and maintenance, your wing will retain a high level of airworthiness for many years.

Have fun. Fly safely.
Aeros Team



Кол. на изделие – 2шт.

1-TITL.011.003.WD

A±1

φ10*

4
3

Зона обжатия

2-DSC14A.491.000

Зона обжатия



1. Неказанные предельные отклонения по ОСТ 00022–80.

2. *Размер для справок

3. Покрытие для деталей БЧ: Аи. Окс. нв.

3-STL.374.000

Обозначение	А	Кол. изделия
TITL.011.003.AD	2669	2
.005.AD	2482	2
.007.AD	2337	2
.009.AD	2003	2
.011.AD	1670	2
.013.AD	1323	2
.015.AD	1130	2

NOTE

Tube (Труба)

Batten Tip (Латный носик)

Batten Tip Fork (Латный

фиксатор)

DSC14A.491.000 PLASTIC

Top Battens №1–7 (Латы верхние №1–7)

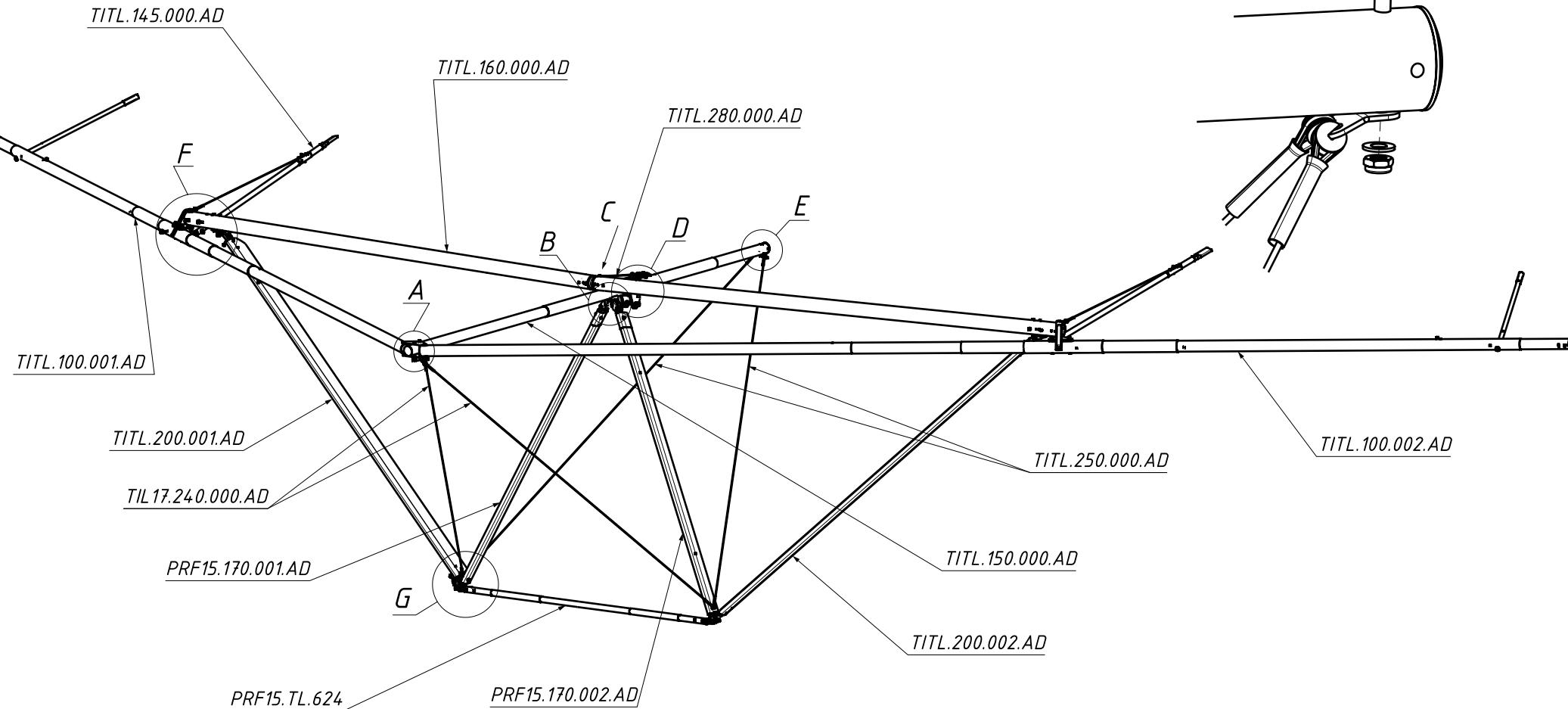
Scale:

AEROS

TITL.030.000.AD

E (1:2)

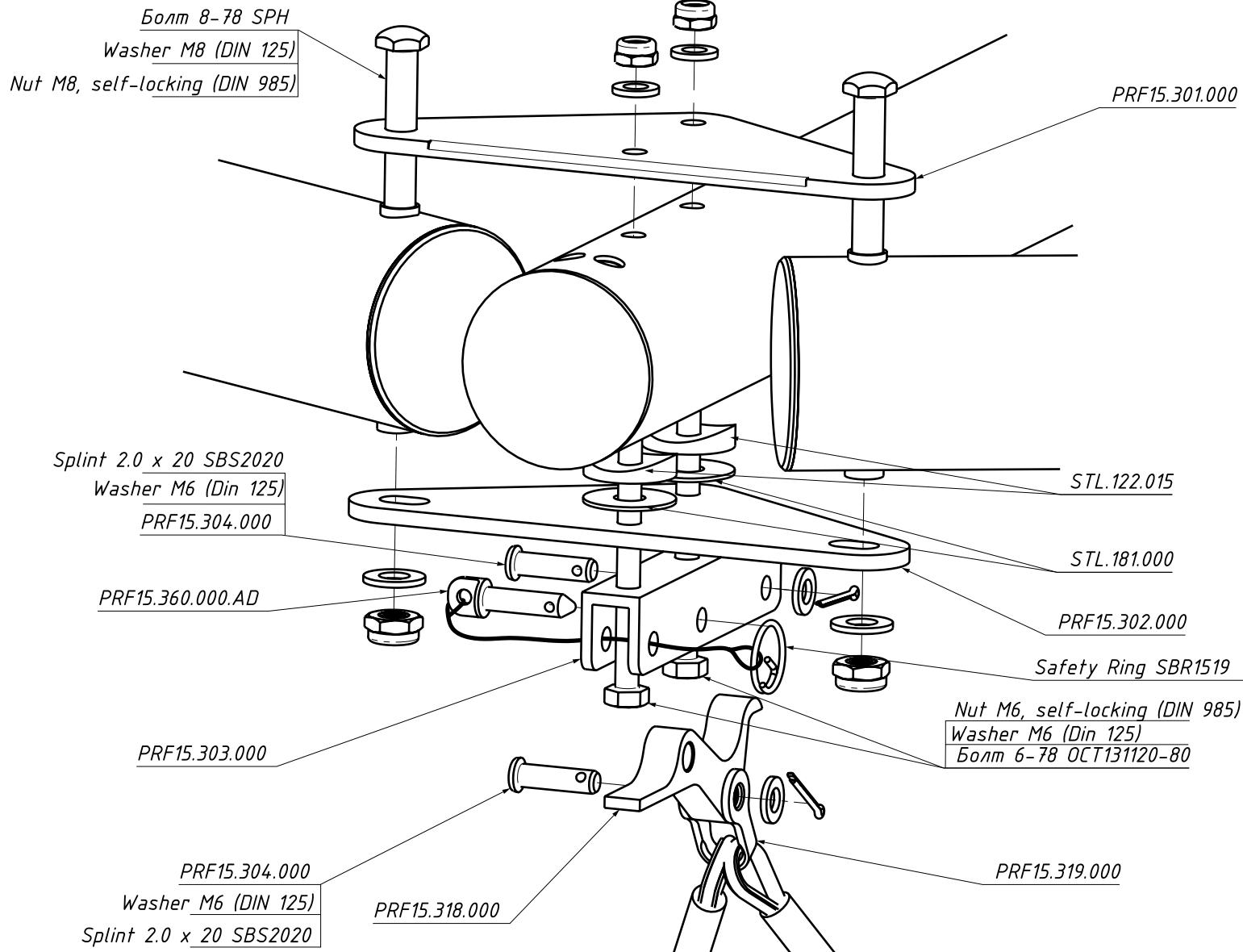
Болт 8-64 OCT131120-80
 Nut M8, self-locking (DIN 985)
 Washer M8 (DIN 125)



Инв. №	Подп. и дата	Взам. инв. №	Инв. № з/зубл.	Подп. и дата	Литера	Масса	Масштаб
Изм.	Лист.	№ докум.	Подп.	Дата			
Разраб.		Сулимов					
Проверил							
Т.контр.							
Нач. бюро.							
Н.контр.							
Утв.		Дробышев С.					
TITL.030.000.AD					1:10		
					Лист 1	Листов 7	

TITL.030.000.AD

A (1:1)



Изм.	Лист	№ докум.	Подп.	Дата	TITL.030.000.AD	Литера	Лист	Листов
Разраб.		Сулимов			Still TL Airframe			
Проверил					(Still TL каркас)			
Т.контр.								
Н.контр.								
Утв.		Дробышев С.						

TITL.030.000.AD

B (1:1)

930.305-47

Washer M8 (DIN 125)

Nut M8 OCT133042-80

Splint 2.0 x 20 SBS2020

Bolt 6-84(9) SF

Washer M6 (DIN 125)

Nut M6, self-locking (DIN 985)

Washer M8 (DIN 125)

Bolt 8-86(12) SF

Washer M8 (DIN 125)

Nut M8, self-locking (DIN 985)

PRF15.TL.662

PRF15.TL.663

TITL.183.000

TITL.280.000.AD

Первич. примен.

Справоччный №

Инв.№

Подп. и дата

Взам. инв.№

Инв.№

Подп. №

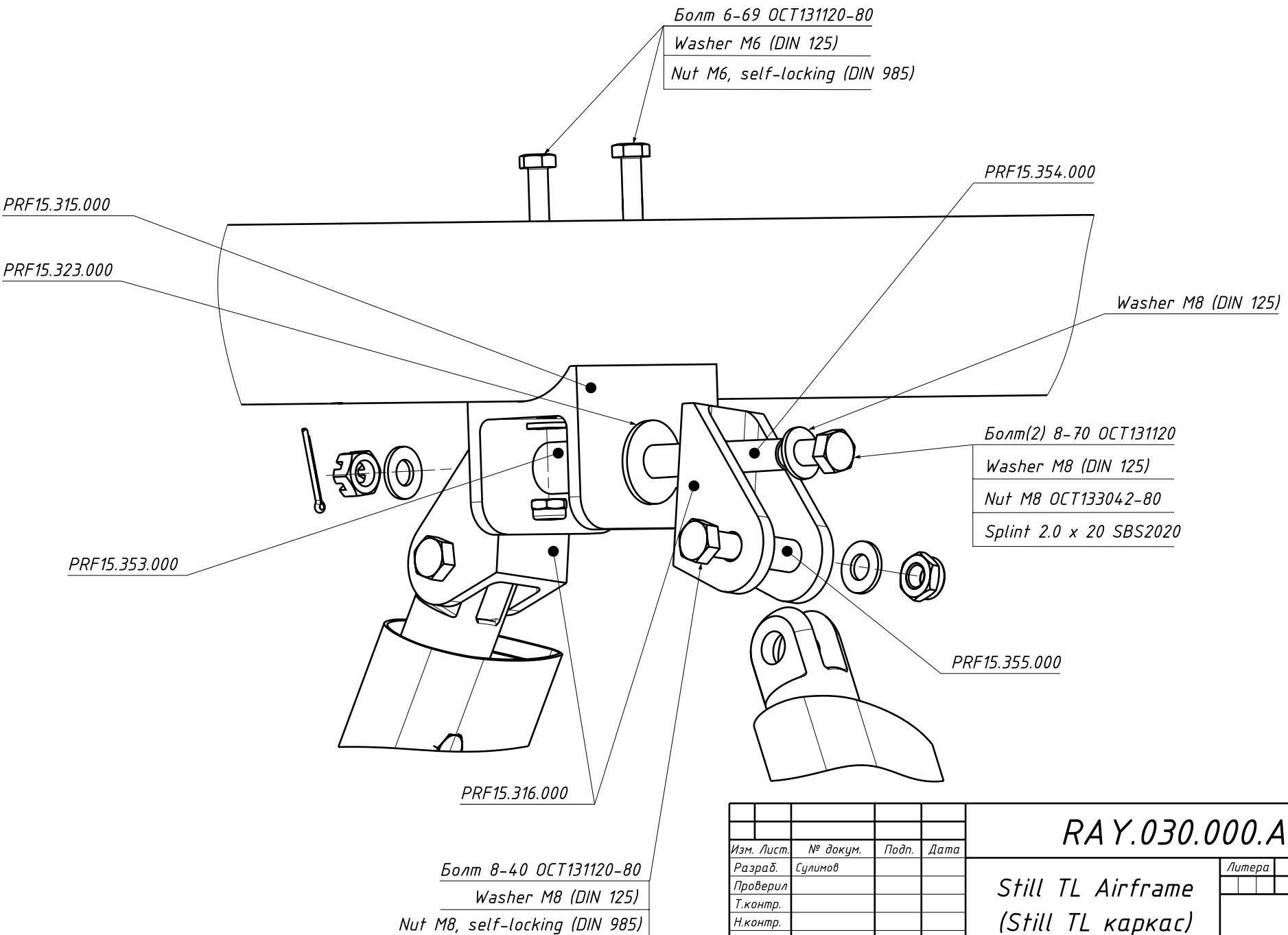
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Изм.	Лист	№ докум.	Подп.	Дата	TITL.030.000.AD	Литера	Лист	Листов
Разраб.		Сулимов			Still TL Airframe			
Проверил					(Still TL каркас)	3	7	
Т.контр.								
Н.контр.								
Утв.		Дробышев С.						

Формат А3

RAY.030.000.AD

C (1:1)



Изм.	Лист.	№ докум.	Подп.	Дата	Литера	Лист	Листов
Разраб.	Сулимов						
Проверил							
Т.контр.							
Н.контр.							
Утв.	Дробышев С.						

RAY.030.000.AD

Still TL Airframe
(Still TL каркас)

TITL.030.000.AD

D (1:1)

Safety Ring SBR1011

Nut M6 (DIN 936)

PRF15.369.000

Bolt 6-32 OCT131120-80

Washer M6 (DIN 125)

Nut M6, self-locking (DIN 985)

STL.521.000

Bolt 6-96 OCT131120-80

Washer M6 (DIN 125)

Nut M6, self-locking (DIN 985)

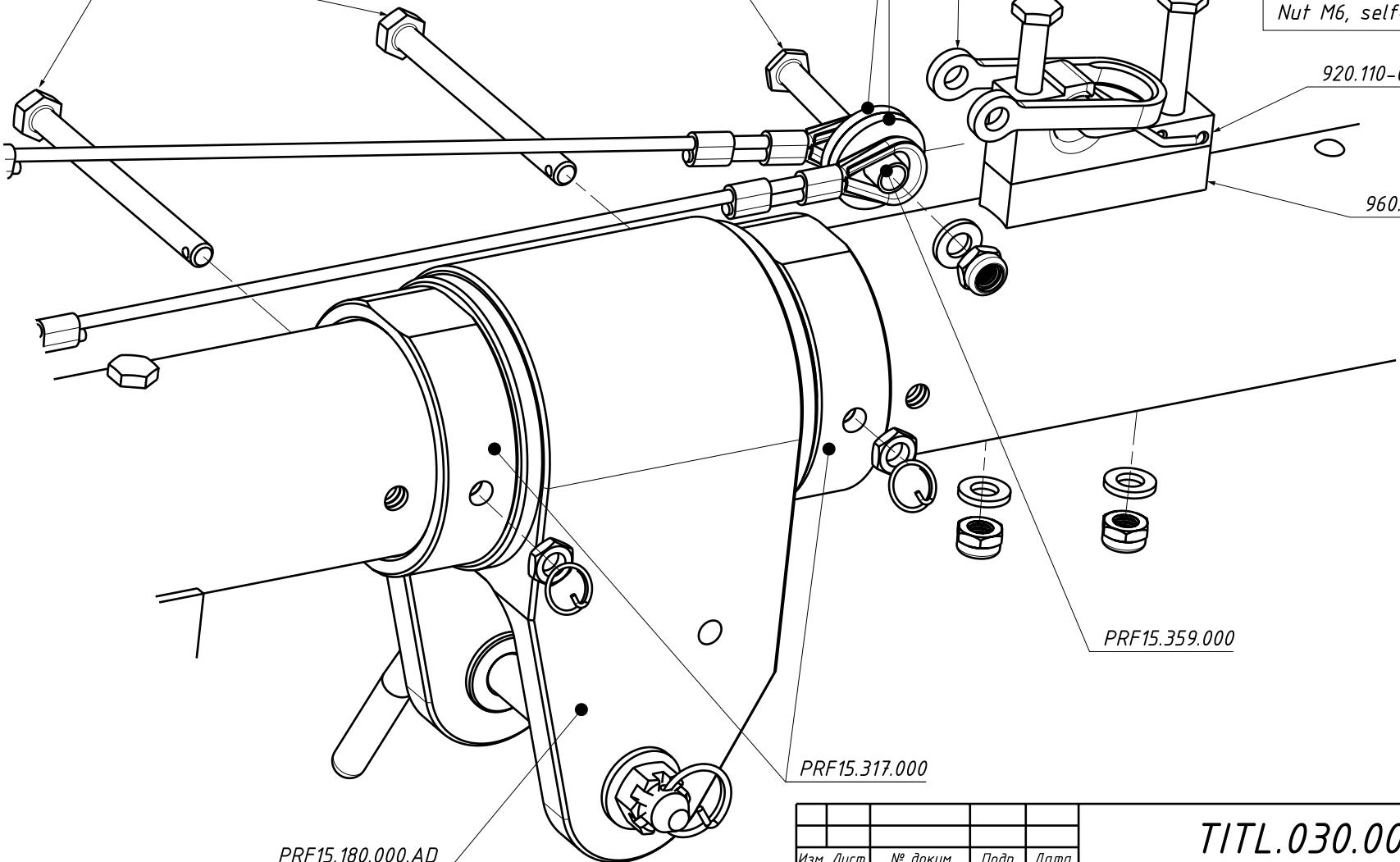
Bolt 6-80 OCT131120-80

Washer M6 (DIN 125)

Nut M6, self-locking (DIN 985)

920.110-01.AD

960.705-10

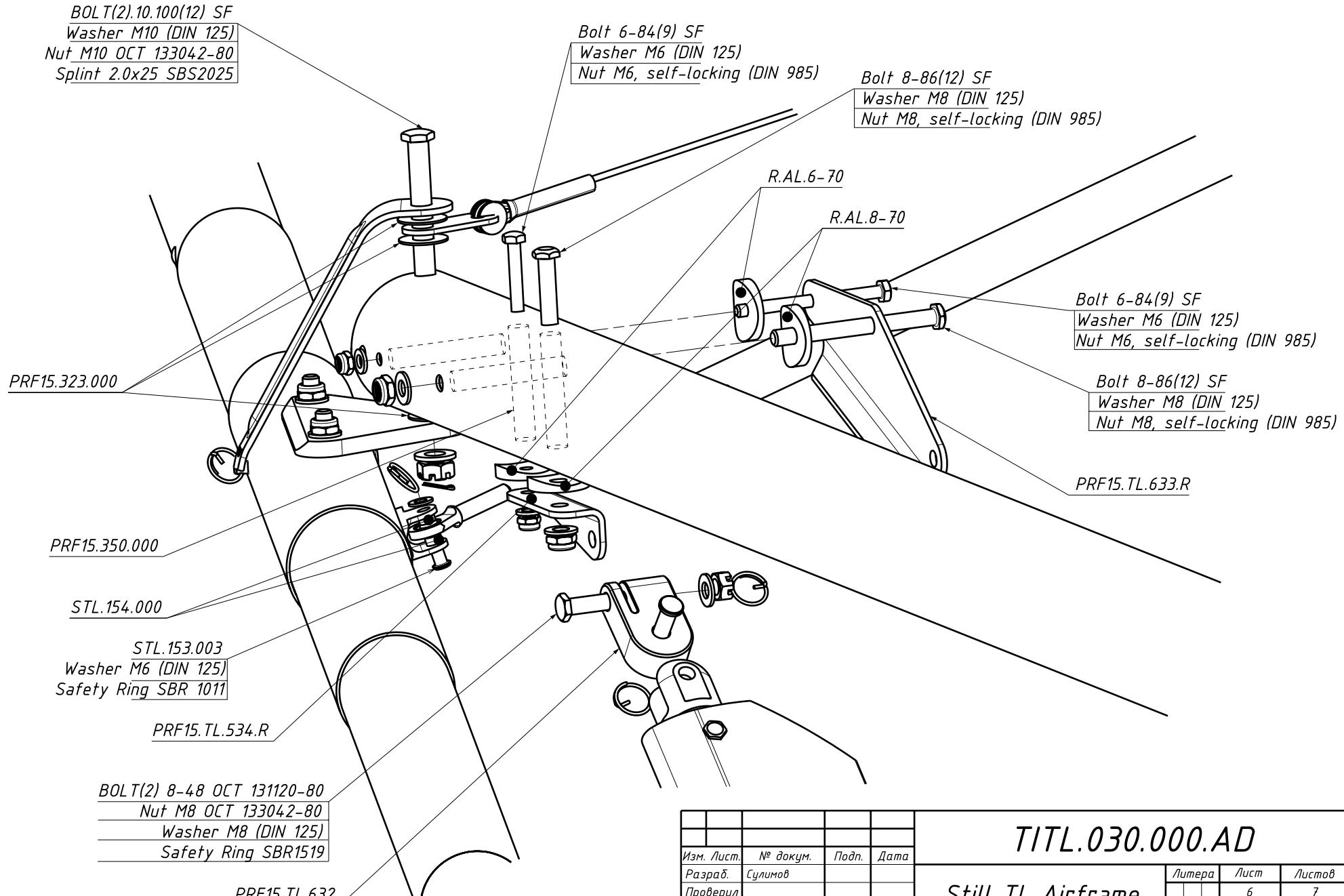


Изм.	Лист	№ докум.	Подп.	Дата	TITL.030.000.AD	Литера	Лист	Листов
Разраб.		Сулимов						
Проверил								
Т.контр.								
Н.контр.								
Утв.		Дробышев С.						

Still TL Airframe
(Still TL каркас)

TITL.030.000.AD

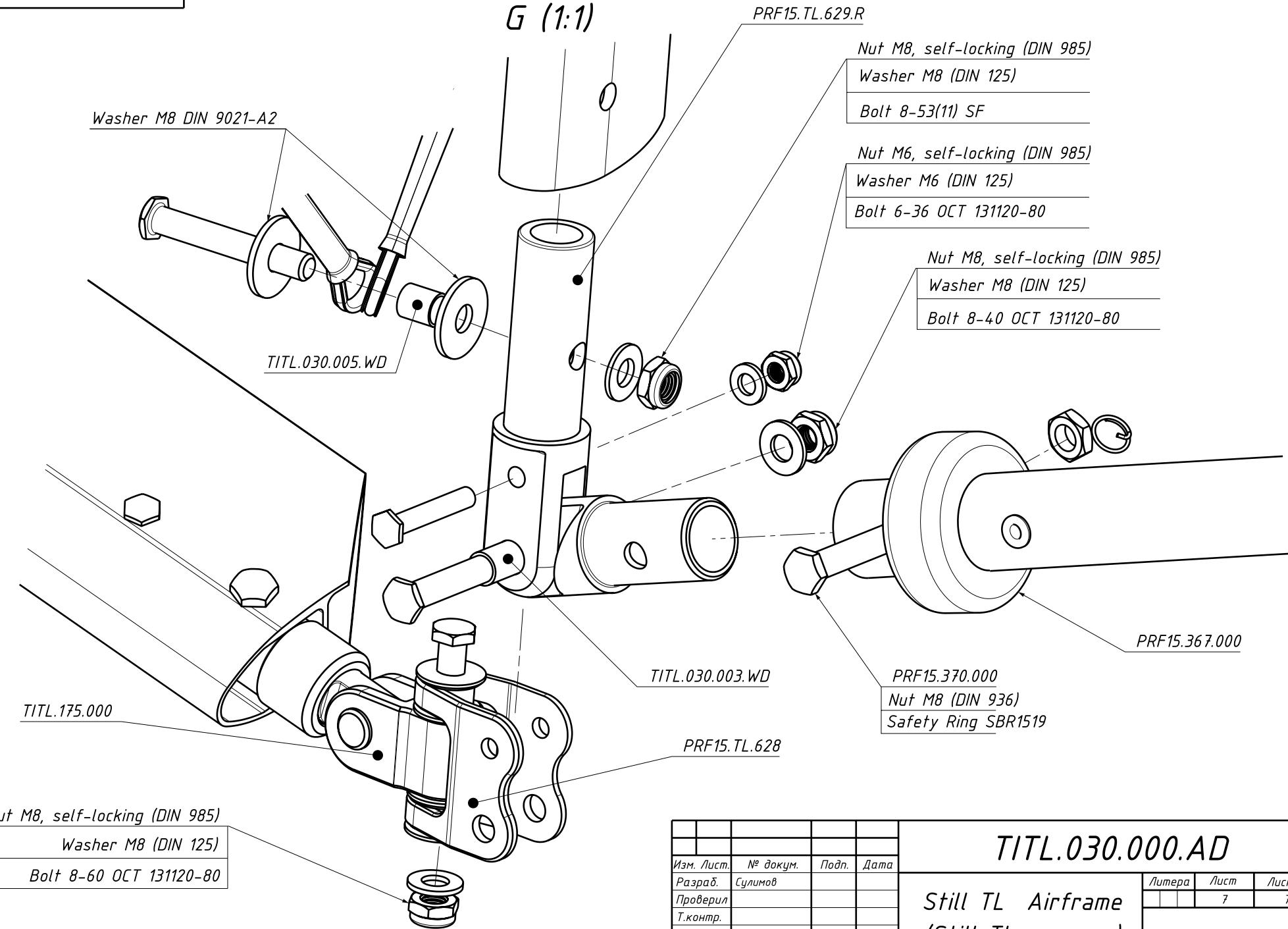
F (1:1)



Изм.	Лист.	№ докум.	Подп.	Дата	TITL.030.000.AD	Литера	Лист	Листов
Разраб.		Сулимов						
Проверил								
Т.контр.								
Н.контр.								
Утв.		Дробышев С.						
					Still TL Airframe (Still TL каркас)	6	7	

TITL.030.000.AD

G (1:1)



Первич. примен.

Справочныи №

Подп. и дата

Инв.№

Инв.№

Подп. и дата

Взам. инв.№

Инв.№

Первич. примен.

Изм.	Лист.	№ докум.	Подп.	Дата	TITL.030.000.AD	Литера	Лист	Листов
Разраб.		Сулимов						
Проверил								
Т.контр.								
Н.контр.								
Утв.		Дробышев С.						

Still TL Airframe
(Still TL каркас)

Формат А3

TITL.100.001.AD

Первич. примеч.

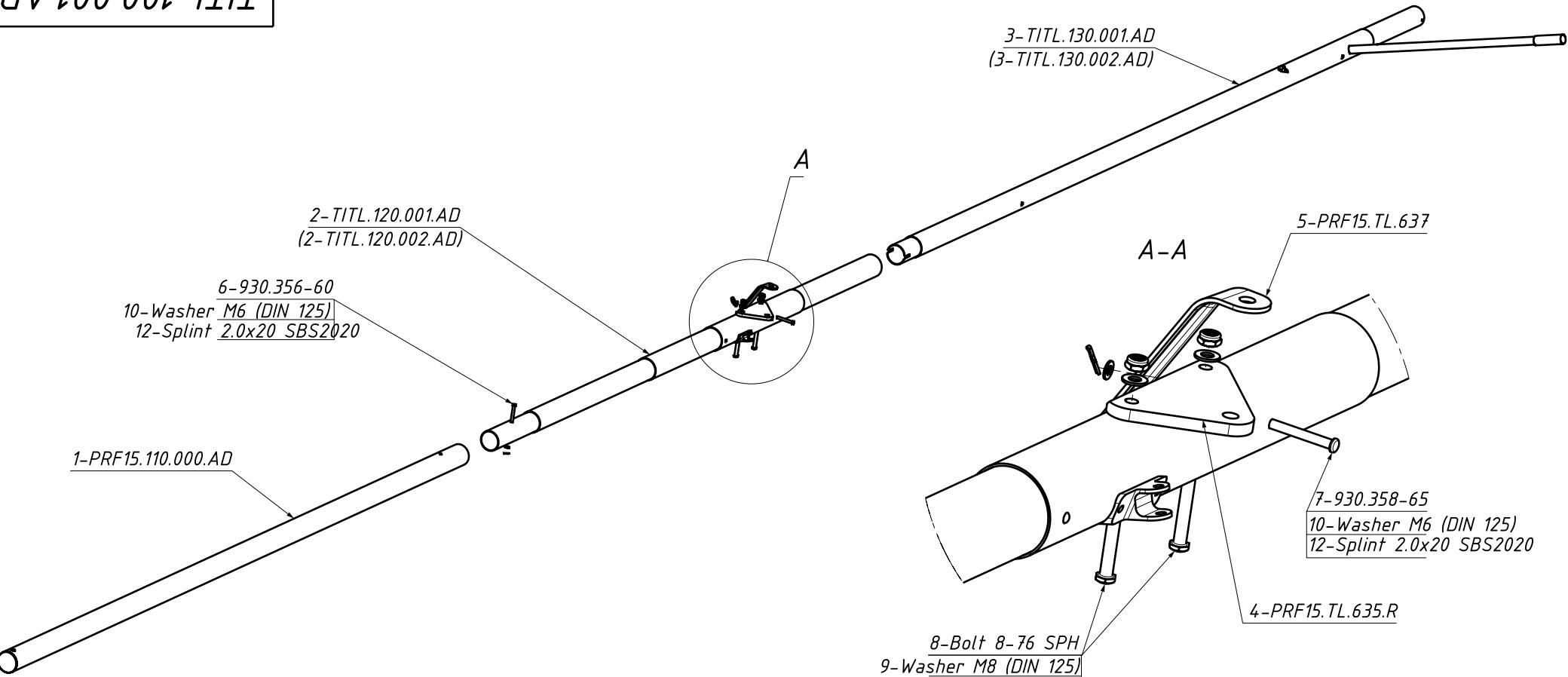
Справоччный №

Взам. инв.№

Инв.№

Подп. и дата

Инв.№



TITL.100.001.AD

/к-во

/к-во

TITL.130.001.AD

Первич. примен.

Справочныи №

Инв. №

Подп. и дата

Инв. №

1-TITL.131.001.AD



8-Blind Rivet 4.8x8

6-SS2515

4-TIL 17.133.000

5-PRF15.152.000

3-TIL 17.132.000.AD

2-TITL.130.003.WD

7-Blind Rivet 3x6

TITL.130.001.AD - Труба №3 правая СБ - изображенаTITL.130.002.AD - Труба №3 левая СБ -зеркальное отображение

Поз.	Обозначение	Наименование	Кол
1	TITL.131.001.AD	LE Tube №3 Right (Труба боковая №3 пр.)	1
2	TITL.130.003.WD	Shock Cord (AL051 L=300)	1
3	TITL.132.000.AD	Sprog Tube (Трубка АПУ)	1
4	TITL.133.000	Sprog Tube Сар (Пробка АПУ)	1
5	PRF15.152.000	End Сар (Заглушка)	1
6	SS2515	Hook (Крюк)	1
7		Blind Rivet 3x6	1
8		Blind Rivet 4.8x8	2

Изм.	Лист.	№ докум.	Подп.	Дата	Литера	Масса	Масштаб
Разраб.		Сулимов					
Проверил							
Т.контр.							
Нач.дюро.							
Н.контр.							
Утв.		Дробышев С.					

TITL.130.001.AD

LE Tube №3 Right Assembled
(Труба боковая №3 правая СБ)

1:5

Лист Листов 1

TITL.145.000.AD

Первич. примеч.

Справочныи №

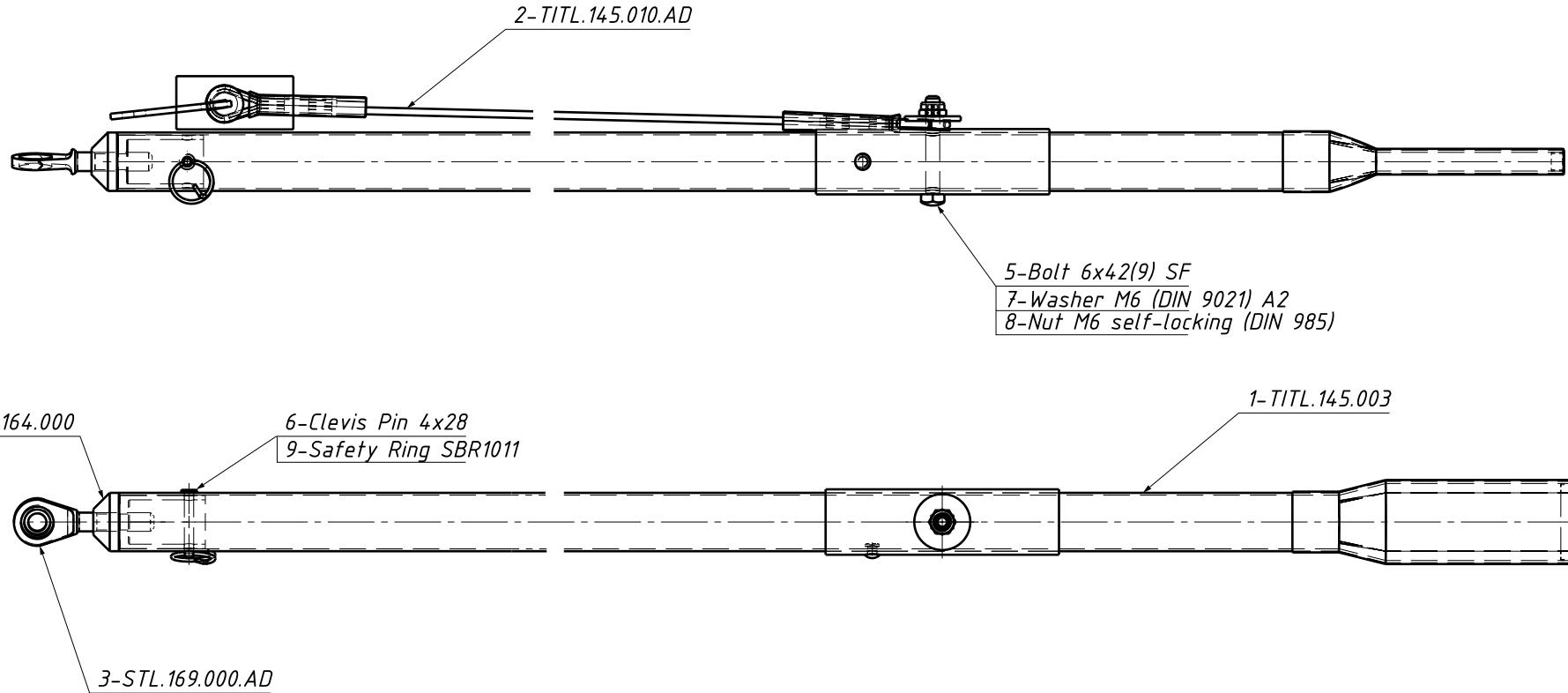
Подп. и дата

Инв.№

Подп. и дата

Взам. инв.№

Инв.№



Поз.	Одозначение	Наименование	Кол.
1	TITL.145.003	Sprog Internal (Корневое АПУ)	1
2	TITL.145.010.AD	Wire Internal Sprog (Трос корневого АПУ)	1
3	STL.169.000.AD	Washout Eye Bolt (Болт ушковый с ШС)	1
4	CBTL.13.164.000	Washout Threaded Adjuster (Втулка АПУ)	1
5		Bolt 6x42(9) SF	1
6		Clevis Pin 4x28	1
7		Washer M6 (DIN 9021) A2	1
8		Nut M6 self-locking (DIN 985)	1
9		Safety Ring SBR1011	1

TITL.145.000.AD				
Изм.	Лист.	№ докум.	Подп.	Дата
Разраб.		Сулимов		
Проверил				
Т.контр.				
Нач.бюро.				
Н.контр.				
Утв.	Дробышев С.			

TITL.200.000.AD

Первич. примен.

Справочныи №

Подп. и дата

Взам. инв.№

Инв.№

Подп. №

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Подп. и дата

Подп. №

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Инв.№

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Инв.№

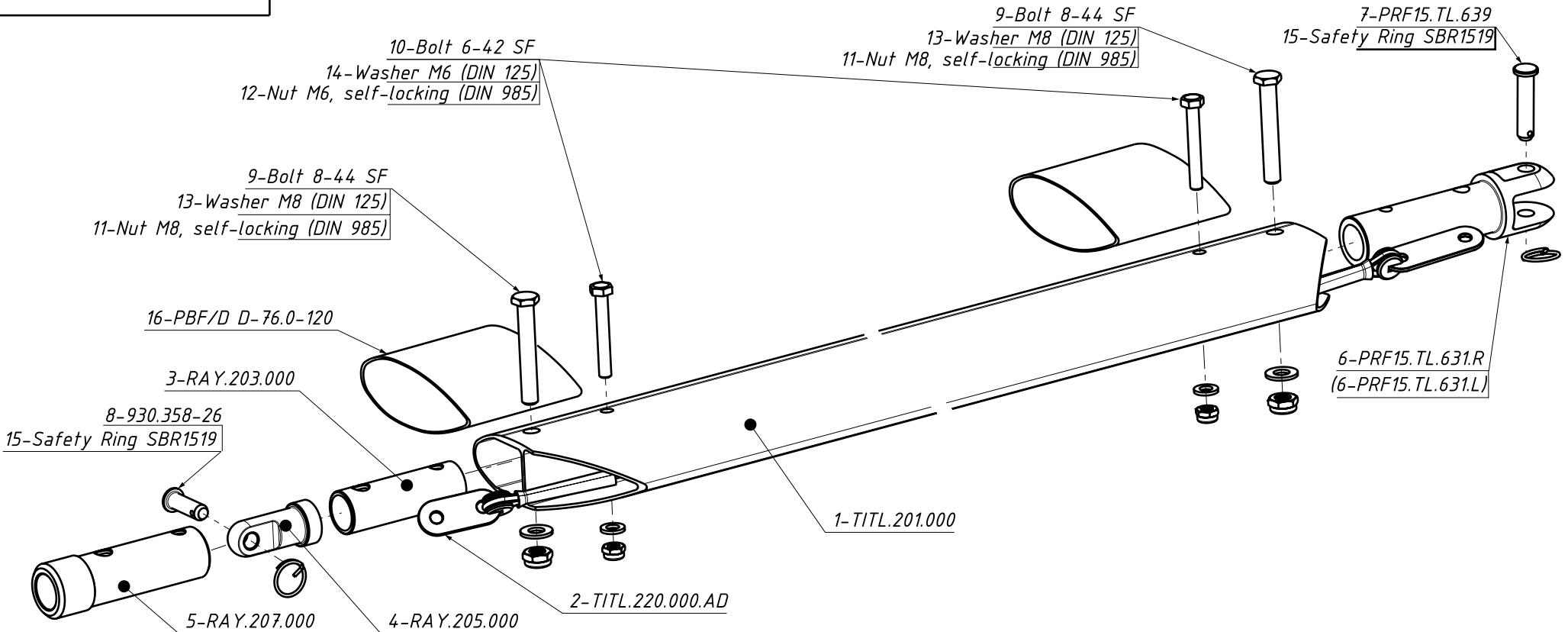
Подп. №

дата

Инв.№

Подп. №

дата



Поз.	Обозначение	Наименование	TITL.200.001.AD /к-во	TITL.200.002.AD /к-во
1	TITL.201.000	Strut Tube (Труба подкоса)	1	1
2	TITL.220.000.AD	Safety Strut Wire (Трос страхов. подкоса)	1	1
3	RAY.203.000	Strut Bottom Insert (Вставка подкоса нижняя)	1	1
4	RAY.205.000	Strut Bottom Fitting (Вертилаг подкоса нижний)	1	1
5	RAY.207.000	Strut bottom Sleeve (Втулка подкоса нижняя)	1	1
6	PRF15.TL.631.R	Strut Top Fitting Right (Фитинг подкоса верхний правый)	1	-
6	PRF15.TL.631.L	Strut Top Fitting Left (Фитинг подкоса верхний левый)	-	1
7	PRF15.TL.639	Clevis Pin (Балтик) 8-36	1	1
8	930.358-26	Clevis Pin (Балтик) 8-26	1	1
9		Bolt (Болт) 8-44 SF (сферич.)	2	2
10		Bolt (Болт) 6-42 SF (сферич.)	2	2
11		Nut M8, self-locking (DIN 985)	2	2
12		Nut M6, self-locking (DIN 985)	2	2
13		Washer M8 (DIN 125)	2	2
14		Washer M6 (DIN 125)	2	2
15		Safety Ring SBR1519	2	2
16	PBF/D D-76.0-120	Hot Shrink Tube (Термоусадка) L=120	2	2

TITL.200.001.AD - Подкос в сборе правый-показанTITL.200.002.AD - Подкос в сборе левый-зеркальное отображение

TITL.200.000.AD

Изм.	Лист.	№ докум.	Подп.	Дата	Литера	Масса	Масштаб
Разраб.	Сулимов						
Проверил							
Т.контр.							
Нач.бюро.							
Н.контр.							
Утв.	Дробышев С.						
Лист	Листов	1					

*Assembled Strut Right
(Подкос в сборе пр.)*

1:2

Формат А3