

TRIKE WINGS

“Stranger” & “Stream”

MANUAL

Type: _____

Manufactured by:

AEROS Ltd.
St. Post-Volinskaya, 5
Kyiv 03061
UKRAINE

Tel: (380 44) 455 41 20
Fax: (380 44) 455 41 16
E-mail: aerosint@aerosint.kiev.ua

Date of production: _____
Serial number: _____

T A B L E O F C O N T E N T S

Section 1. General information.....	2
1.1. Introduction.....	2
1.2. Main data.....	2
Section 2. Set up procedure.....	2
2.1. Set up procedure from the package 4 meters long.....	2
2.2. Set up procedure from the package 6 meters long.....	6
Section 3. Preflight inspection of the glider.....	16
Section 4. Inspection of the wing.....	24
Section 5. Maintenance.....	25
Section 6. Turning.....	26
Section 7. Log Book.....	27
Section 8. List of Spare Parts.....	28
Section 9. Schemes.....	33

Section 1. GENERAL INFORMATION

1.1. INTRODUCTION

Stranger & Stream - wings for two-seater trikes - are a product of Aeros Ltd. They are the result of an extensive design and development program aimed at optimizing your level of safety and satisfaction as a pilot, through their high performance and strength of construction.

Stranger 2 is a new modification of a Stranger wing. Characteristic of this wing is different color scheme and aerofoil uprights. Stranger 2 can be used with Standard and Standard-2 hang point units only.

These wings are safely controllable and stable at a wide range of operating speeds. The strength of the wings is sufficient for different conditions of flight with defined load.

Please read and be sure you thoroughly understand this manual before flying your Stranger or Stream. Be sure you are thoroughly familiar with set up, break down, preflight and maintenance procedures as described in this manual.

1.2. MAIN DATA

Stranger & Stream are high performance flexible wings for a double seater trike.

Wing type	Stranger 15	Stream 16
Sail area, sqm	14.8	16.2
Wing span, m	10.2	10.2
Aspect ratio	7	6.4
Nose angle, deg	126	126
Max airspeed, kmph	110+	110+
Stall speed, kmph (with max load)	52	50
Speed of max glide angle, kmph (with max load)	70	70
Range of operating overloads	+4-2	+4-2
Total load max, kg	450	450
Weight without bag, kg	48	51

After structural, aerodynamic and flight tests, the Stranger has been shown to comply with DULV requirements.

Stranger & Stream were not designed to fly at bank angle over 60 degrees or pitch angle exceeding 30 degrees. Operation in any of these modes may severely compromise your safety. Flying any trike in turbulence or gusty wind can result in flight inversion, structural failure of the wing and possible fatal injuries.

Performance of the wings with trilam leading edge can worsen in wet (rain, thick fog, dew, etc.) and ice-covering conditions, therefore we do not recommend to use wings in such conditions, as this can compromise your safety.

Section 2. SET UP PROCEDURE

2.1. SET UP PROCEDURE FROM THE PACKAGE 4 METRES LONG

Having used the specific techniques described in this manual you will perform the set up and break down procedures without any difficulties.

However, the following procedural descriptions are not intended to be a substitute for the familiarization procedure of your dealer at the time the wing is delivered.

The set up procedure should be carried out on a clean, not abrasive surface. Before performing the set up procedure you must place the glider nose to the wind. During this procedure you must make a preflight inspection of the wing.

2.1.1. With the glider in the bag (4 metres long) lay the glider on the ground.

2.1.2. Undo the zipper. Untie the velcro straps. Remove the battens in the bags, the framebar, the leading edge tubes N3 and the nose cone from the bag. (Fig.1)

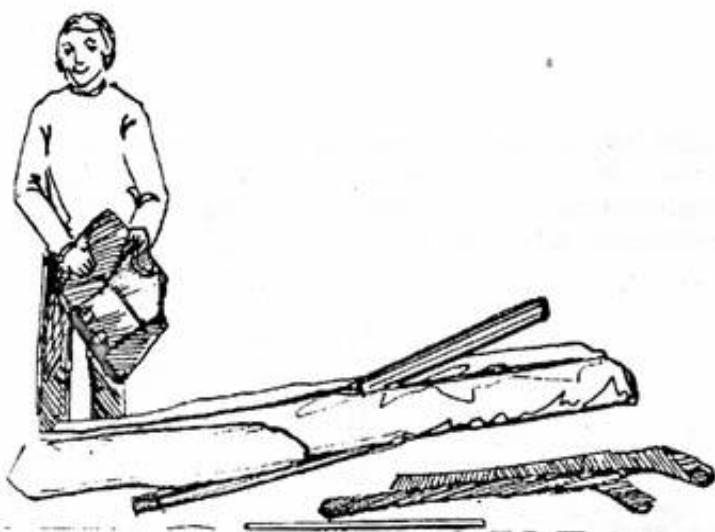


Fig.1

2.1.3. Turn the glider so that the downtubes packed into the safety bags are on the bottom and kingpost is on the top.

2.1.4. Unfold the sail along the leading edge. Attach the leading edge tubes N3 to the leading edge tubes N2 according to the marking (L-left, R-right, marks must be on the top).

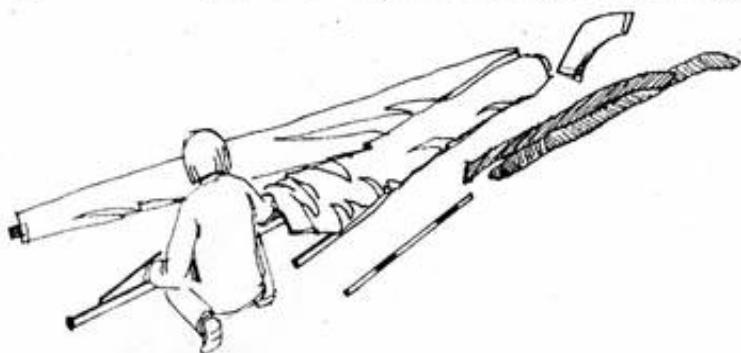


Fig.2

NOTE: While installing the leading edge tubes into the sail place the washout struts facing forward toward the nose of the wing and along the leading edge tubes (Fig.2)

2.1.5. Rotate the bolt which is on the axle of the leading edge tube until the bolts d=6mm are positioned in the slot, closest to the nose of the wing. (Fig.3).

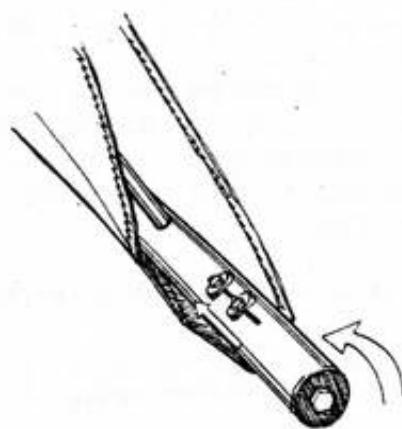


Fig.3

Remove the 6-mm bolts from the leading edge tube and put them through the grommets on the sail. Put these bolts through the holes in the channel inside the leading edge tube. Replace the plastic saddles and metal washers on the bolts from the other side of the tube. Manually secure bolts d=6 mm with selflocking nuts (Fig.4, 5).

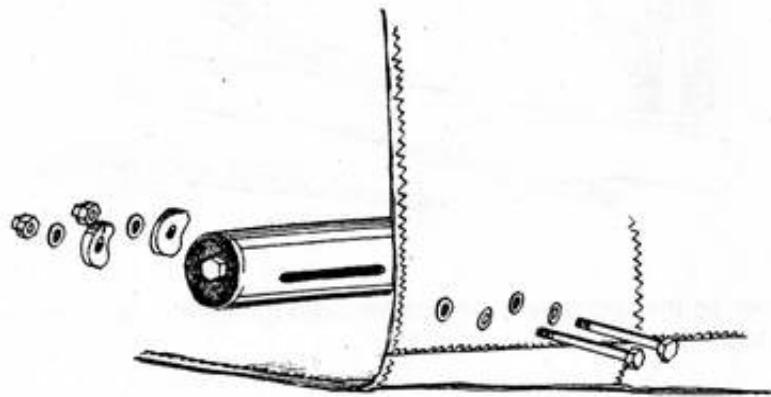


Fig.4



Fig.5

2.1.6. Rotate the bolt which is on the axle of the leading edge tube until the plastic saddles align according to the markings on the tube. (Fig.6).

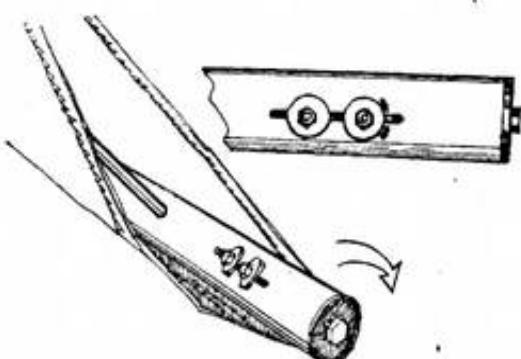


Fig.6

If the marking is erased place the bolts according to Fig.7.

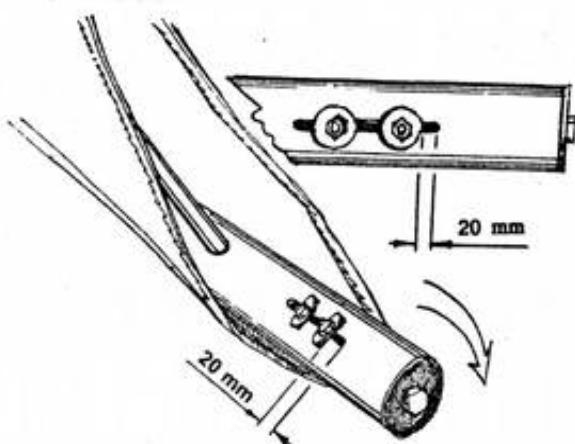


Fig.7

Tighten selflocking nuts which secure the bolts d=6 mm.

2.1.7. Further set up procedure is similar to the one from a 6-meter long bag (Section 2.2, except points 2.2.1-2.2.4).

2.2. SET UP PROCEDURE FROM THE PACKAGE 6 METRES LONG

2.2.1. With the glider in the bag (6 metres long) lay the glider on the ground (Fig.8).

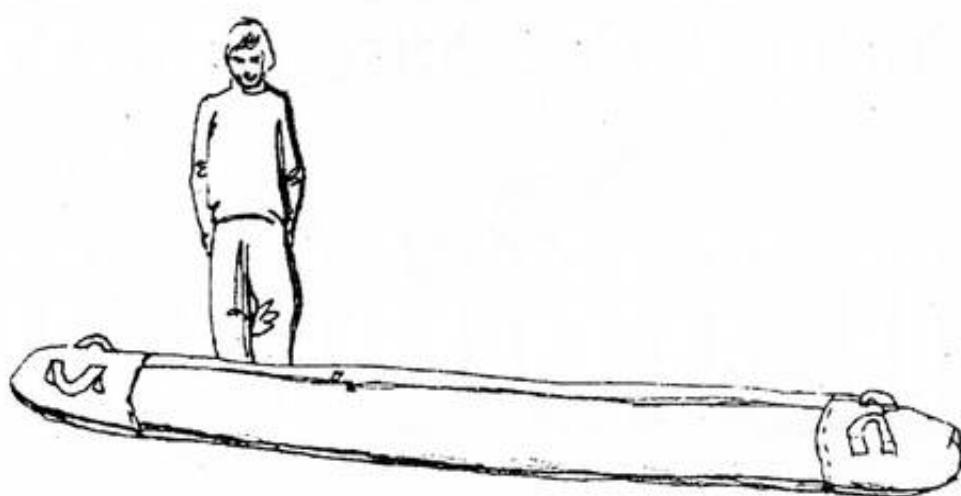


Fig.8

2.2.2. Undo the zipper. Remove the battens in the bags, the framebar and the nose cone from the bag.

2.2.3. Remove the bag and the velcro straps.

2.2.4. Turn the glider so that the downtubes packed into the safety bags are on the bottom and kingpost is on the top (Fig.9).

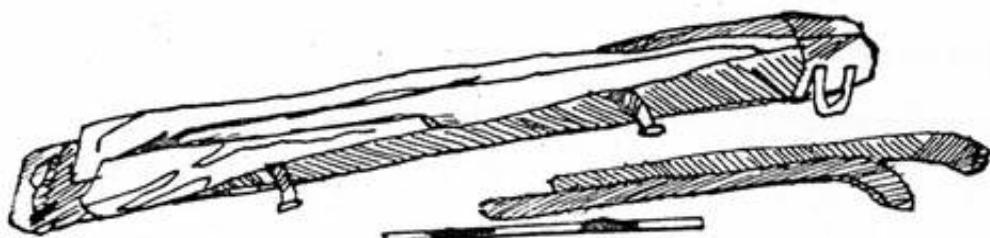


Fig.9

2.2.5. Grasp the string loop at the front of the nose batten and pull the forked batten-end up over until it sits on the top of the keel tube (Fig.10).

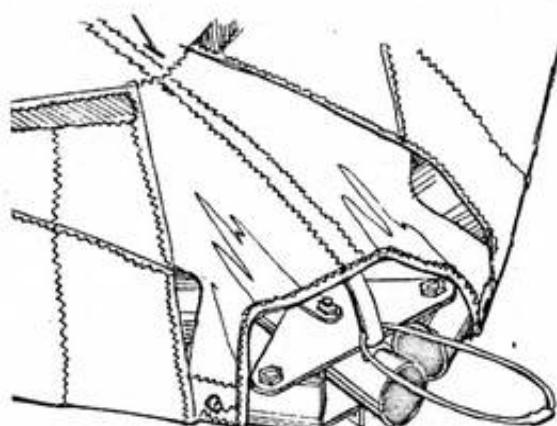


Fig.10

2.2.5A. For Stream and Stranger 2: Grasp the string loop at the front of the nose battens and put in the corresponding hole pin of the nose battens.

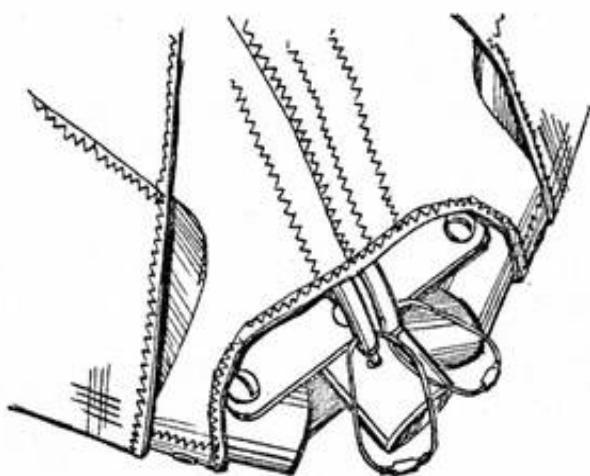


Fig.10A

2.2.6. Spread the wings so, that the sail is a little loose and the glider is resting flat on the ground.

NOTE: Take care that the reflex wires and the top wires are not wrapped around the keel and are free from the keel hardware.

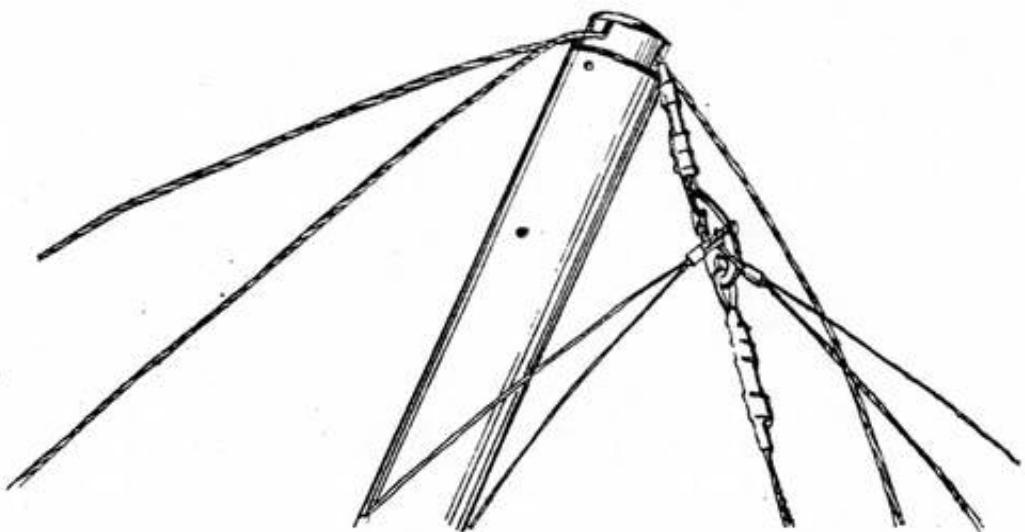


Fig.11

2.2.7. Attach the hook of the top rear wire and the washout wires to the thimble of the top front wire (Fig.11). Make sure that the hook is not inverted and the reflex wires or top wires are not twisted.

2.2.8. Remove the battens from the bag and lay them on the ground for each wing separately in decreasing order of length. Check them for symmetry. Correct any that are assymetric using the template (Fig.12). Insert top surface battens from longer to shorter except two longest battens.

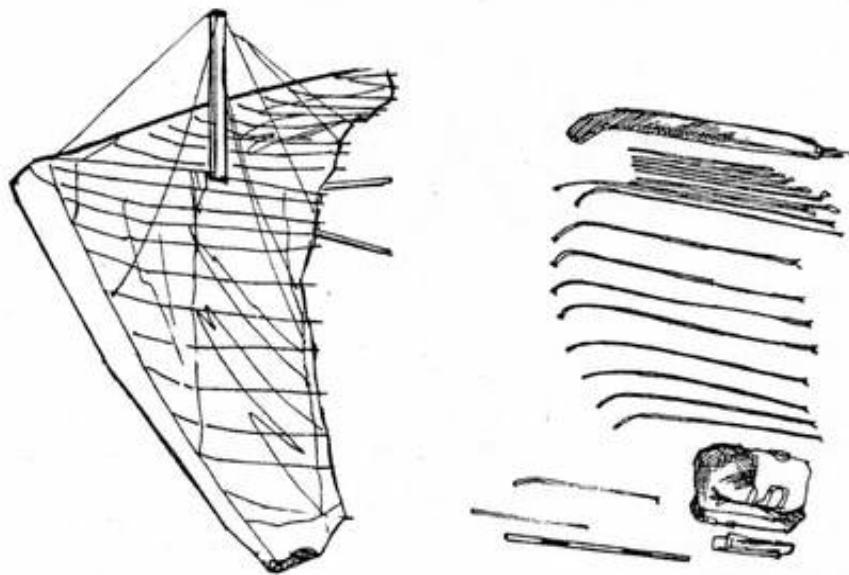


Fig.12

NOTE: Two longest battens are not removed from the battens pockets during the break down procedure.

2.2.9. Secure the rear end of each top surface batten by first looping the bottom loop of leech line around the notched batten end, and then attaching the top loop using the extra loop as a handle (Fig.13). When attaching the leech line loops to the battens to which the reflex wires come, be sure the leech line loops are not caught underneath or wrapped around the reflex wires.

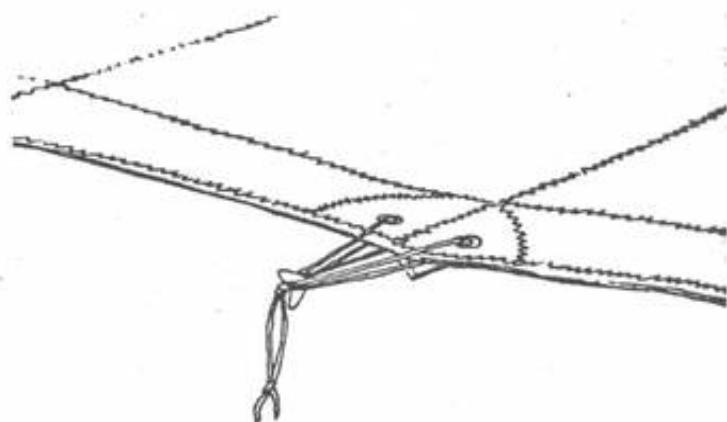


Fig.13

2.2.10. Spread the wings all the way and check all wires for twisted thimbles or tangs (Fig.14).

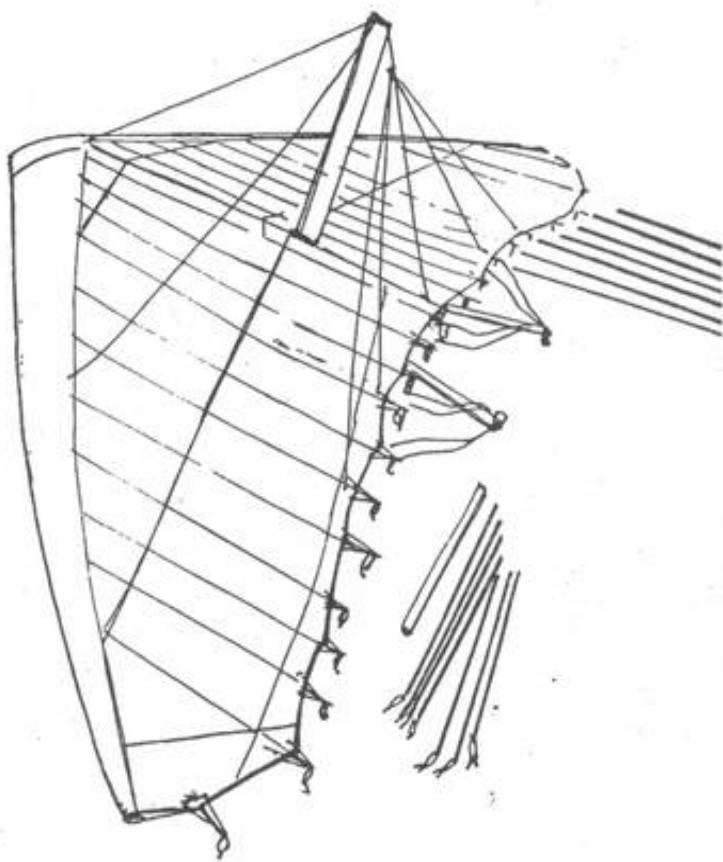


Fig.14

2.2.11. Remove the safety bags from the downtubes. Spread the downtubes. Install the framebar according to the marking. Fix the framebar using nuts and safety rings (Fig.14, 15).

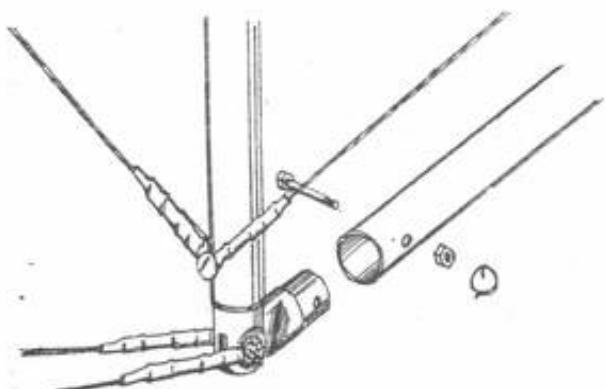


Fig.15

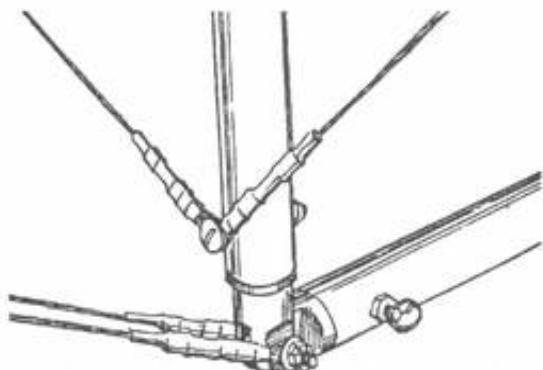


Fig.16

2.2.12. Pull the rope which is sticking out from the keel pocket until you will see the crossbar sweep wires. Remove the nut and the safety ring from the bolt which is secured to the crossbar sweep wires (these wires are attached to the crossbar center). Insert the bolt which is attached to the crossbar wire through the hole in the keel tube nearest to the nose of the wing. Fit the thimble of the other wire over the bolt and secure the assembly with nut and safety ring (Fig.17, 18).

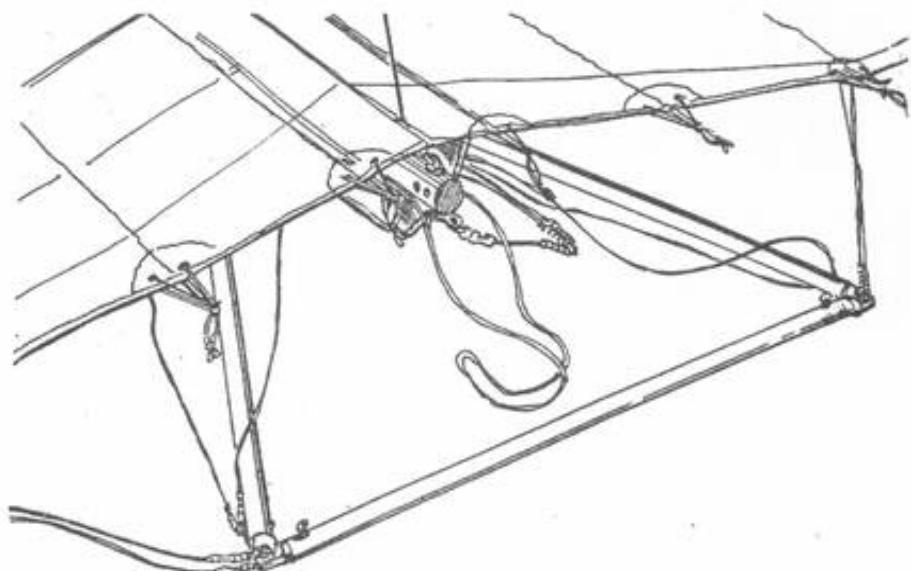


Fig.17

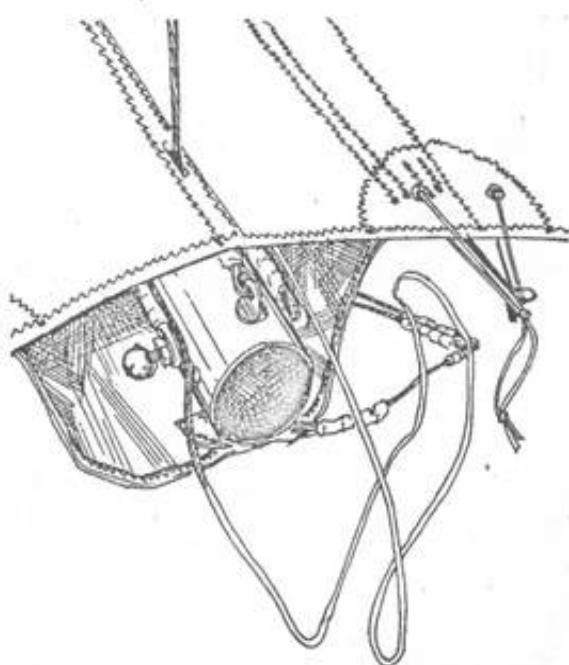


Fig.18

Remove the rope from the crossbar sweep wires !

2.2.13. Insert the tip battens until they are stopped on the stop details of the leading edge tubes and fix them using the leech lines (Fig.19).

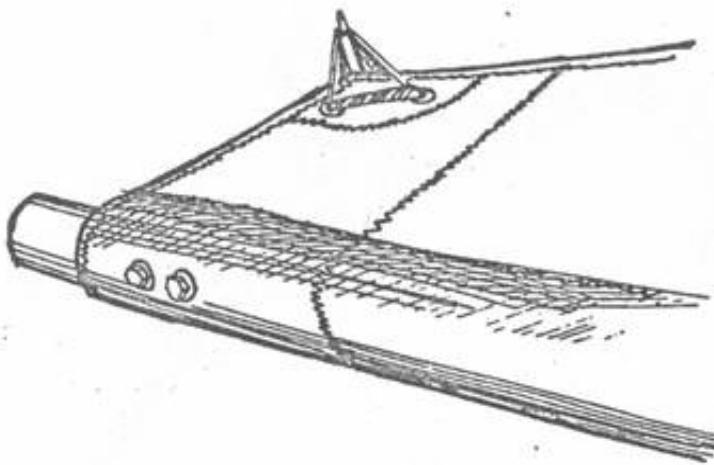
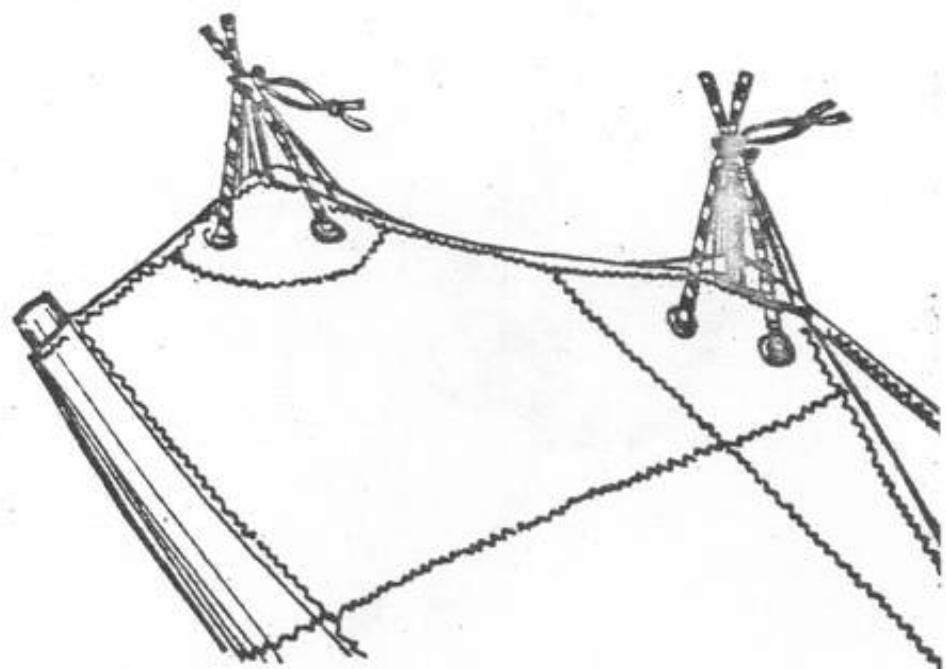


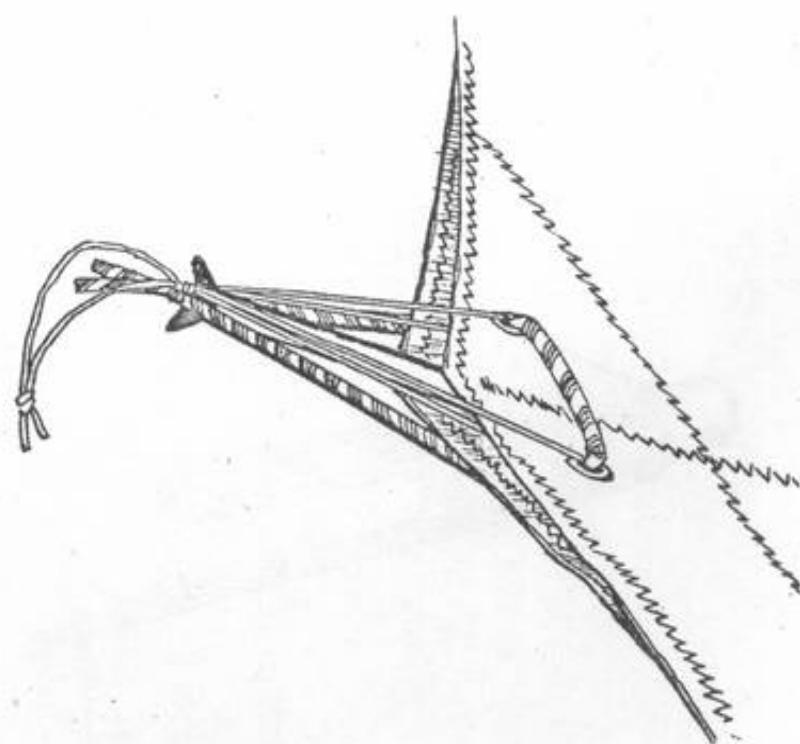
Fig.19

Install the shortest of the bottom surface battens into the battens pockets. Fix the tip battens and the shortest of the top curve battens by rubber ropes from undersurface side - only for Stranger (Fig.20, 21).



For Stranger

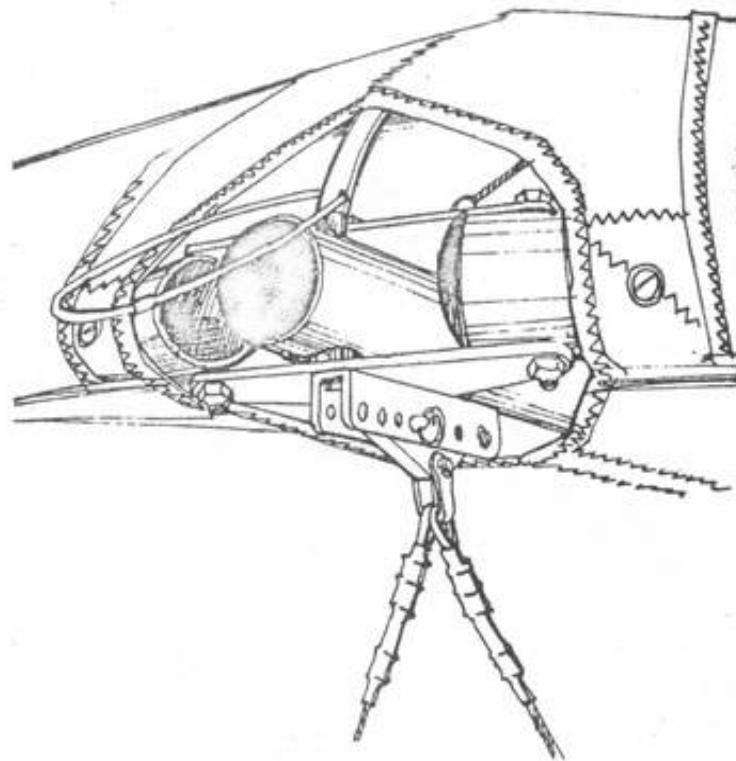
Fig.20



For Stranger

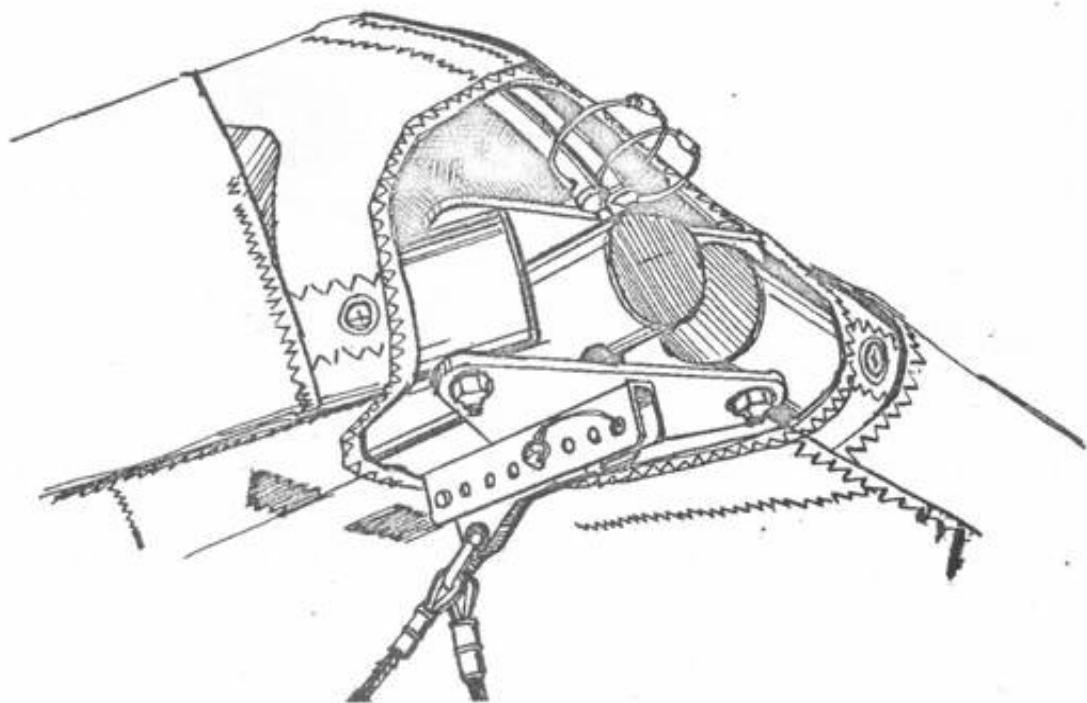
Fig.21

2.2.14. Put the glider on the A-frame. Secure the lock of the bottom wires on the nose junction channel using the clevis pin and the safety ring (Fig.22 or 22A).



For Stranger

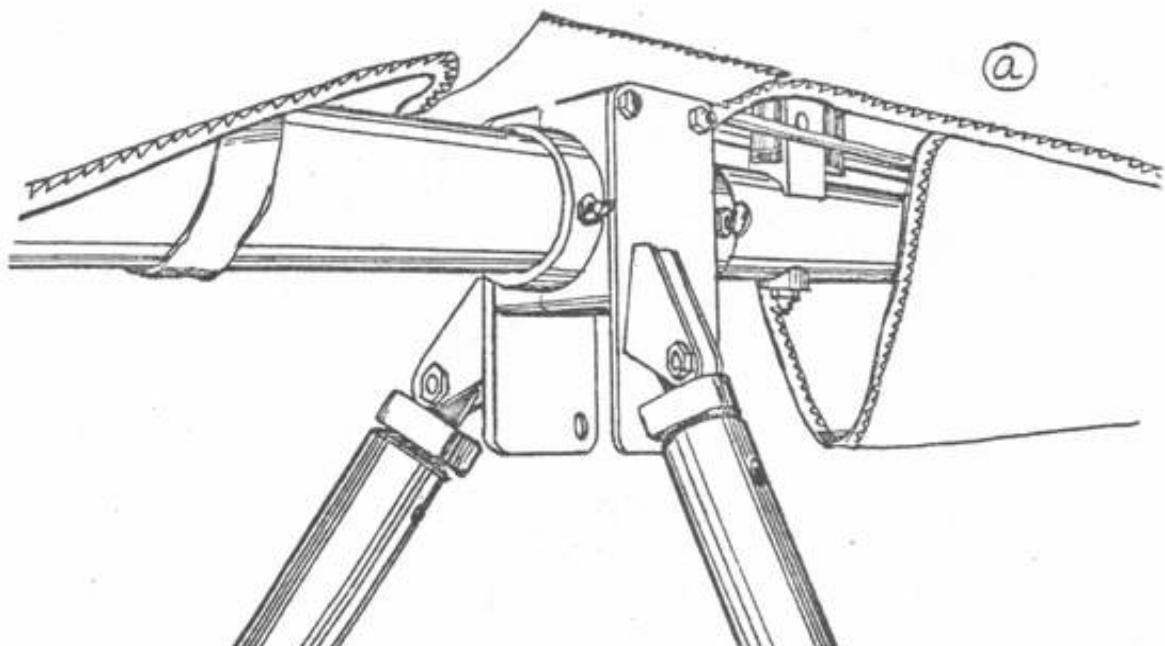
Fig.22



For Stream & Stranger 2

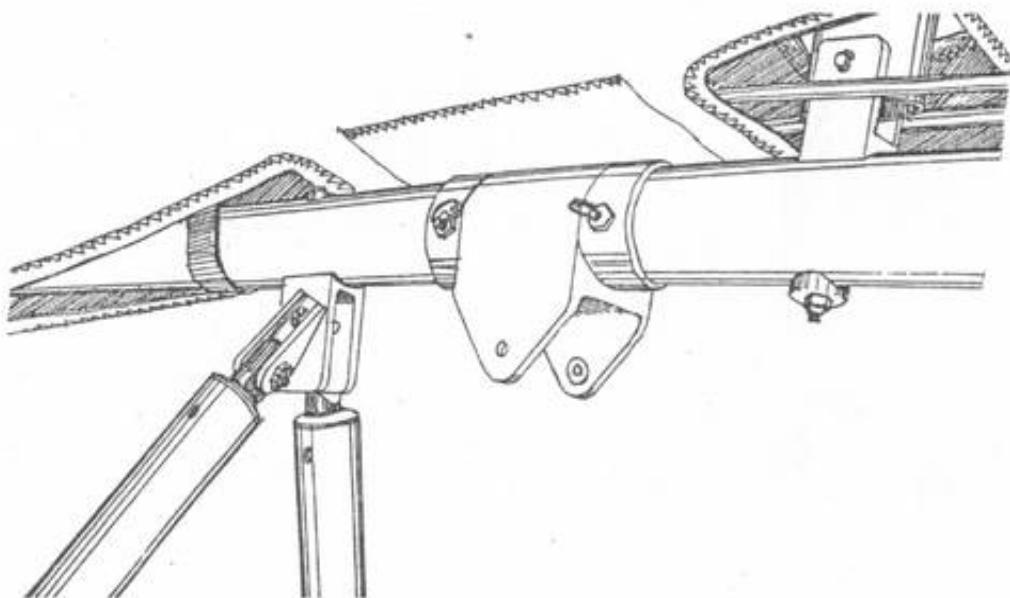
Fig.22A

2.2.15. Check the nuts which secure the down tubes to the channel and the nut which secures the channel of uprights to the keel. Check also the nut which secures the kingpost channel to the keel. Check the nuts and safety rings which secure the hang detail.



Aeros Standard hang units

Fig.23



Antares hang units

Fig.24

2.2.16. Install the bottom surface battens. The longest bottom surface batten is inboard batten. Push the battens all way into the pocket until the rear end is secure in the batten pocket. The strings on the rear ends of the bottom surface battens are to facilitate removal of the battens from the sail during breakdown (Fig.25).

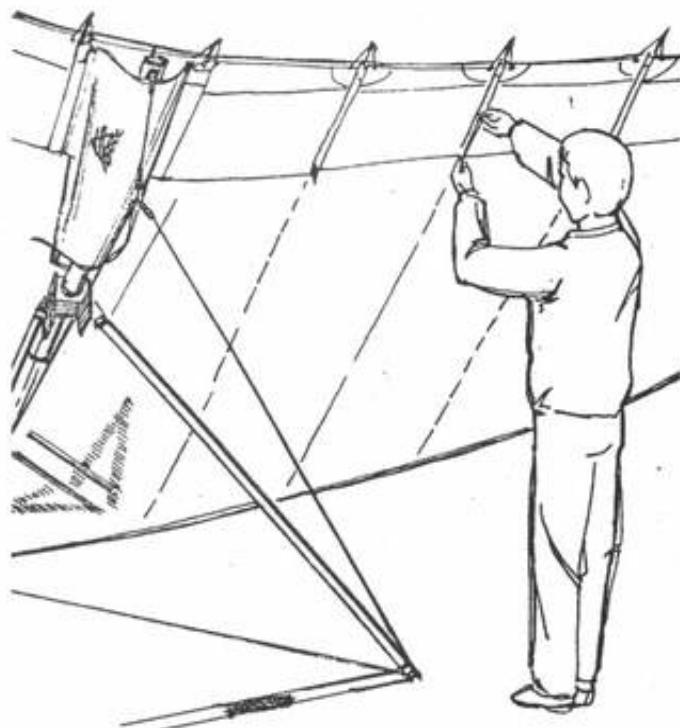


Fig.25

2.2.17. Install the washout tips, pushing them into the sleeves in the leading edges.

2.2.18. Remove the protective bag from hang detail.

2.2.19. Do a complete preflight inspection of the glider, Section 3.

Section 3. PREFLIGHT INSPECTION OF THE GLIDER

3.1. Do a complete preflight inspection of the glider. It is your responsibility during this "preflight" to check every part, component and assembly on the glider. Beginning at the nose, check all selflocking nuts, the clevis pin and the safety ring which secure the lock of the bottom front wires (Fig.26/27).

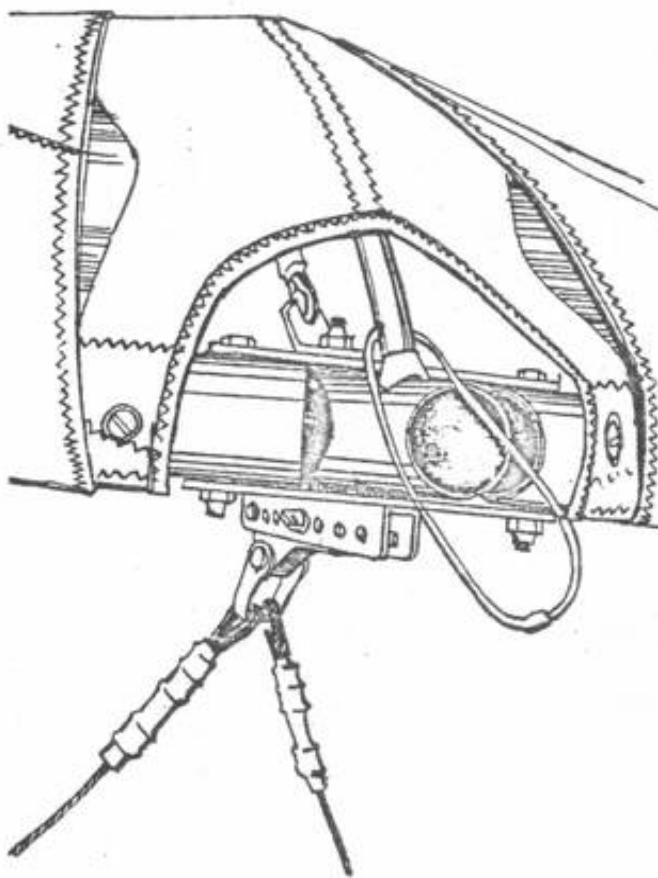


Fig.26

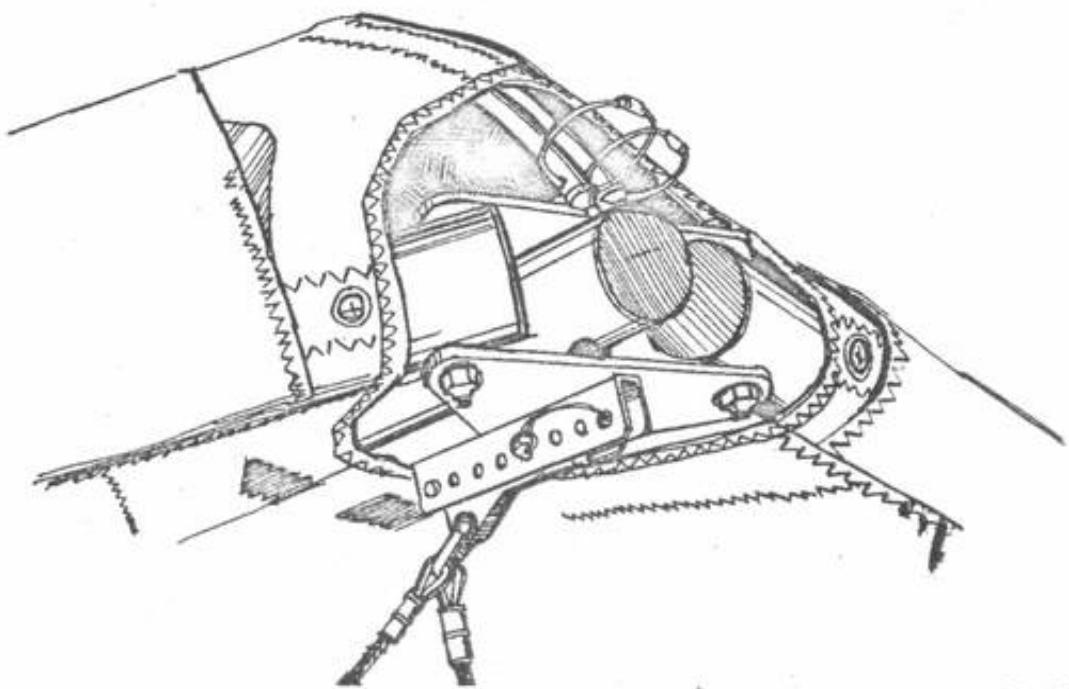


Fig.27

3.2. Look through the nose hole and inspect each leading edge. Check that all bottom surface battens are under the leading edge tube. (Fig.28).

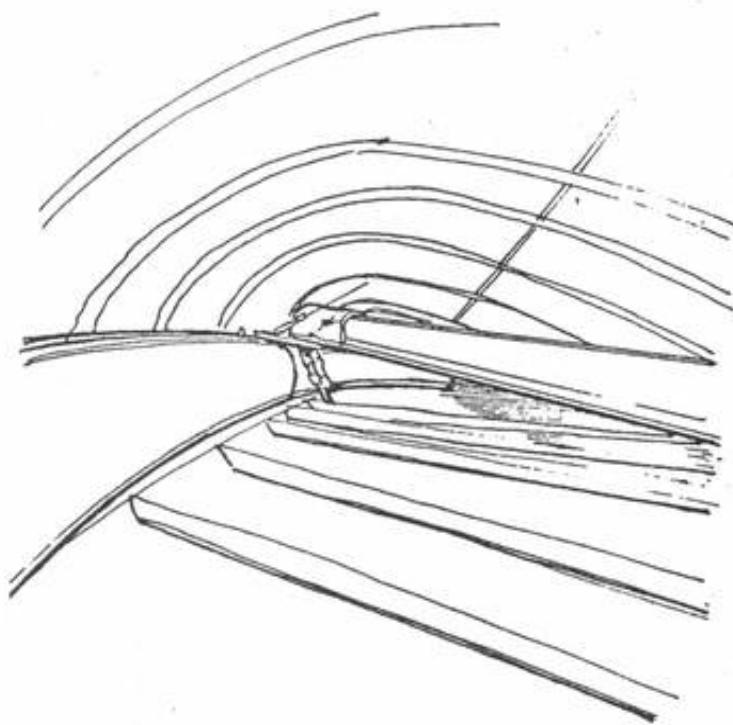


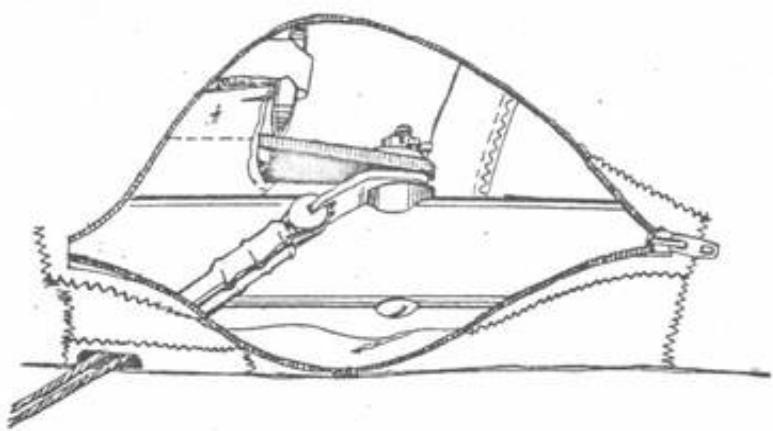
Fig.28

Make sure that the spring buttons from the inserted leading edge tubes N3 are sticking out fo the tube surface.

Check for any evidence of dents, deep scratches, cracks or bends in the leading edge tubes (look for signs of crystallization of the material: a brighter, fuzzy spot on the aluminium).

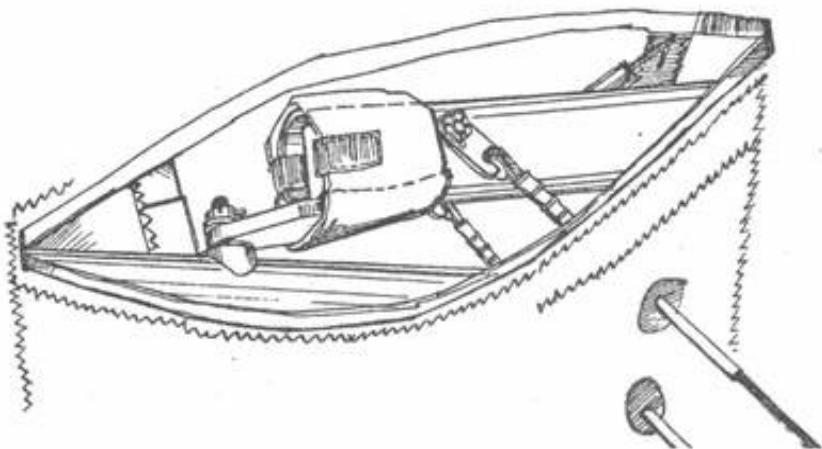
3.3. Check that the mylar has no bends.

3.4. Look through the open bottom surface pockets near the crossbar/leading edge junction and check that this junction is safely secured with the castle nut and the safety ring. Check that top and bottom side wires are attached to the crossbar/leading edge junction properly. Check that wires are not twisted and are not caught up. (Fig.29/29A).



Stranger

Fig.29



Stream and Stranger 2

Fig.29A

Zip the zipper near the crossbar/leading edge junction closed.

3.5. Look into the sail at each wing tip, and check that the tip battens are properly seated and fixed with the leech lines and rubber ropes - for Stranger (Fig.30) and for Stream (Fig.30A).

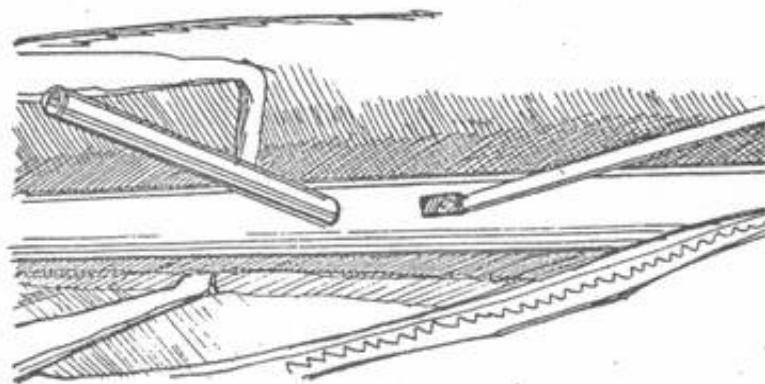


Fig.30

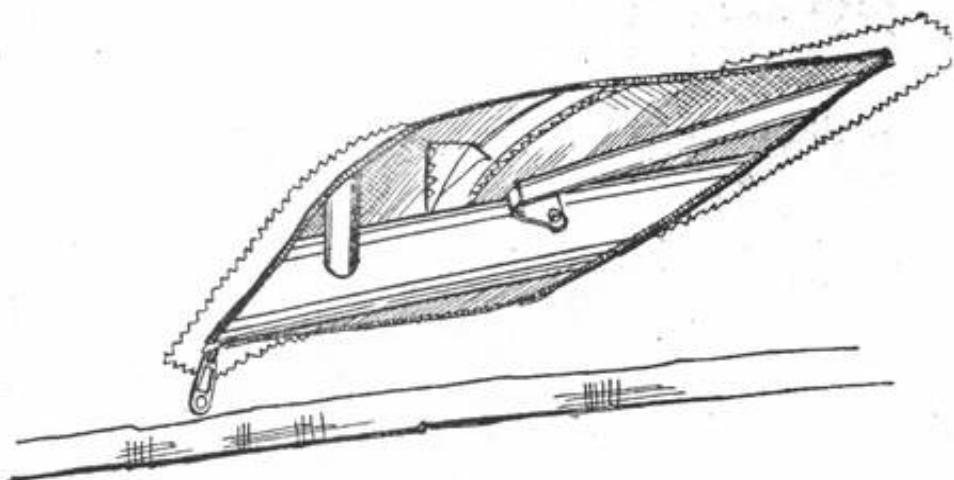


Fig. 30A

Check that the washout tips are installed properly into the holes in the leading edge tubes.
Be sure that the batten tension leech lines are equally tensioned.
To provide flight without spontaneous turn the bolts of the sail tension on the console ends must be positioned according to marking.

3.6. Check the trailing edge for any cuts, tears or broken stitching.

3.7. Check that the top surface battens are fixed with the batten tension leech lines.

3.8. Check that each of the reflex wires are free from the batten tension leech lines and the reflex safety ring is flush with the bottom of the sail - for Stranger (Fig.31).
Check fixing of quick links of reflex wires - for Stream (Fig.31A).

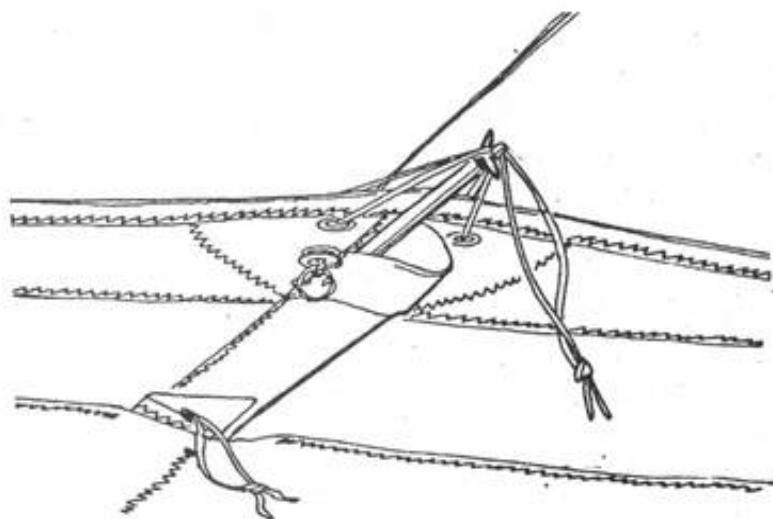


Fig.31

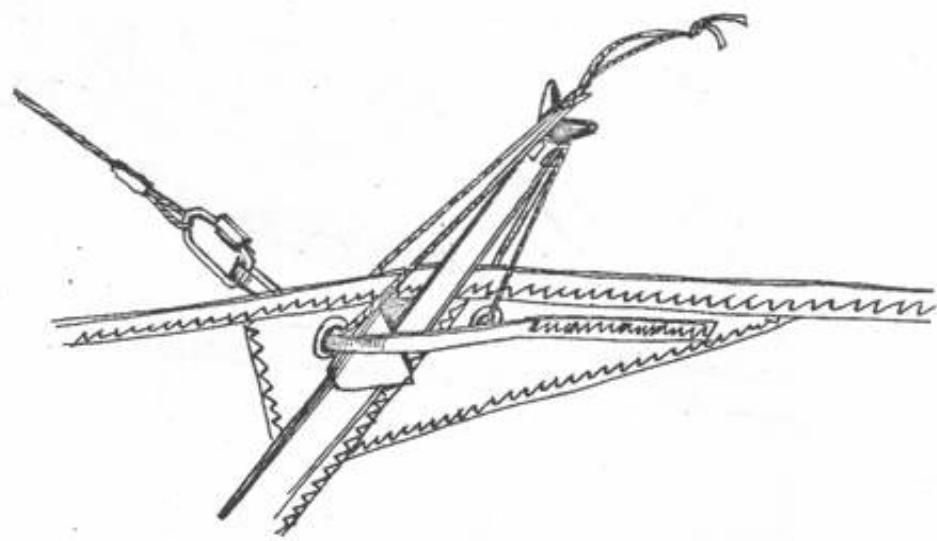


Fig.31A

Check that no reflex wire is looped underneath a more inboard batten (Fig.32).

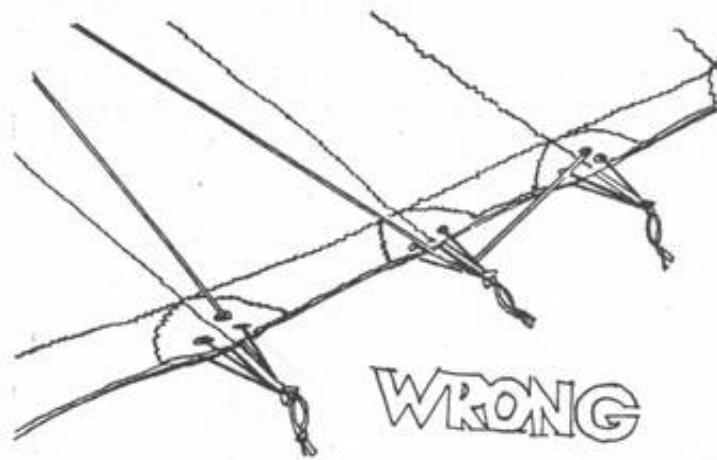


Fig.32

3.9. Check that the top rear wire, the keel mount webbing, and bottom rear wires are safely secured to the keel tube using the nut and the safety ring (Fig.33).

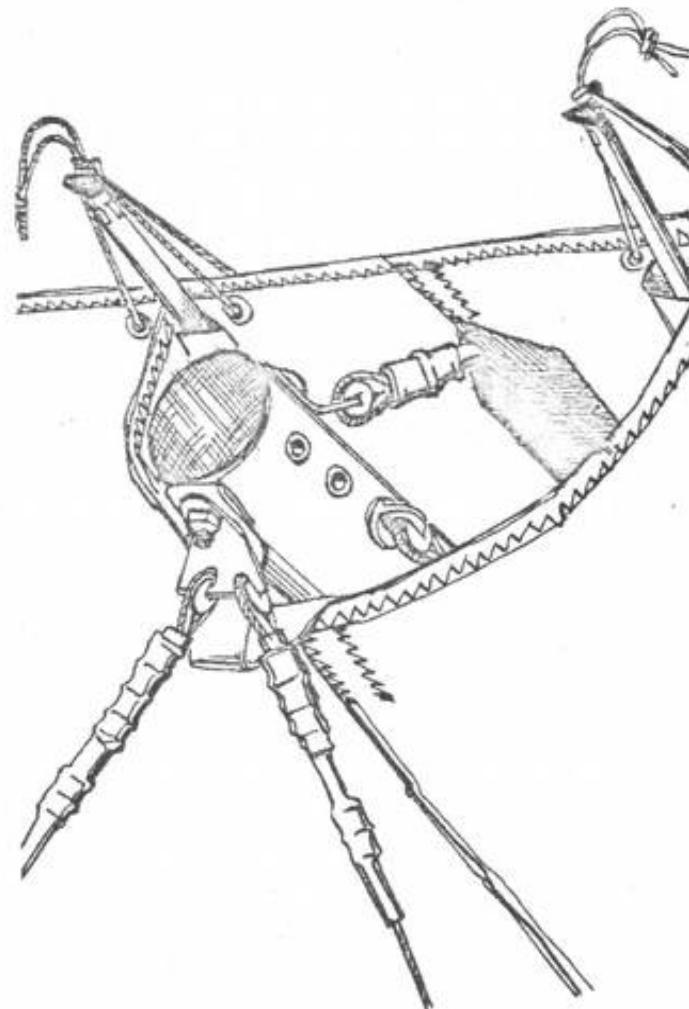


Fig.33

3.10. Check all bolts, nuts and the safety rings which secure the downtubes to the channel. Make sure that the channel to the keel and hang detail are secured (Fig.34, 35).

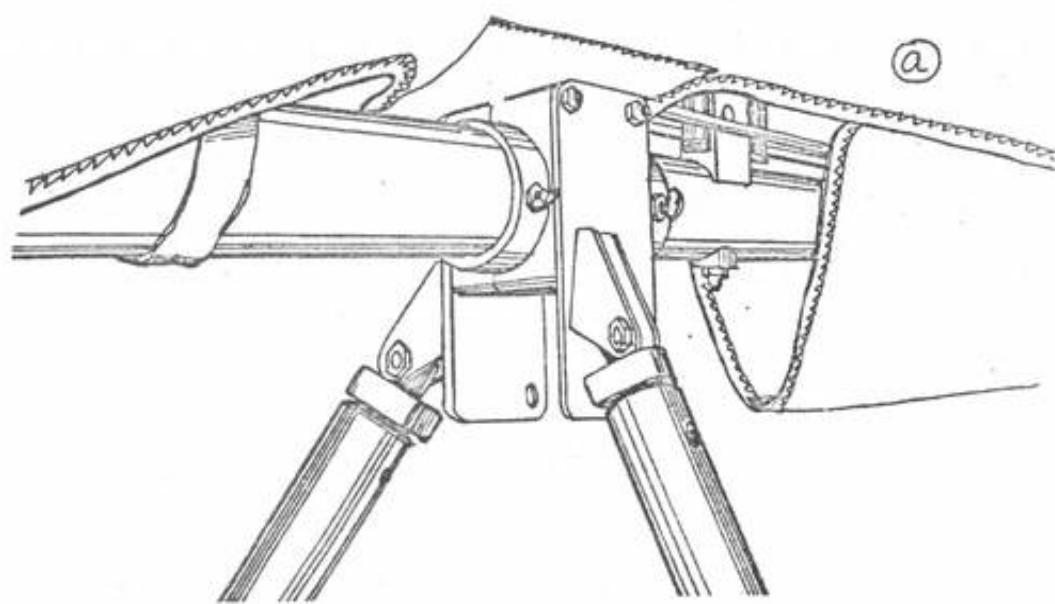


Fig.34

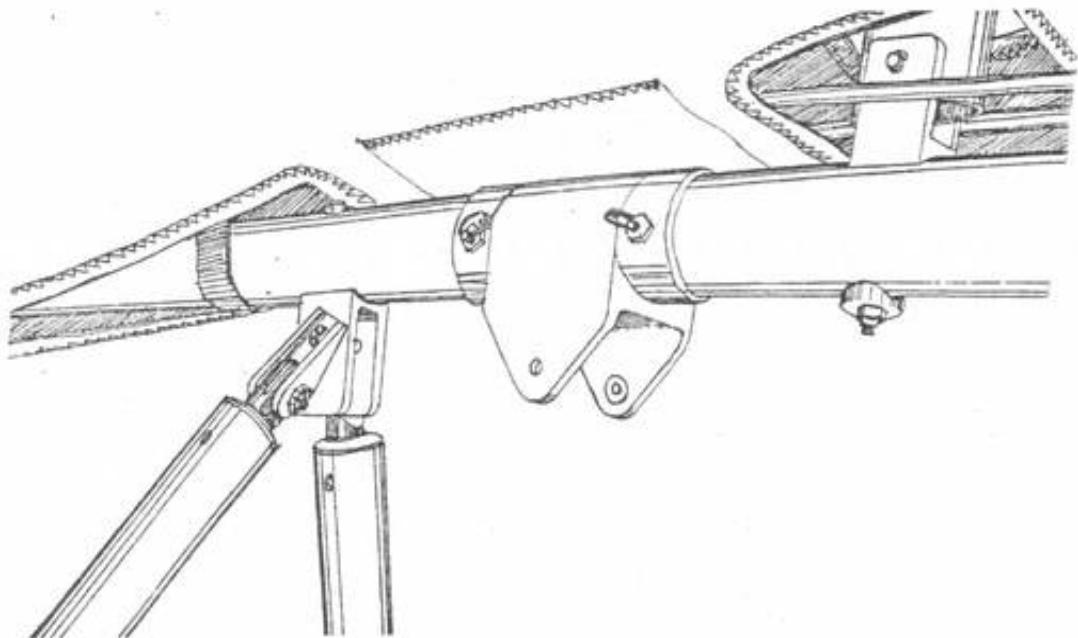


Fig.35

3.11. Check that the bolt of the crossbar tension wires is secured by the nut and safety ring (see Fig.33).

3.12. Check the thimble fittings at the control bar corners for any cocked or twisted thimbles and lugs. If you find any, straighten them out (if necessary, detension the crossbar and bottom wires). If you find a kink in the cable, you must replace it, or there is a danger it will fail after repeated loading and unloading.

Check the nuts and safety rings at the lower control bar corners (Fig.36).

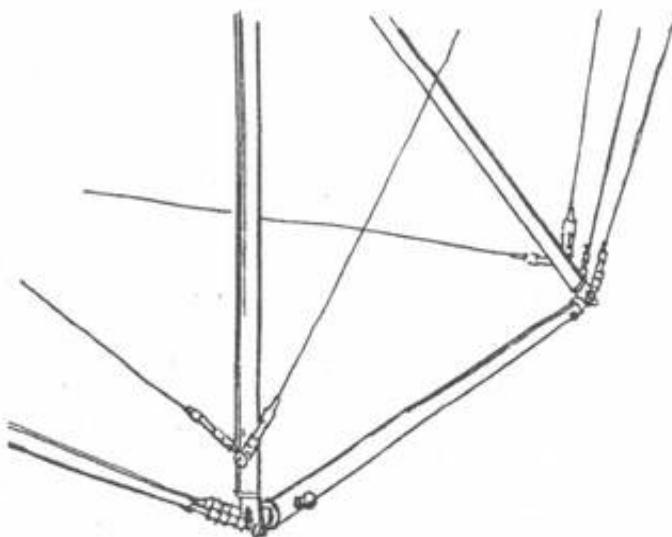


Fig.36

3.13. Fit the nose cone over the front of the keel and attach the velcro at the top rear of the nose cone. Rest the glider back on its tail and pull the bottom corners of the nose cone back until the nose cone is tight around the nose and secure the velcro on the bottom of the nose cone (Fig.37, 38).

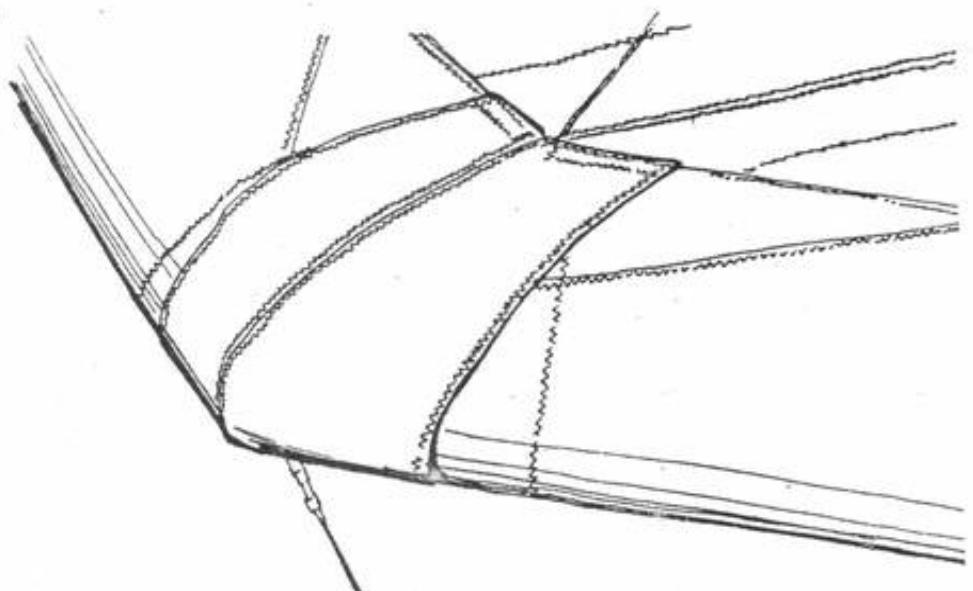


Fig.37

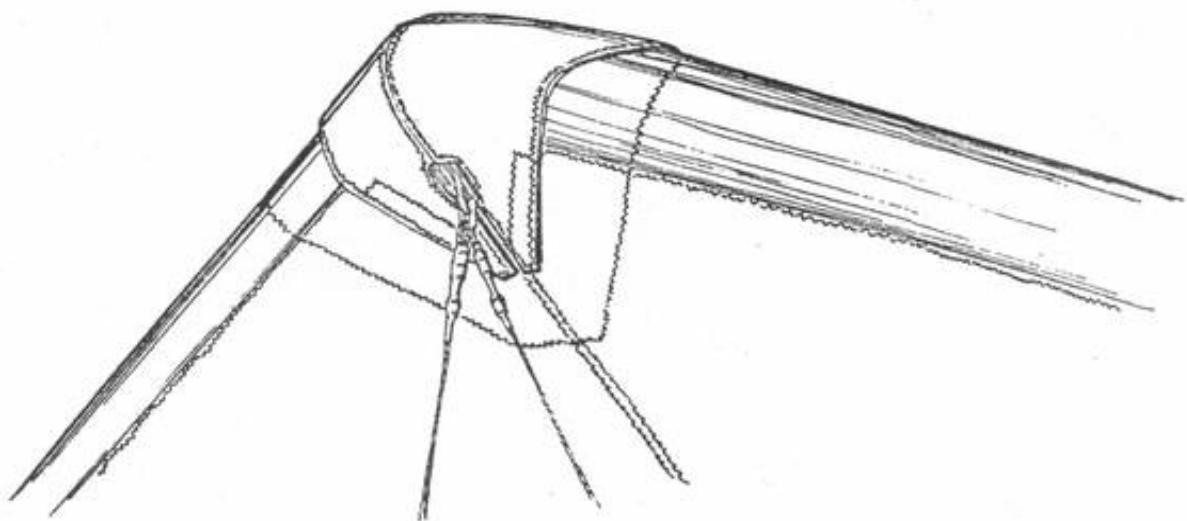


Fig.38

Now your glider is ready for mounting on the trike.

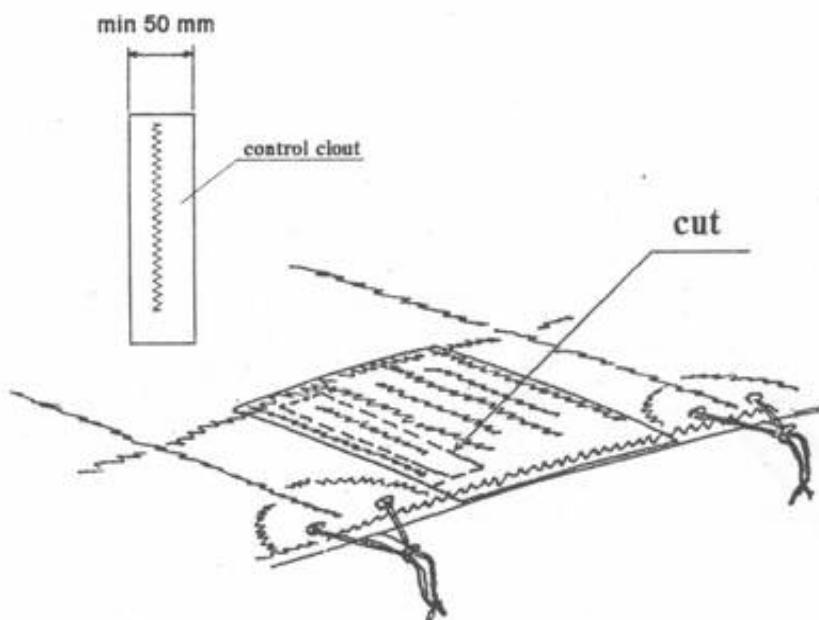
Section 4. INSPECTION OF THE WING

The sail should be inspected once every three months or after each 50 flying hours. The frame should be inspected once a year, after every 100 flying hours, and after every hard landing.

4.1. SAIL CHECK-UP

4.1.1. Sail seam and cloth strength are assessed by testing the strength of the control clouts on the top surface (TS) of the wing. The control clouts are incorporated in the cloth piece (designated by letters UV) that is sewed onto the trailing edge close to the keel tube. For sail assessment cut control clout in the drawing and forward it to your Aeros dealer or directly to Aeros.

The first sample is to be cut out after 300 flying hours and thereafter a sample must be submitted after every 150 flying hours.



4.1.2. Checking the sail surface and seams.

There should be no cuts, ruptures, threadbare holes and torn seams on the sail. Any torn seams should be re-stitched. Cuts and ruptures on the fairing and bottom surface (BS) of the sail that are not longer than 30 mm can be patched up with self-adhesive Dacron. The Dacron must be of a weight of not less than 100 g/m. Larger cuts and ruptures are to be repaired by stitching on a reinforcing piece of the same fabric (stitched along the edges). Any rupture shorter than 50 mm can be repaired in this manner, but more complicated repairs should be carried out in the workshop of producing company. If any of the batten tightening cords are torn or heavily worn they must be replaced.

4.1.3. Keep an eye on the sail grommets/eyelets and all areas of the sail that are subject to extra stress, especially the keel section, the nose section of leading edge and the outer tip section of leading edge.

4.2. CABLE SYSTEM

The cables must be checked for broken wires. If any defect on a wire is observed, no matter how small, the cable in question **MUST BE REPLACED**. It is recommended that the entire cable system be replaced once every two years irrespective of service conditions.

4.3. CHECKING THE TUBINGS

To check the condition of the wing tubes the sail should be removed from the wing frame and the tubes should be detached at the joints. The tubes are to be inspected visually. When there is suspicion of damage, the points in question should be inspected using a magnifying glass of (5-10)X magnification. There should be no trace of corrosion, cracks, bends or dents.

4.4. CHECKING THE BATTENS

The batten profiles should be checked against the template and the bends should be adjusted if necessary. Check all the plastic batten heads and tails and replace if necessary.

4.5. FASTENERS

Check all fasteners (bolts, screws, rollers, nuts, splint pins etc.) for corrosion. Any corroded fasteners should be replaced. Bolts should not be worn and/or bent. Key bolts should be checked most thoroughly for cracks between the head and the bolt body. These are the bolts at the control bar side and bottom joints, the central spreader bar tensioning cable attach point and the rear cable attachment point on the keel tube. If any cracks are observed - REPLACE IMMEDIATELY!

Section 5. MAINTENANCE

5.1. MAINTENANCE

- With correct maintenance your wing will retain its good condition for many years.
- We recommend that do you not expose your wing to any more direct sunlight than necessary. Do not leave it standing in the sun for long periods of time when you are not flying it.
- Do not leave your wing on the trike for a long period of time when the wind is strong. It will decrease the life of the sail, hang junction and frame of your wing.
- Your wing should be dried thoroughly after being exposed to rain or any other source of moisture.
- Your sail should never be washed with anything other than fresh water, as any soap or detergent will most likely degrade the cloth and may adversely affect the flight characteristics of your wing.
- When you set up or break down your wing, take care not to allow sand, soil and dirt to enter the sail, batten pockets or tubes. Keep the leading edge tube telescopic connectors thoroughly clean as set up or break down will become difficult or impossible if they are dirty. Swab the tubes with a rag.
- Keep all the wing's foam padding that was originally supplied and use in the same places when re-packing the wing.

5.2. 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.

5.3. 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.

Section 6. TURNING

6.1. FINE TUNING THE WING

Your wing has, on each side, a tensioner bolt that can be turned to 'wind up' (tighten) the sail on either side. This bolt can be found on the very tips of your wing's leading edge tubes and requires the use of a 17 spanner. If your wing has, for example, a right turning tendency this means that more angle of attack is required on the right side to bring this wing up to level flight. To do this, simply screw the right side tensioner bolt clockwise by 2 to 3 turns. This tightens the sail on that side of the wing, effectively increasing the angle of attack.

NB: As this point you may need to slightly loosen the two 6-mm bolts that secure the sail to the leading edge. This is in order to ensure smooth movement of the sail during the adjustment.

Test fly. If there is still a right turn, you may screw 'out' the other side (left side). Simply turn the left side tensioner bolt anti-clockwise 2 to 3 turns. Test fly and repeat the process if necessary. You may "wind" or "unwind" the sail on each side to a maximum of 12mm distance from its original position - this can be measured by looking at the position of the two 6-mm sail securing bolts on each side. If you reach this maximum and the wing still has a right turn, reset your wing to its original settings and proceed with coarse wing adjustment.

6.2. COARSE WING ADJUSTMENT

(Note: Ensure that your wing adjusters are restored to their original settings before attempting coarse adjustment.) You will notice if you look inside the sail at the wing tips, that the end piece of the leading edge tube is adjustable about its longitudinal axis. The tip leading edge tube section fits into the main leading edge tube and is secured in place with a small screw. This tip piece can be rotated through three positions (three securing holes available on the main leading edge piece). The wing is delivered standard with both wing tips set in their maximum angle of attack position. To correct a right turning tendency, the left side needs a decrease in angle of attack - this will decrease the lift on the left side and bring this wing down resulting in level flight. Do this by adjusting the left tip leading edge piece 'up' one position (less angle of attack). This may require some de-tensioning of the tip adjusters to give the necessary slack required to rotate the tip piece. Test fly and repeat if necessary. If you adjust until you are in the third adjustment position on the left side and the wing still has a right turn you may go through the steps of fine tuning your wing (you may fine tune your wing at any coarse adjustment setting). If the turning problem still persists, please contact Aeros LTD or your dealer for advice.

Section 7. LOG BOOK

TABLE OF FLIGHT HOURS

Section 8. LIST OF REPAIR PARTS

For STRANGER	For STREAM	Parts
STR.0100	STM.0100	Sail from dacron and trilam
STR.0100D	STM.0100D	Sail from dacron
STR.0100L		Sail from ukrainian cloth
STR.0101	STM.0101	Nose cone from trilam
STR.0101D	STM.0101D	Nose cone from dacron
STR.0110	STM.0110	Mylar
STR.2000	STM.2000	All battens
STR.2100 R/L	STM.2100 R/L	Right battens or left battens
STR.0201	STM.0201	Batten №1
STR.0232	STM.0232	Shovel of battens (12x1)
STR.0234	STM.0234	Fork of top battens (12x1)
STR.0237	STM.0237	Elastic rod
STR.0202	STM.0202	Batten №2
STR.0203	STM.0203	Batten №3
STR.0204	STM.0204	Batten №4
STR.0205	STM.0205	Batten №5
STR.0206	STM.0206	Batten №6
STR.0207	STM.0207	Batten №7
STR.0208	STM.0208	Batten №8
STR.0209	STM.0209	Batten №9
STR.0210	STM.0210	Batten №10
STR.0211	STM.0211	Batten №11
	STM.0212	Batten №12
STR.0212	STM.0213	Tip batten
STR.0220	STM.0220	Keel batten
STR.0220-12		Keel batten from 12-mm tube
STR.0222	STM.0222	Al shovel of battens (12x1)
STR.0235	STM.0235	Shovel of battens (10x1)
STR.0251	STM.0251	Bottom batten №1
STR.0252	STM.0252	Bottom batten №2
STR.0253	STM.0253	Bottom batten №3
STR.0254	STM.0254	Bottom batten №4
STR.0255	STM.0255	Bottom batten №5
STR.0256		Bottom batten №6
STR.0257		Bottom batten №7
STR.3000S	STM.3000S	Frame (Standard variant) (without battens)
STR.3000A		Frame (Antares variant) (without battens)
STR.0300	STM.0300	Leading edge tube
STR.0310	STM.0310	Leading edge tube №1
STR.0320	STM.0320	Leading edge tube №2
STR.0330	STM.0330	Leading edge tube №3 (without washout tips)
STR.0330C	STM.0330C	Leading edge tube №3 (complete)

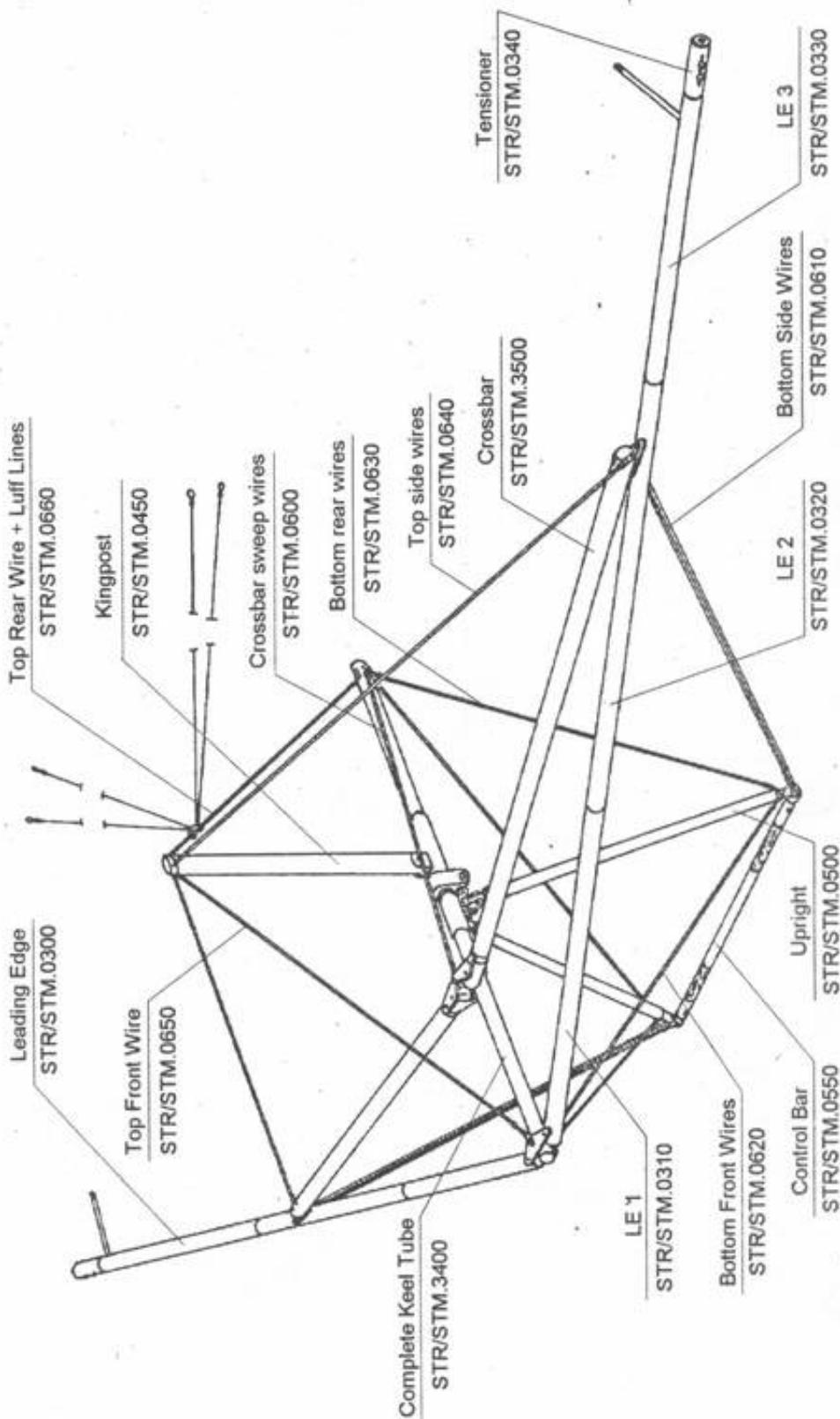
STR.0335	STM.0335	Washout tip
STR.0342M	STM.0342M	Stop detail of tip batten
STR.0340	STM.0340	Tensioner
STR.048	STM.048	Tip stop washer
STR.058	STM.058	Screw M8-80
STR.065	STM.065	Bolt M6-66
STR.3500	STM.3500	Complete crossbar L+R
STR.0350	STM.0350	Complete crossbar L or R
STR.0351	STM.0351	Crossbar tube
STR.033	STM.033	Plate 8-mm thick
STR.0354	STM.0354	Channel plate
STR.0356	STM.0356	Fluoroplastic washer with 8-mm hole
STR.063	STM.063	Bolt 8-32
STR.054	STM.054	Bolt 8-86
STR.055	STM.055	Bolt 10-84
STR.056	STM.056	Bolt 8-82
STR.057	STM.057	Bolt 10-80
STR.0365	STM.0365	X-bar junction tape
STR.0370	---	Limit tape L=540 mm (yellow mark)
---	STM.0370	Limit tape L=600 mm (red mark)
STR.3400A	STM.3400A	Complete keel tube (Antares)
STR.3400F	STM.3400F	Complete keel tube (French)
STR.3400S	STM.3400S	Complete keel tube (Standard)
STR.3400EA		Complete keel tube (East Antares)
STR.3400EF		Complete keel tube (East French)
STR.3400ES		Complete keel tube (East Standard)
STR.0400A	STM.0400A	Keel tube without details (Antares)
STR.0400F	STM.0400F	Keel tube without details (French)
STR.0400S	STM.0400S	Keel tube without details (Standard)
STR.3401A		Keel tube N 1 (Antares)
STR.3401F		Keel tube N 1 (French)
STR.3401S		Keel tube N 1 (Standard)
STR.3402		Keel tube N 2
STR.032A	STM.032A	Hang unit "Antares"
STR.032A3	STM.032A3	Bush
STR.032F	STM.032F	Hang unit "French"
STR.032S	STM.032S	Hang unit "Standard"
STR.032S2	STM.032S2	Hang unit plate
STR.032S4	STM.032S4	Bolt M8-82
STR.032-ST2	STM.032-ST2	Hang unit "Standard 2"
STR.059a	STM.059a	Bolt M10-97
STR.037	STM.037	Uprights channel
STR.0415	STM.0415	Top nose plate
STR.0415B	STM.0415B	Bottom nose plate
STR.0416	STM.0416	Nose channel
STR.0418	STM.0418	Dormant bolt M6-69
STR.0419	STM.0419	Bolt M6-74
STR.0420	STM.0420	Bolt M6-76

STR.0421	STM.0421	Bolt M6-69
STR.0422	STM.0422	Bolt M6-72
STR.0423	STM.0423	Bolt M8-70
STR.0424	STM.0424	Al bush 10x1x47
STR.0425	STM.0425	Control bar channel
STR.0426	STM.0426	Al bush 16x3x37
STR.0427	STM.0427	Kingpost channel
STR.0429	STM.0429	Fluoroplastic washer (d=10 mm)
STR.0431	STM.0431	Stop ring
STR.0450	STM.0450	Kingpost
STR.0453	STM.0450	Top of kingpost
STR.0500A		Complete uprights (Antares)
STR.0500X		Complete uprights (HAZ)
STR.0500F		Complete uprights (French)
STR.0500S	STM.0500S	Complete uprights (Standard)
STR.0501A		Uprights tube L=1275 mm
STR.0501X		Uprights tube L=1500 mm
STR.0501F		Uprights tube L=1605 mm
STR.0501S	STM.0501S	Uprights tube L=1630 mm
STR.0501N	STM.0501N	Aerofoil uprights tube L=1640 mm
STR.0502	STM.0502	Upright fork
STR.0507	STM.0507	Plastic plug
STR.0508	STM.0508	Plastic stop detail
STR.0550	STM.0550	Complete control bar (Standard)
STR.0550A		Complete control bar (Antares)
STR.0552	STM.0552	Control bar tube L=1440 mm
STR.0552A		Control bar tube L=1355 mm
STR.0554	STM.0554	Rubber grip L=200 mm
STR.6000S1	STM.6000	All wires (Standard 1)
STR.6000S2		All wires (Standard 2)
STR.6000S3		All wires (Standard 3)
STR.6000B		All wires (Variant B)
STR.6000X		All wires (HAZ)
STR.6000A		All wires (Antares)
STR.0650	STM.0650	Top front wire
STR.0640S1/S2/S3/B/ X/A	STM.0640	Top side wire
STR.0660S1/S2/S3/B/ X/A	STM.0660	Top rear wire + luff lines
STR.0600	STM.0600	Crossbar sweep wire
STR.0620S1/S2/S3	STM.0620	Bottom front wires (Standard 1,2,3)
STR.0620B		Bottom front wires (Variant B)
STR.0620X		Bottom front wires (HAZ)

STR.0620A		Bottom front wires (Antares)
STR.0626	STM.0626	Shackle
STR.0627	STM.0627	Swan catch
STR.0628	STM.0628	Clevis pin
STR.620S1/S2/S3	STM.620	Bottom front wire (Standard 1,2,3)
STR.620B		Bottom front wire (Variant B)
STR.620X		Bottom front wire (HAZ)
STR.620A		Bottom front wire (Antares)
STR.0610S1	STM.0610	Bottom side wire (Standard 1)
STR.0610S1D		Bottom side wire (Standard 1 FUL)
STR.0610S2		Bottom side wire (Standard 2)
STR.0610S3		Bottom side wire (Standard 3)
STR.0610B		Bottom side wire (Variant B)
STR.0610X		Bottom side wire (HAZ)
STR.0610A		Bottom side wire (Antares)
STR.0630S	STM.0630	Bottom rear wires (Standard)
STR.0630B		Bottom rear wires (Variant B)
STR.0630X		Bottom rear wires (HAZ)
STR.0630A		Bottom rear wires (Antares)
STR.040	STM.040	Control bar fastening
STR.11	STM.11	Ear clevis pin
STR.12	STM.12	Bolt M8-74
STR.21	STM.21	Draft washer
STR.41	STM.41	Bolt M8-40
STR.61	STM.61	Fluoroplastic washer with 12 mm hole
STR.62	STM.62	Al standoff
	STM.63	Bolt 8-82
STR.81	STM.81	Metal washer 18-8-1,5
STR.82	STM.82	Bolt M8-46
STR.83	STM.83	St bush 10x0,8x35
STR.84	STR.84	Bolt M8-62
STR.85	STM.85	St bush 10x0,8x11
STR.0001	STM.0001	Bolt M12-90
STR.0005	STM.0005	Clevis pin L=37 mm
S.0007	S.0007	Custl nut M8
S.0009	S.0009	Selffixed nut M6
S.0010	S.0010	Low nut M6
S.0014	S.0014	Selffixed nut M8
S.0015	S.0015	Custle nut M12
S.0017	S.0017	Safety ring
S.0018	S.0018	Small safety ring
S.0026	S.0026	Standoff with 8 mm hole
S.0027	S.0027	Standoff with 6 mm hole
S.0028	S.0028	Metal washer 12-6-1
S.0029	S.0029	Metal washer 16-8-1
S.0031	S.0031	Rubber wheel

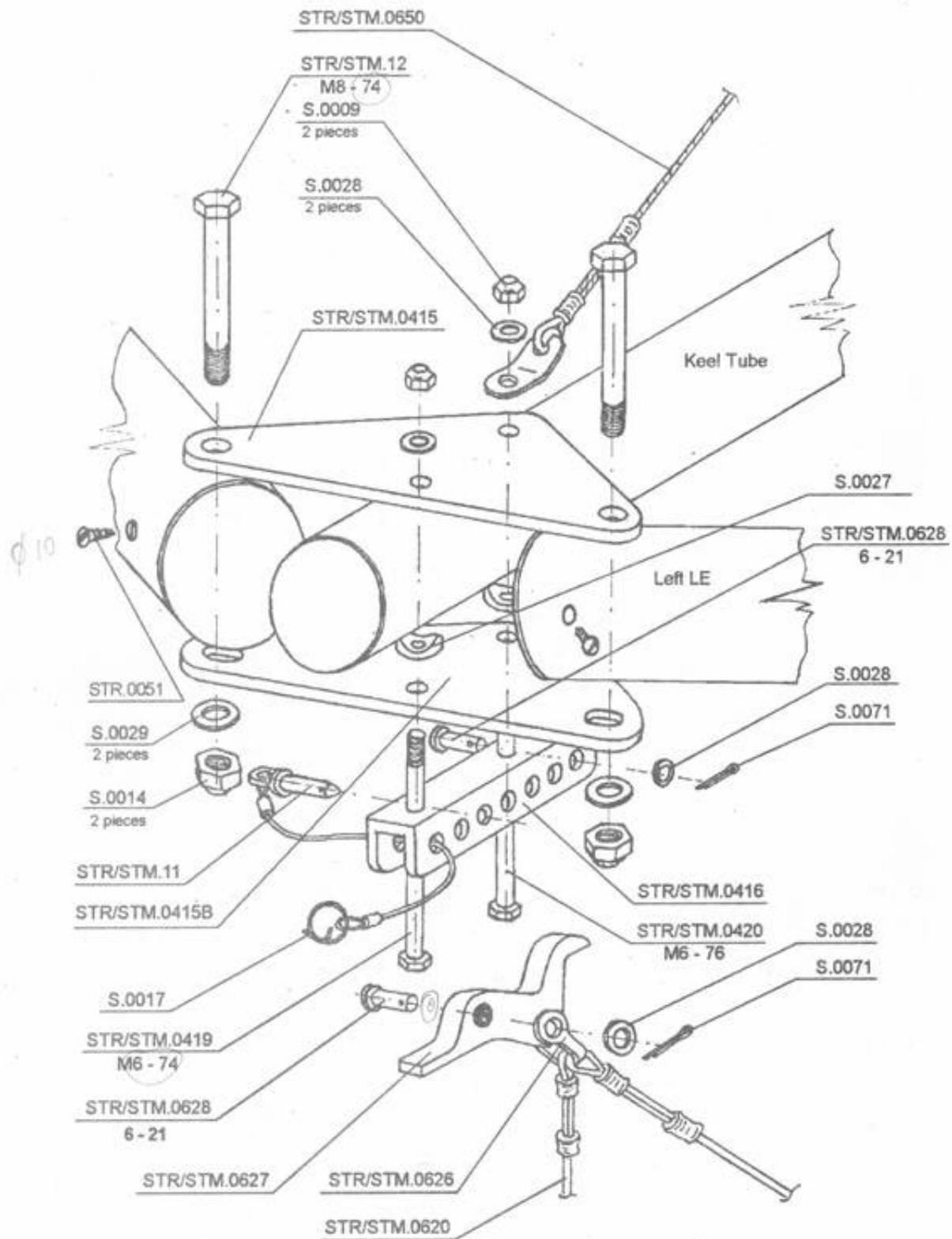
S.0032	S.0032	Nut M8
S.0071	S.0071	Split pin 1,6-16
S.0072	S.0072	Split pin 2-25
S.028	S.028	Custle nut M10
S.067	S.067	Metal washer 18-10-1
STR.7000	STM.7000	All bags and packing set
STR.0710	STM.0710	6-metres bag
STR.0730	STM.0730	Battens bag
STR.0740	STM.0740	Protective bag for bottom of uprights
STR.0760	STM.0760	Tighten tape
STR.0770	STM.0770	Protective bag for end X-bar tube
STR.0775	STM.0775	Kingpost top bag
STR.0790	STM.0790	Rear wires junction bag
STR.0800	STM.0800	Battens template
STR.0810	STM.0810	Manual

STRANGER & STREAM



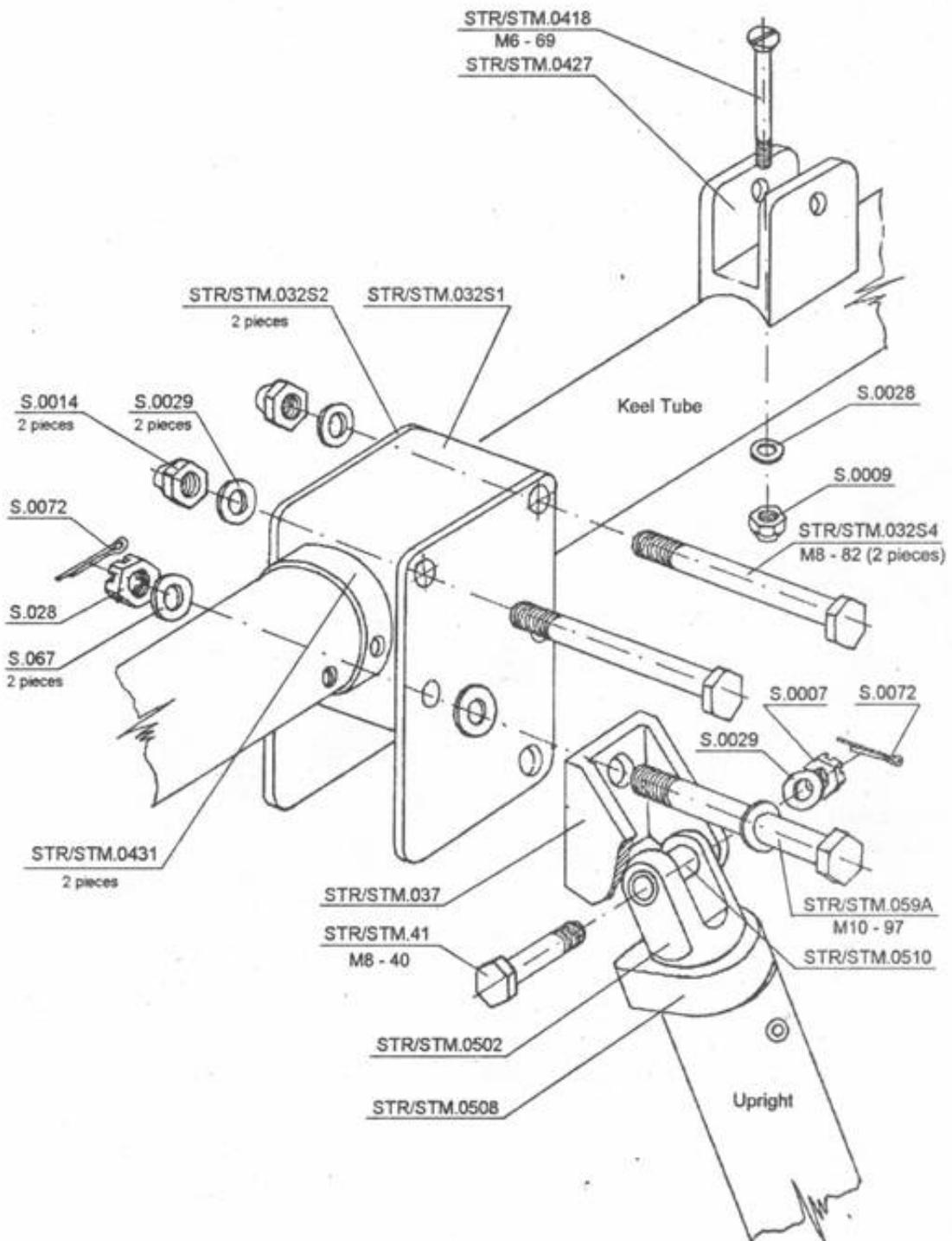
THE FRAME

STRANGER & STREAM



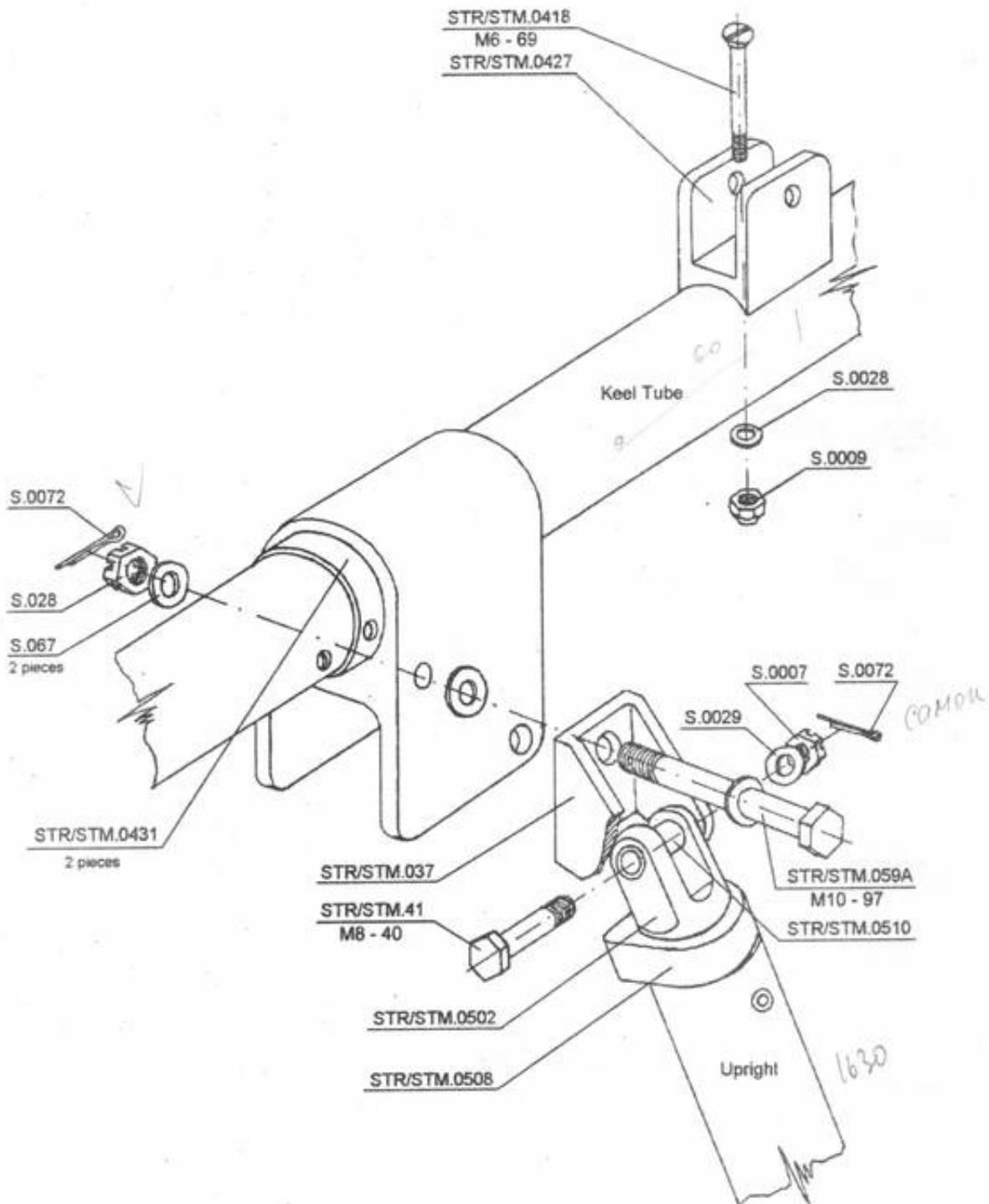
NOSE JUNCTION

STRANGER & STREAM



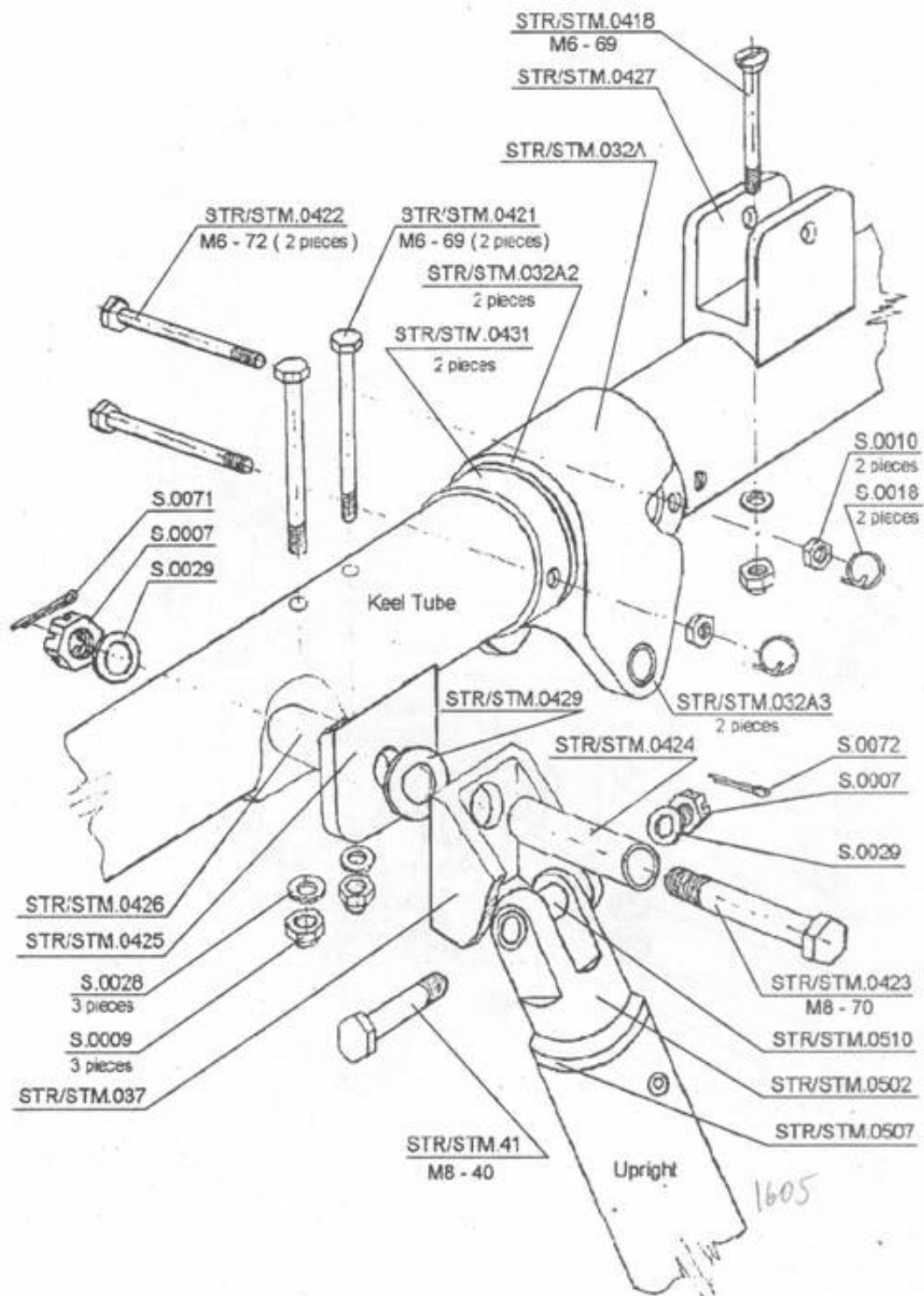
HANG POINT UNIT "STANDARD"

STRANGER & STREAM



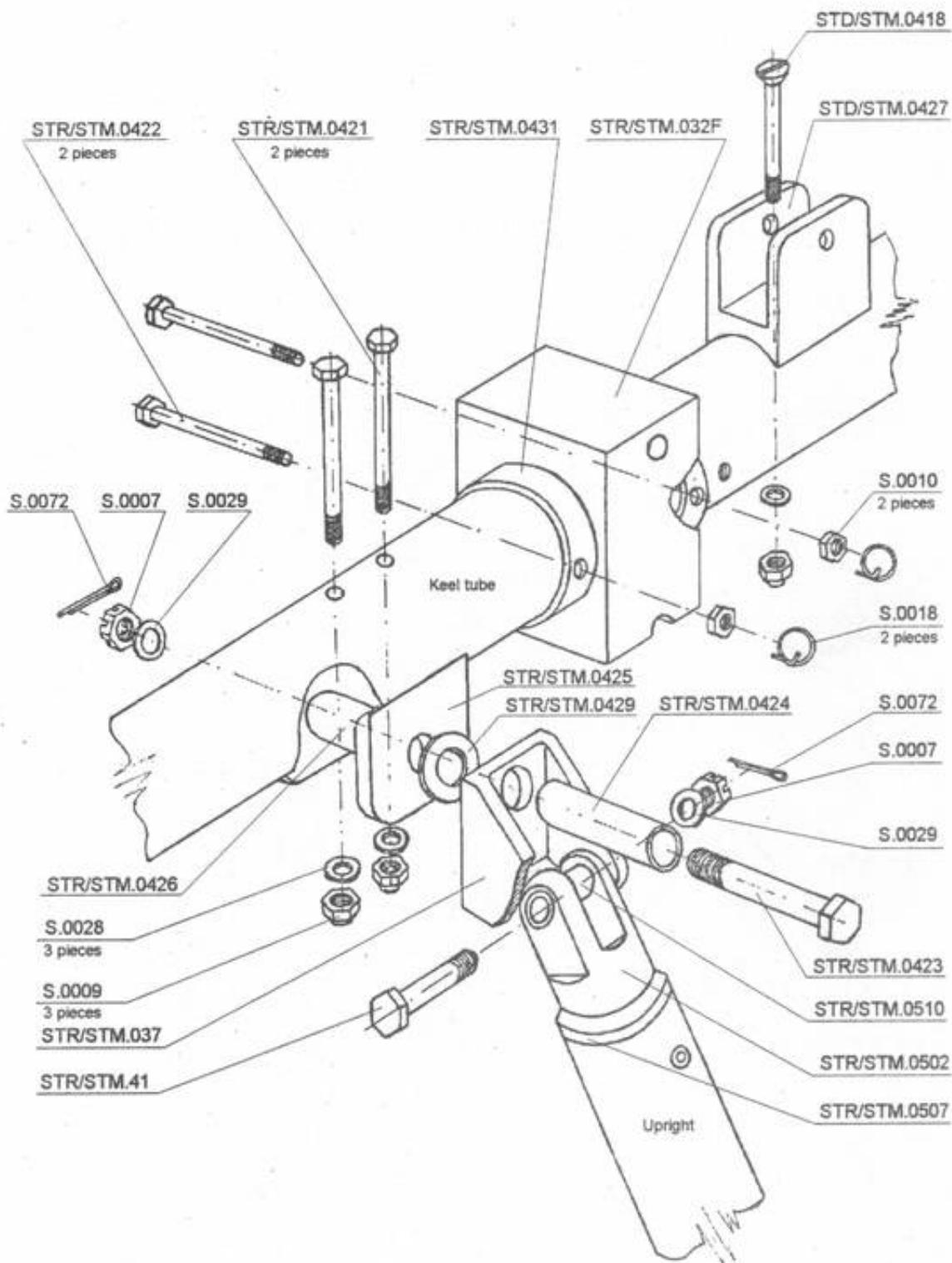
HANG POINT UNIT "STANDARD - 2"

STRANGER & STREAM



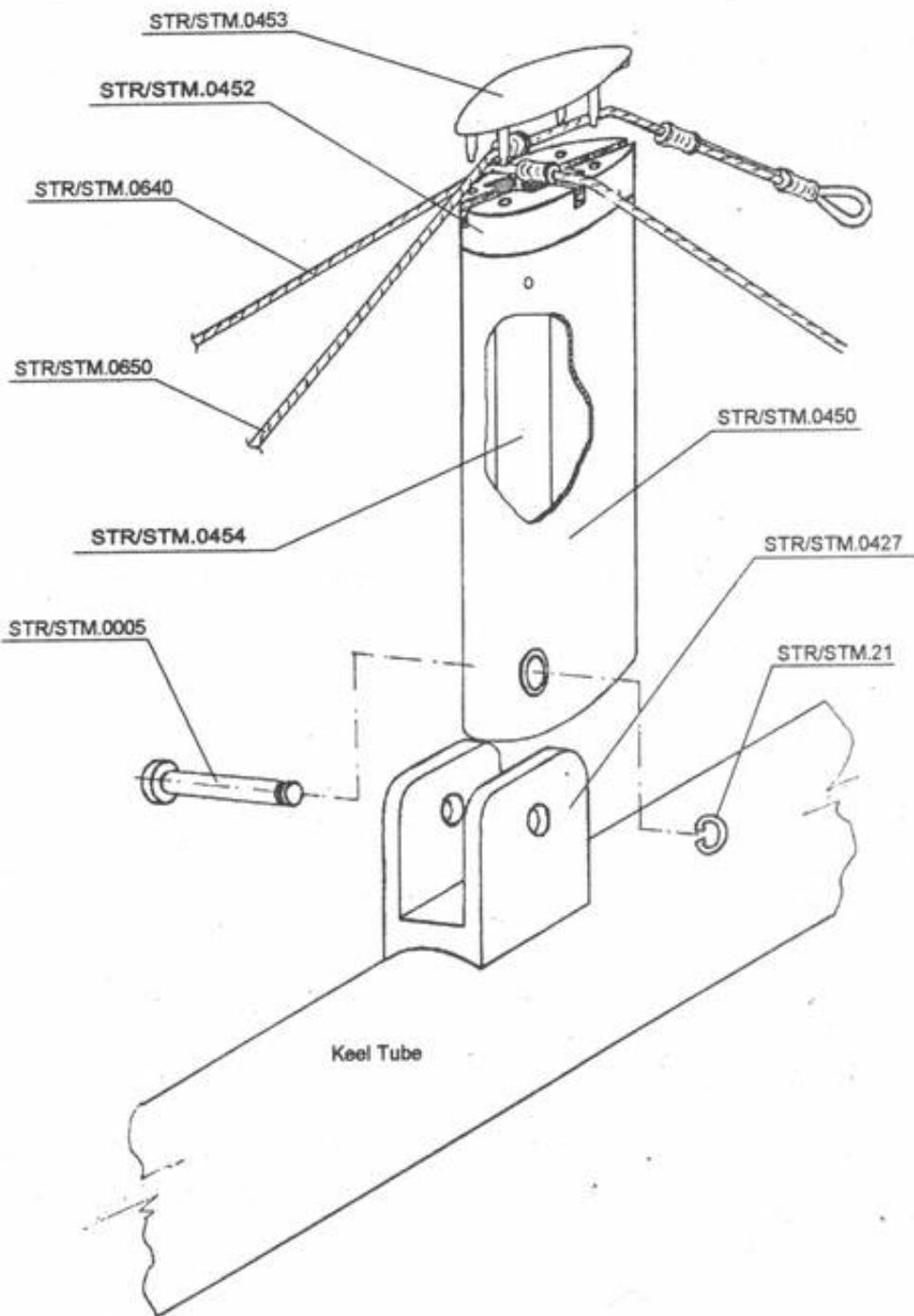
HANG POINT UNIT "ANTARES"

STRANGER & STREAM



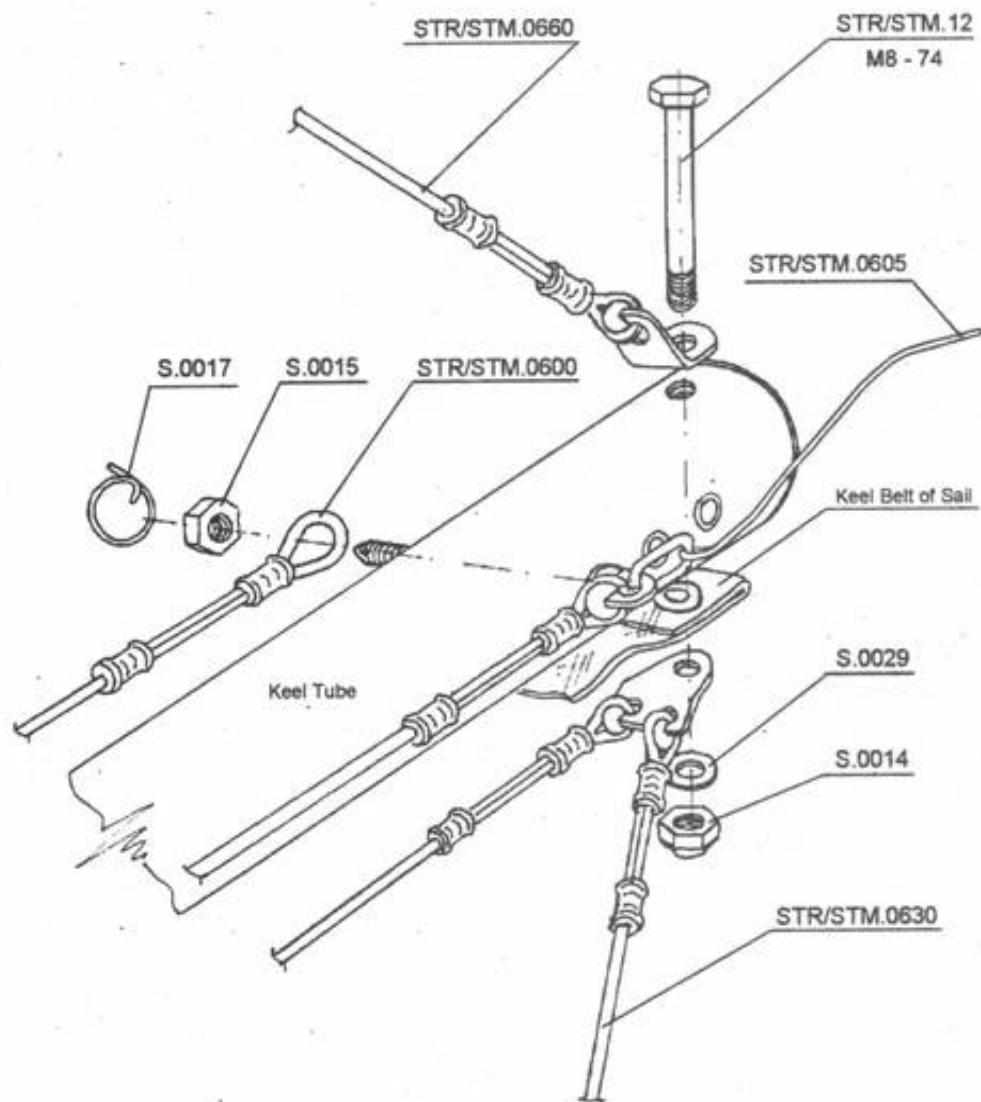
HANG POINT UNIT "FRENCH"

STRANGER & STREAM



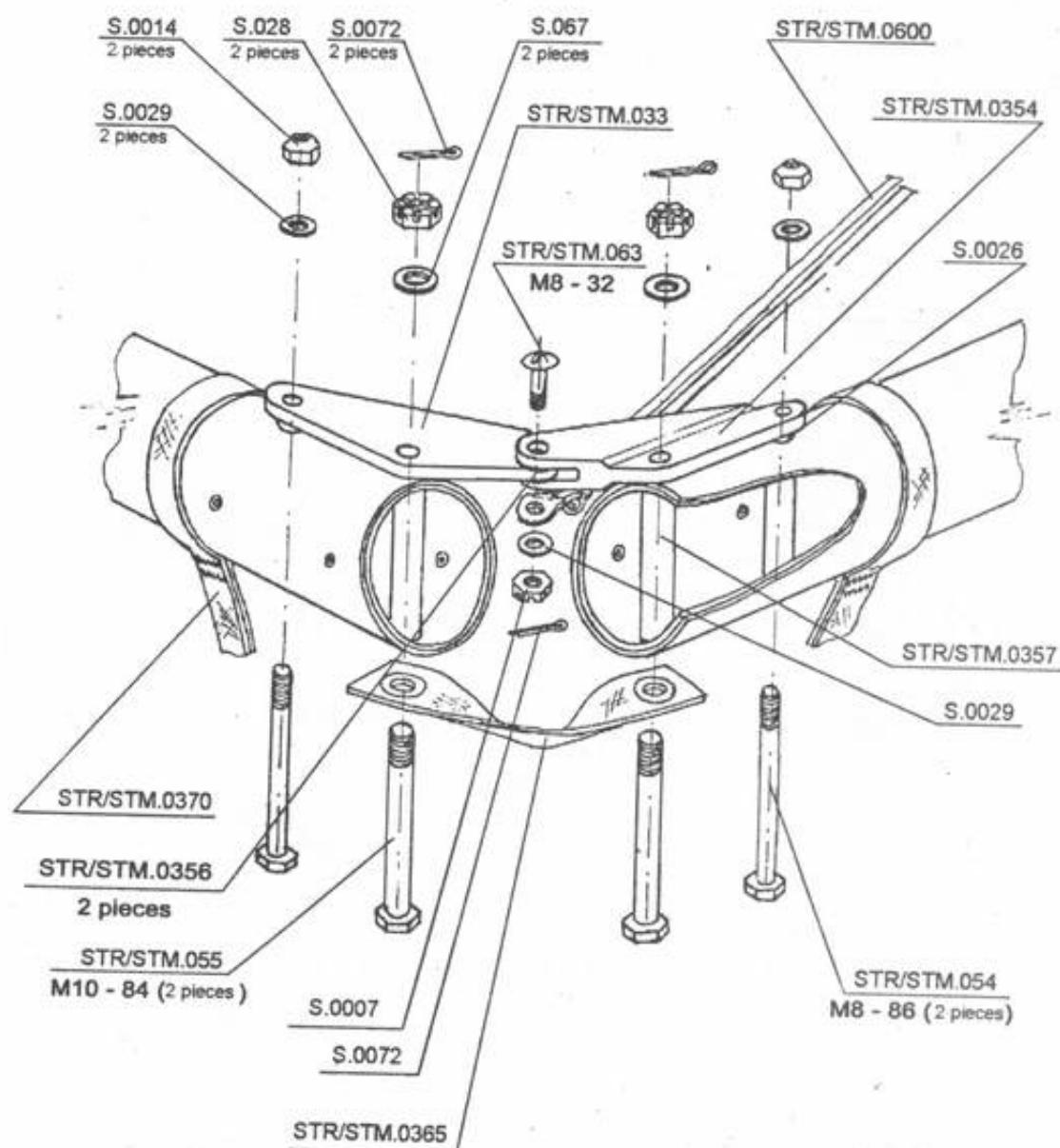
KINGPOST

STRANGER & STREAM



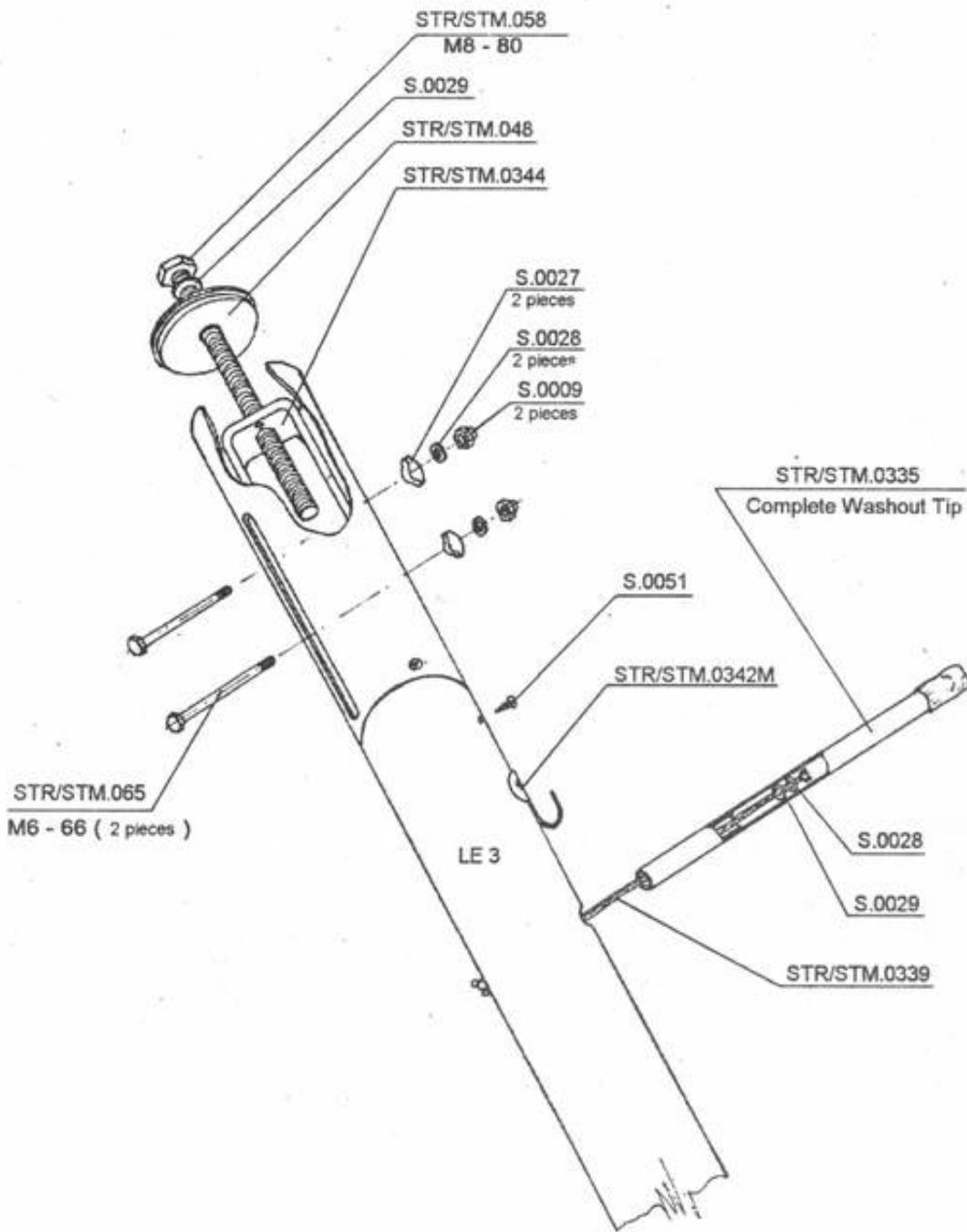
REAR KEEL PART

STRANGER & STREAM



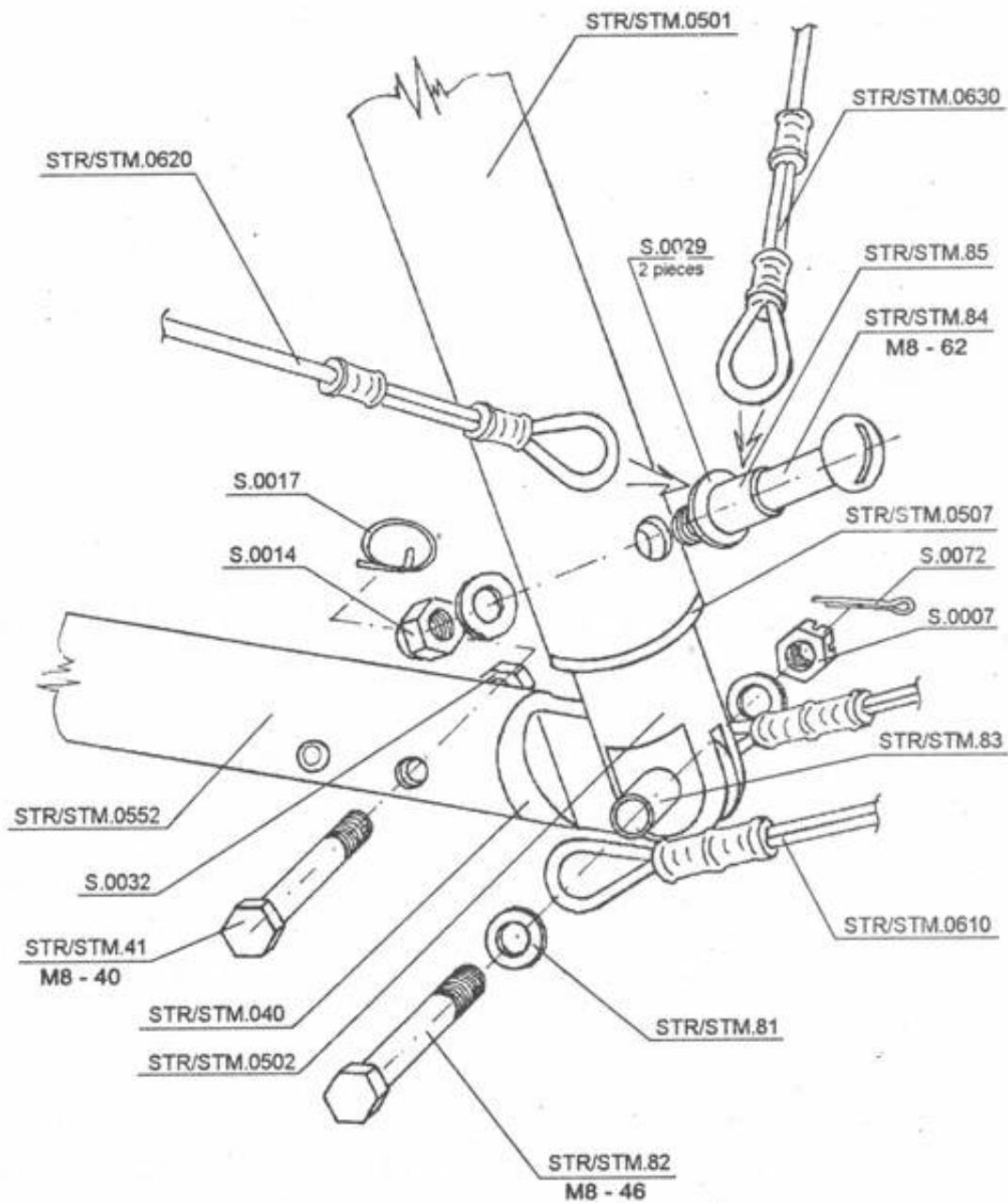
CROSS TUBE JUNCTION

STRANGER & STREAM



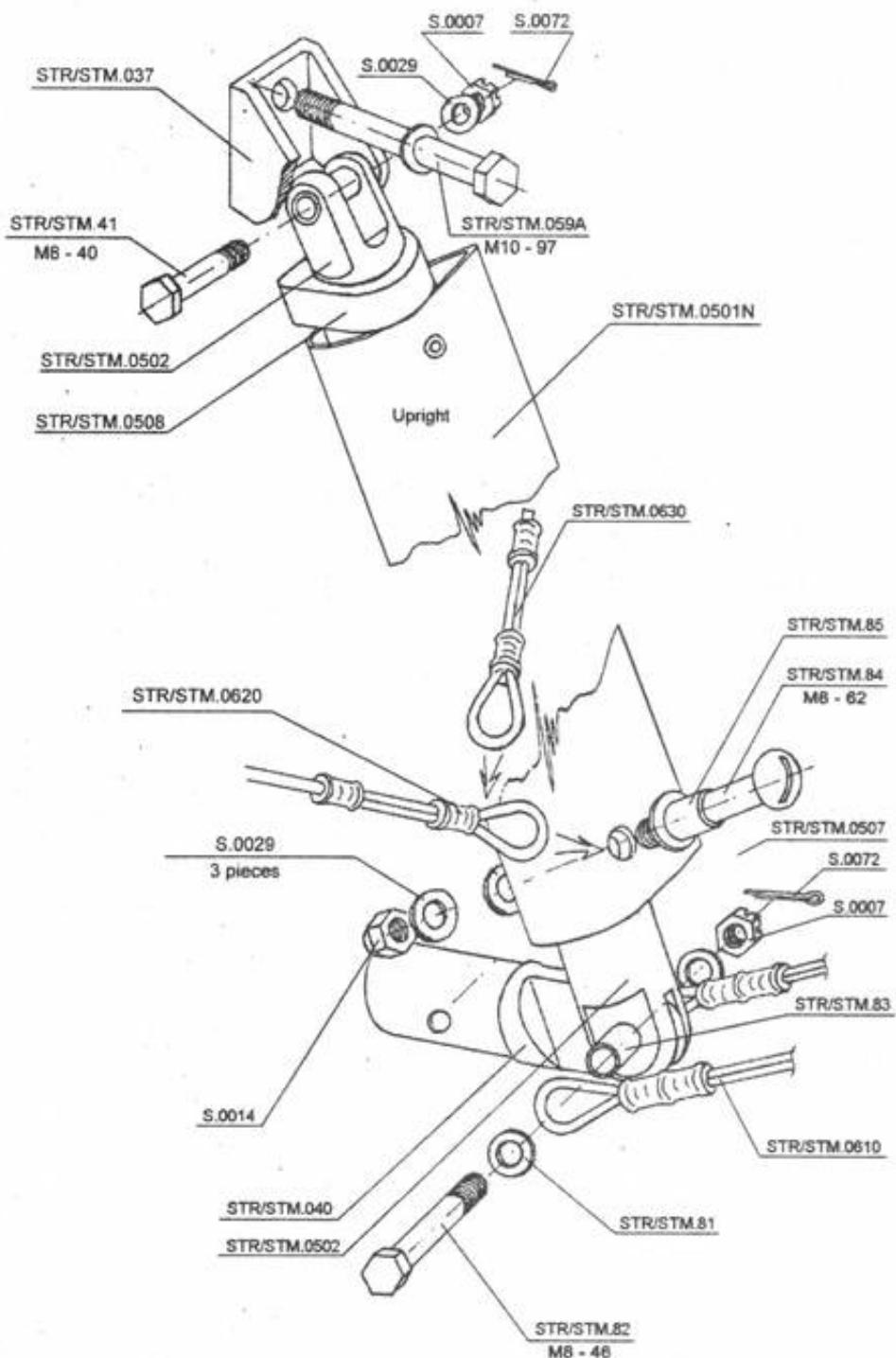
TENSIONER & WASHOUT SYSTEM

STRANGER & STREAM



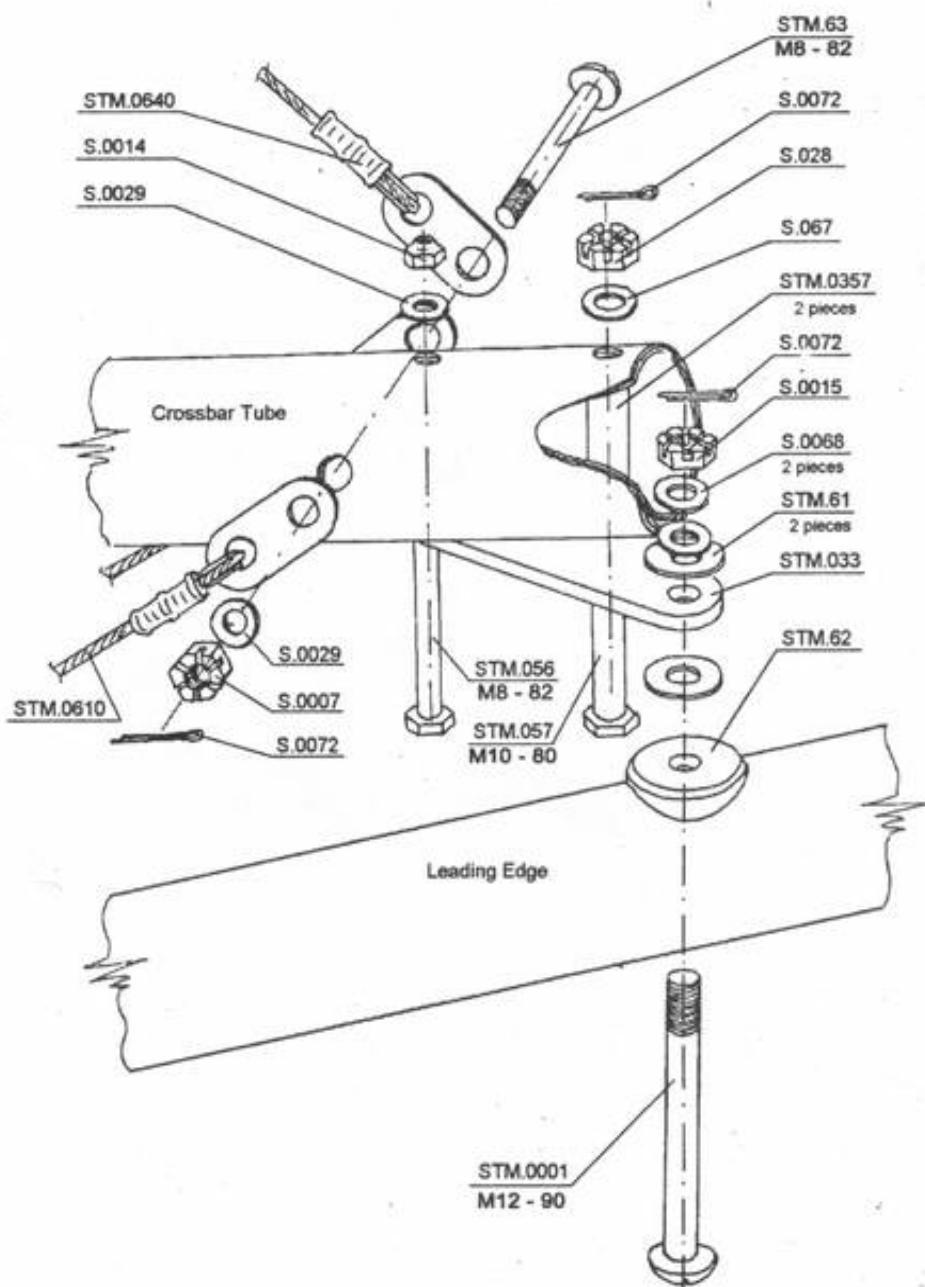
BOTTOM WIRES & UPRIGHT

STRANGER & STREAM



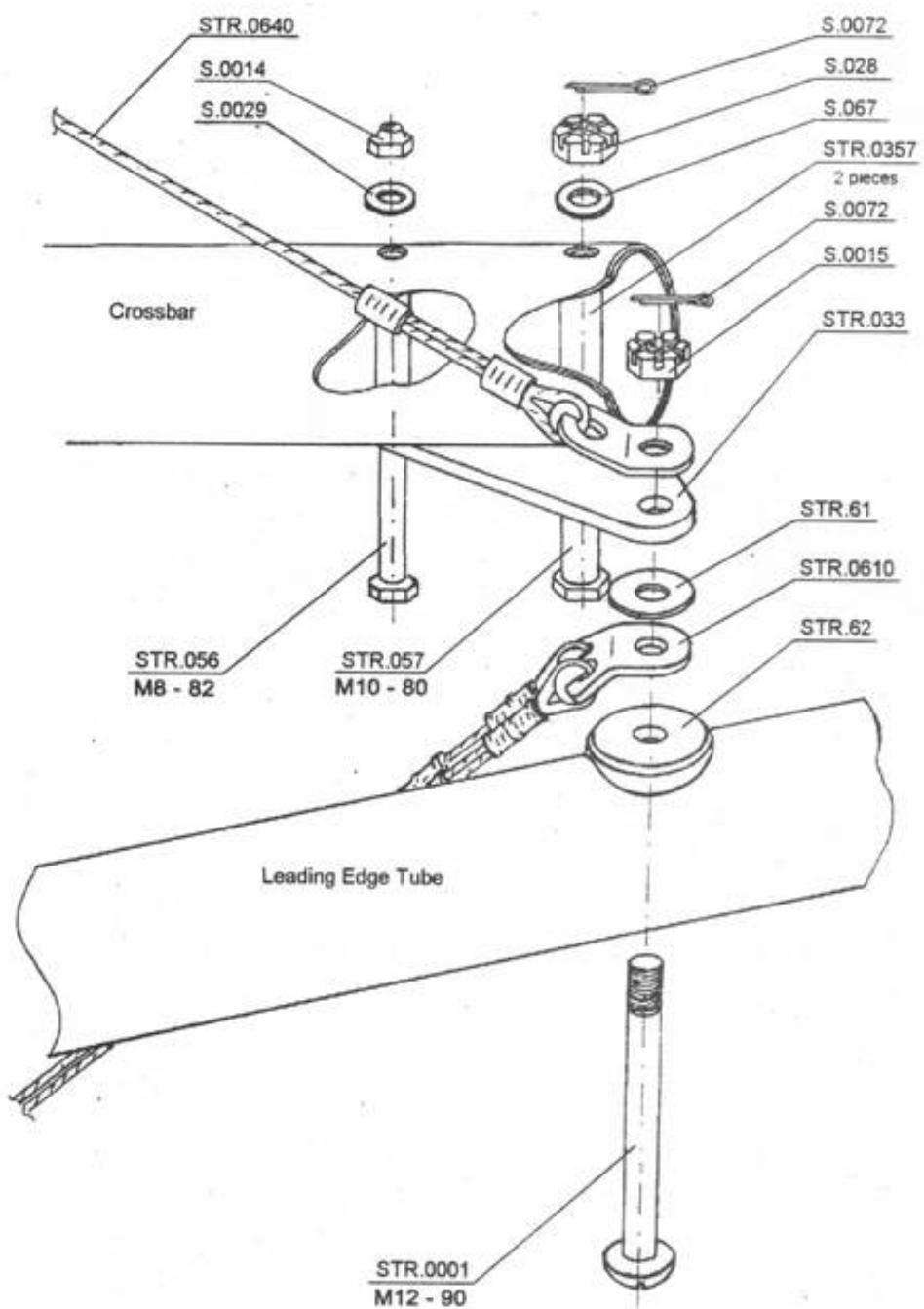
BOTTOM WIRES & AEROFOIL UPRIGHT

STRANGER & STREAM



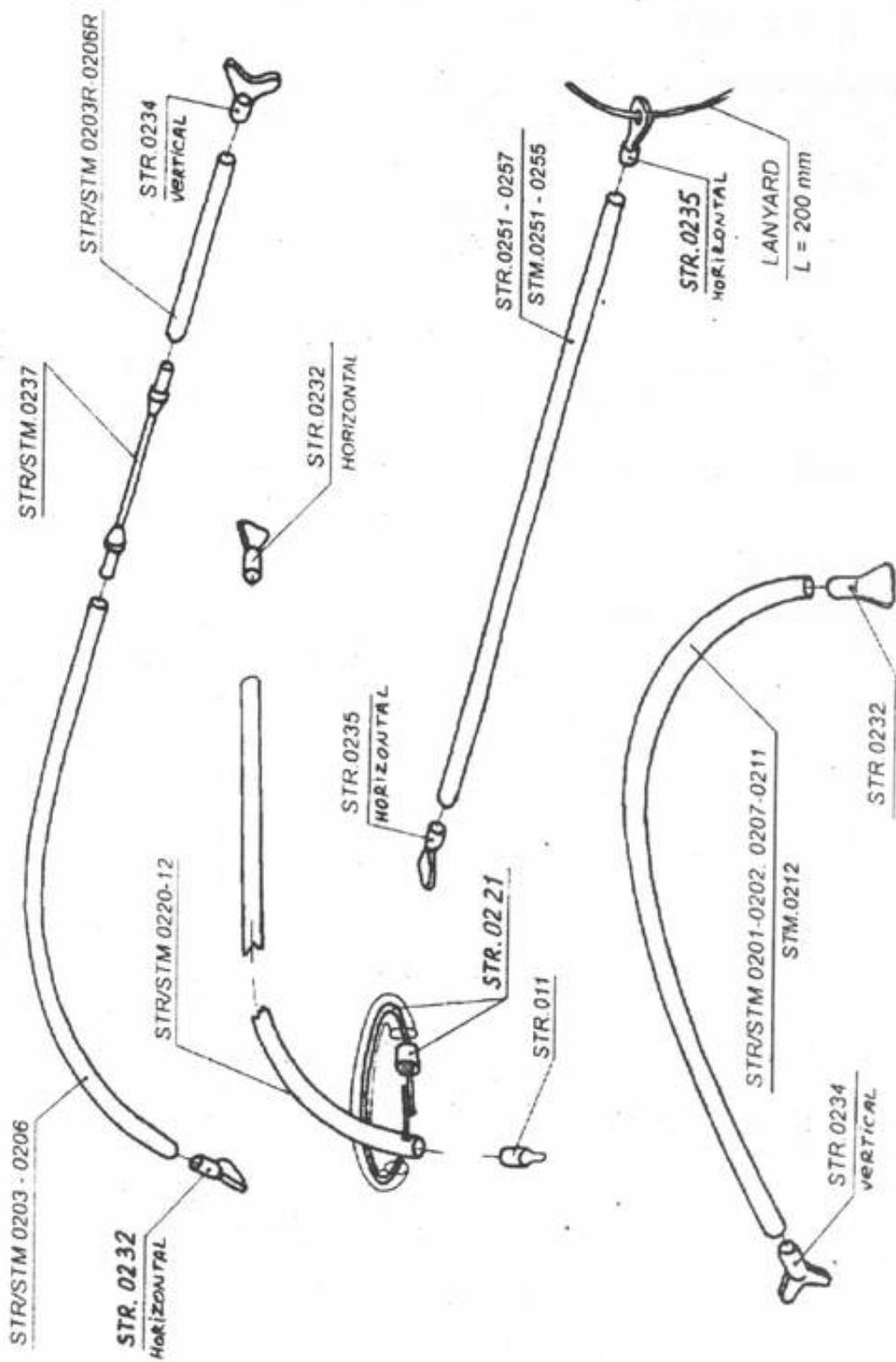
STRANGER LEADING EDGE & CROSS TUBE JUNCTION

STRANGER & STREAM



STREAM LEADING EDGE & CROSS TUBE JUNCTION

STRANGER & STREAM



BATTENS

Stranger 14,8

The most popular of our trike wings.

A number of modifications of the wing are offered, differing by the A-frame height (uprights length):

Stranger – Standard - S/S2 (control frame height* - 1600 mm, upright's length – 1630 mm)

Stranger – Cosmos - C (control frame height* - 1600 mm, upright's length – 1605 mm)

Stranger – XA3 - X (control frame height* - 1450 mm, upright's length – 1500 mm)

Stranger – Antares - A (control frame height* - 1220 mm, upright's length – 1275 mm)

* - A-frame height is measured between the keel tube axle and the control bar axle

See more infomation:

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