

MICROLITE TRIKE WING

NiNe

OWNER / SERVICE MANUAL



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AMENDMENTS

No.	Section	Pages	Date of correction	Comments
1	8	page 16	05.04.2024	The section 8. NINE BREAKDOWN has been amended and supplemented.

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1. INTRODUCTION

Inspired by creative ideas of Flylight, Aeros has developed and added the new strut-braced wing NINE to its line of wings in the nano segment. At 9 sqm the NINE wing is designed for cross country enthusiasts, extending the range of acceptable weather conditions for flying.

The NINE wing has a well balanced stability and handling characteristics, but its main feature is the overall feeling of safety during all aspects of flight.

The speed range of up to 140 km/h with a cruising speed of 85-100 km/h allows you to fly cross-country almost like a heavy two seater trike. Take off and landing speeds remain the same as the Fox-13TL.

The NINE wing is compatible with all trikes that can be used with the Fox-13T, Fox-13TL and Adam-13T wings.

Same as the Fox-13TL, it can be disassembled on a trike for storage. Assembly remains straight forward and can be done in 8-10 min.

Please read and be sure you thoroughly understand this manual before flying the NINE. 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 NINE wing 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.)	9 (96.9)
Wing span, m (ft)	8 (26.3)
Aspect ratio	7.1
Nose angle, °	128
Weight (without bags), kg (lb)	35 (77)
Number of upper sail battens	16
Number of bottom sail battens	6
Double sail, %	86
Range of operating overloads	+4/-2
Ultimate tested strength, G	+6/-3
Min. airspeed, km/h (mph)	45 (28)
Cruise speed, km/h (mph)	85-100 (52 - 62)
Max. airspeed, km/h (mph)	140 (87)
Max. take-off weight, kg (lb)	250 (551)
Breakdown length, m (ft)	4.5 (14.8)

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 NINE 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 NINE outside of the above limitations may result in injury and death.

Flying a trike with the NINE 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. NINE REASSEMBLY AFTER SHIPPING PROCEDURE

1. Unzip the wing bag. Undo the Velcro straps. Remove battens, the control bar and the outer leading edge tubes from the wing bag. Remove all packing material (*fig. 1*).

2. Unfold the sail along the leading edge to its full length. Attach the outer leading edge tubes to the front leading edge tubes according to the markings: L-left, R-right (*fig. 2*).

Working on one wing at a time and working with the appropriate leading edge # 3, fold the outer sprog, which is attached to the outer leading edge tube, forward. Slide the inboard end of the leading edge tube # 3 into the sail.

Align the outer leading edge properly so that the sprog bracket is on the inside of the leading edge, and slide the outer leading edge tube forward carefully until it engage completely on the front leading edge tube, allowing the sprog end to come outside the sail at the access zipper (*fig. 3*).



Figure 1



Figure 2

3. Tighten the sail along the leading edge by installing the sail mount webbing into the slot in the end cap of the outer leading edge tube. Secure the sail mount webbing to the outer leading edge with the sail mount webbing Velcro (fig. 4).



Figure 3



Figure 4



Figure 5

4. Install the wing tips protection bags (fig. 5).

At this point, the assembly after shipping procedure can be completed. You can either put the wing back in the wing bag, or continue the wing assembly as described in the section 5. NINE SET-UP PROCEDURE.

NOTE

Do not forget to secure the sail attachment straps at the nose part of the sail to the leading edge tubes with appropriate screws (see step 22 in section 5. NINE SET-UP PROCEDURE)

4. NINE BREAKDOWN FOR SHIPPING PROCEDURE

This process will basically be the reverse of reassembling after breakdown for shipping. Before beginning, read through the section above. Refer to the photos in the section above for reference, if necessary.

5. NINE SET-UP PROCEDURE

1. Lay the wing on the ground, with the bag zipper up. Lay the winglets next to the wing.
2. Undo the bag zipper and take out the hang bracket, struts, battens and the control bar (*fig. 6*).
3. Untie Velcro straps.
4. Turn the wing on one side and spread the control frame down tubes. Install the control bar according to the markings. Fix the control bar with “quick-pins” so, that fixing caps are pointing backwards, against the direction of flight (*fig. 7 and fig. 8*).



Figure 6



Figure 7

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



Figure 8



Figure 9



Figure 10

6. Lift the wing upright on the control frame (*fig. 9*).
7. Remove the wing bag, protection bags from the keel and from the control bar apex. Remove all Velcro ties.
8. By lifting up and back of the nose batten strings, push the nose battens fully back into the sail so that the batten tips rest in the holes on top of the keel tube (*fig. 10*).

9. Spread the wings approximately 30% from fully open (*fig. 11*).

10. Attach the struts according to the markings. L-left, R-right marks must be on the control frame side of the struts, on top. We suggest following the procedure described below for joining the struts, which greatly simplifies assembly. Attach the upper part of the strut first (fig. 12), together with the strut safety wire. Tighten the nut and secure with a safety ring (fig. 13 and fig. 14).



Figure 11



Figure 12



Figure 13



Figure 14

11. Attach the strut to the control frame bracket. The clevis pin head should be pointed rearward (fig. 15).

Install each strut one at a time, otherwise they can easily be damaged against each other.



Figure 15



Figure 16

12. Attach the bottom front wires to the hook on the bottom nose plate (fig. 16).

13. Remove the wingtip protection bags. Check that the sail mount webbing is in the proper position in the slot of the outer leading edge tube end cap. Open the main sprog access zipper and look inside, making sure that the leading edge #3 stays in place.

14. Carefully spread the wings all the way, lowering the nose of the wing on the ground. Once the nose of the wing is on the ground the wings spread themselves, but it is recommended to have someone to assist when performing this procedure (*fig. 17*). Check that the sail mount webbing remains in place in the slot of the outer leading edge tube end cap.



Figure 17



Figure 18

15. Position the wing on its control frame, facing into the wind, with the nose on the ground. (*fig. 18*).

16. Remove battens from the batten bag and check each batten for symmetry against the corresponding batten from the other wing. Align battens at their front tips, and at about the 60% of the chord point. There should be no deviation of more than 3mm (1/8") from one batten to the other along the full length of 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 go in the right wing. Battens are numbered from the center outwards, and the longest battens in the NINE are designated as the "No. 1" battens. Install all cambered battens in the sail.



Figure 19

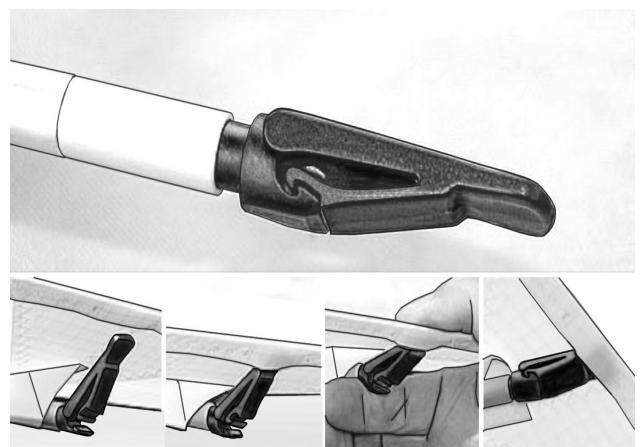


Figure 20

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

Pay extra attention when installing battens #1. They should be inserted with extreme care. Carefully push the batten with one hand into the pocket, while lifting the top surface with the other hand to unload the batten pocket and prevent the batten nose tip from damaging the pocket. (*fig. 19*). It is only necessary to install the batten #1 when the wing is reassembled after shipping, or the sail has been removed and installed back on the frame. If the wing is being assembled normally, then the batten #1 is already installed in the sail (it is not removed when disassembling the wing) and the above procedure for installing batten #1 should be skipped.

Install the lever batten tips into the hem of the trailing edge. At each batten, make sure the opening in the underside of the trailing edge hem is spread to accept the tab on the batten tip. Make sure the tab slides fully into the hem. To open or close the batten tip lever, press firmly on the under surface of the tip lever to disengage or engage it (fig.20).

Never insert or remove battens with the cross tube 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 battens to slide with great resistance in their pockets.

17. Remove the control frame apex cover. Open the double surface zipper. Remove the auxiliary bungee from the hook, leaving it attached only to the shackle. Check that the pull back (cross tube tensioning) wires are not twisted. Find auxiliary tensioning rope inside the double surface. Take the auxiliary tensioning rope with one hand, wrapping the rope around your arm like on the photo, and sweep wires shackle - with the other hand. Pull the auxiliary tensioning rope and the sweep wires shackle rearwards, checking that the sweep wires are not twisted and not wrapped around the keel. Attach the shackle of the sweep wires to the hook, placed on the keel tube (fig. 21 and fig. 22). Stow the auxiliary tensioning rope inside the double surface and put it forward above and in front of the cross bar tube and close the undersurface zipper.



Figure 21



Figure 22

18. Install the tip lever battens (fig. 23 and fig. 24).

Connect two parts of the tip batten so that the sharp (angled) part of them, when connected, is pointed towards the outer part of the wing. Pressing on the joint, push the partly folded batten toward the keel, fully straightening the batten until it locks into the kinematic lock.

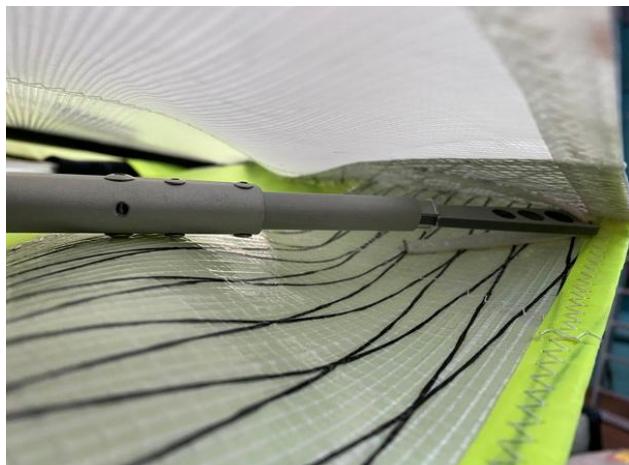


Figure 23

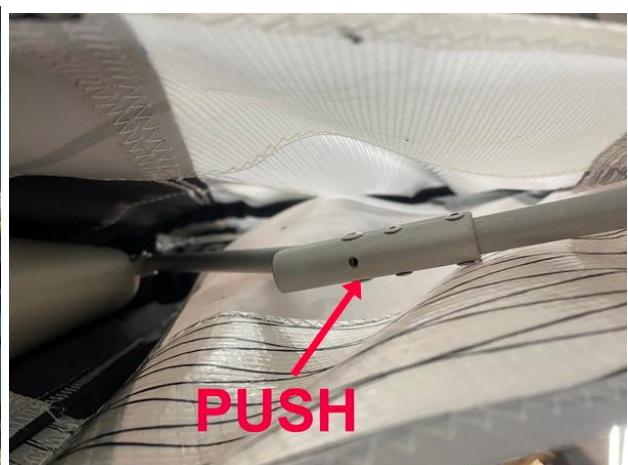


Figure 24

19. Install the undersurface battens (fig. 25).



Figure 25



Figure 26

20. The next step is to deploy both the inboard sprogs and the outboard sprogs and secure them in position (fig. 26). Before doing so, working through the sprog access zippers, pre-flight check the following items:

- internal ribs to confirm that they are fully zipped up;
- the sprog hardware, and the sprog cable attachments at both ends of each sprog cable;
- make sure the sprog is not twisted 180°;
- the leading edge / cross bar junction unit is properly secured and has no damage.

To deploy and secure each sprog, swing the sprog away from the leading edge and align it in the center of the rear end of the sprog access zipper.

Fully close the sprog access zipper and this will secure the sprog in the proper position.

21. Install winglets and secure them with pins and safety rings (fig. 27 and fig. 28).



Figure 27



Figure 28



Figure 29

22. Install the hang bracket (fig. 29). Place a plastic cube on the keel tube between the two stop rings. Then mount the U-plate, fit the two bolts, tighten the nuts and secure with the safety rings.



Figure 30



Figure 31

23. If the wing is assembled right after the shipment, you will need to fix the sail mount straps at the nose part of the sail to the leading edge tubes with screws (fig. 30). If it is just conventional set up, skip this procedure.

24. Making sure the keel battens are properly positioned and resting with their tips against the keel tube, install the nosecone, taking care to align it so that it lies flat on top and bottom of the sail (fig. 31).

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.

At the nose, with the nose cone removed:

Check that the nose junction hardware is tighten, the front wires ring are properly engaged and the hook is secured on the nose plate, the nose battens are engaged in the corresponding holes on the keel tube (fig 32 and fig. 33).

Don't forget to install the nosecone before raising the wing up on the trike.



Figure 32

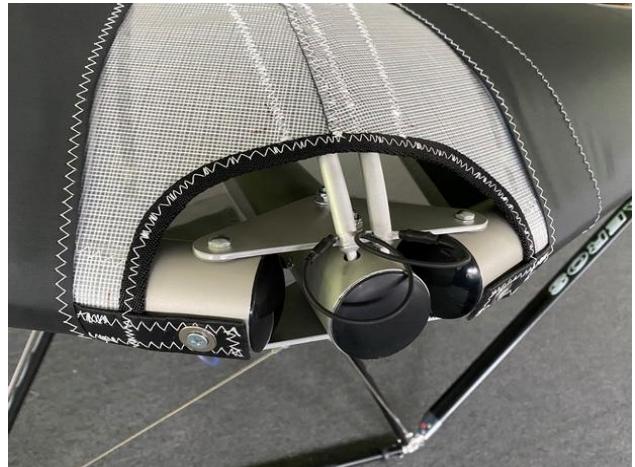


Figure 33

Along the left leading edge:

Open the main sprog access zipper and look inside, making sure that the crossbar, the main sprog and the main sprog wires are properly secured (fig. 34).

Check that the strut is properly secured, safety wire is engaged and the safety ring is installed (fig. 35). Check the sprog hardware and the sprog cable attachments at both ends of each sprog cable. Close the main sprog access zipper.

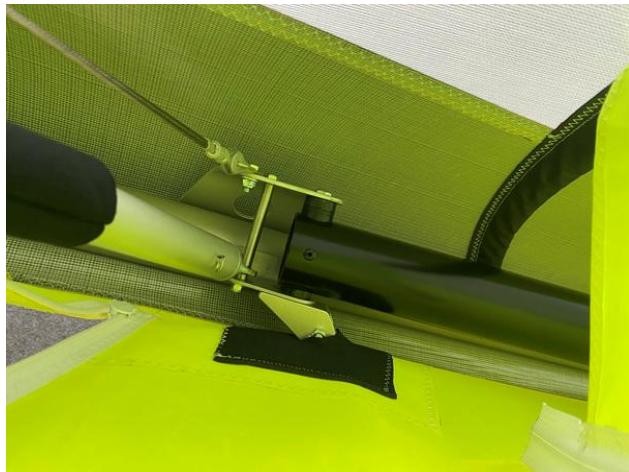


Figure 34



Figure 35

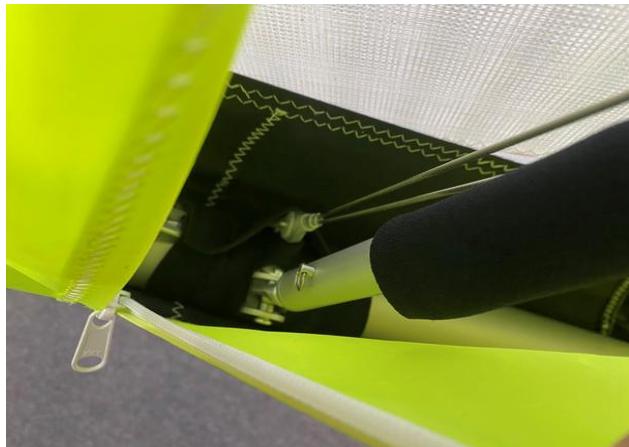


Figure 36

Open the outer sprog access zipper and check the sprog hardware and the sprog cable attachments at both ends of the sprog cable (fig. 36).

CAUTION

REMEMBER TO SLIDE THE SPROG NEOPRENE COVER BACK ON PLACE TO COVER THE JOINT. CLOSE THE ACCESS ZIPPER.

At the left wingtip, with the left winglet removed:

Check that the tip folded batten is properly installed (fig. 37).

Check that the sail mounting strap is properly installed and secured with Velcro (fig. 38).

Install the winglet back on place.

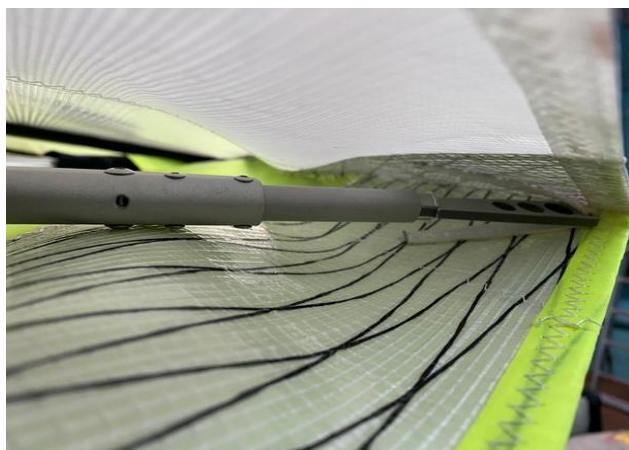


Figure 37



Figure 38

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 inboard and outboard sprogs are properly secured in their position supporting the appropriate transverse batten (inboard sprog) and batten #7 (outboard sprog).

Make sure all zippers are closed.



Figure 39

From the rear keel:

Check that the keel mount webbing and bottom rear wires are safely secured to the keel tube (*fig. 39*).

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

Under the wing at the control frame apex:

Check the control frame apex, the hang bracket hardware and the hang bracket attachment (*fig. 40*).



Figure 40



Figure 41

Open the central under surface zipper and look inside (*fig. 41*).

Check that the cross bar tensioning cables are tight, there are no kinks or twisted thimbles, no signs of wear and make sure that they are secured to the hook on the keel tube.

Check the crossbar center plates assembly including the pull-back 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.

Close the central under surface zipper.

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

At the right wingtip: Same as for the left wingtip.

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



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.

Check for proper installation of all nuts and safety rings at the control bar corners (*fig. 42*).

Figure 42

7. SPEED TO FLY

The range of ***trim speed*** for the NINE is 72 - 82 km/h ((45 - 51 mph)).

The ***stall speed*** for the NINE is 44 - 45 km/h (27- 28 mph). The wing is stable at the beginning of stall. While pushing out the base bar, the bar pressure is relatively light and close to the stall the bar pressure start to decrease.

The cruise speed for the NINE is 85 – 90 km/h (53 – 56) mph.

The NINE, depending on the wing load and the wing adjustments, speeds up to 140 km/h (87 mph), being essentially roll neutral, with no tendency to yaw. The bar pressure is relatively light and increase progressively as the speed increase.

WARNING

ALL SPEEDS ARE MEASURED WITH THE ANT TRIKE.

8. NINE BREAKDOWN

Breakdown of the NINE is the reverse of its assembly. Please follow these instructions when breaking down the wing. Please read all the instructions for each operation before beginning. Refer to the section **5. NINE Set-Up procedure**, if necessary.

1. Remove the nose cone from the wing.
2. Position the wing on its control frame, facing into the wind, with the nose on the ground.
3. Remove the hang bracket from the keel tube.
4. Remove winglets.
5. Unplug the tip folded battens. Remove the undersurface battens.
6. Unzip the sprog access zippers all the way to the leading edge end of the zippers and take the inboard and outboard sprogs out of the double surface.
7. De-tension the crossbar pull back wires. Attach the auxiliary bungee to the hook.

WARNING

NEVER DETENTION THE CROSSBAR WITH THE SPROGS INSTALLED IN THE DOUBLE SURFACE, OTHERWISE THE SAIL WILL BE DAMAGED.

8. Remove the top battens except for the top battens #1. Pack battens into the batten bag.
9. Install the wingtip protection bags.
10. Fold the wings approx. 30 % from fully closed rotating it around the control bar until the wingtips are on the ground. You will need someone to assist when performing this procedure.
11. Detach the front wires from the nose hook.
12. Detach struts. Disconnect the bottom first, than disconnect the top together with a strut safety wire. Remove each strut one at a time, otherwise they can easily be damaged against each other. Stow the struts in their bag.
13. After removing the struts, in order not to damage the sail, turn the strut mounting channel so that it is positioned along the leading edge tube (*fig. 43, fig. 44 – from inside of the double surface*).



Figure 43



Figure 44

14. Install protection bags on the control frame apex and on the rear part of the keel tube.
 15. Fold the wings completely. Take the wingtip protection bags off and put them under the wingtips to protect wingtips from dirt.
Pull the sail out away from the keel until it is even on top and bottom.
- 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.

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.

16. Stow battens in the batten bag in the front part of the wing. Install Velcro ties around the wing.
17. Install the wing transportation bag. Lower the wing on the ground.
18. Detach the control bar and fit it in the protection bag.

19. Fold the control frame tubes, install the control frame bags and lay the control frame along the keel. Lay the cables between the down tubes. Install the protective pad in the location where the hang bracket is to be placed.
20. Stow the struts and the control bar in their protection bags between the leading edges in the aft part of the wing. Stow the hang bracket in its protection bag in the aft part of the wing. Fit the nosecone under the most forward Velcro.
21. Zip up the wing protection bag.

9. WING TUNING

Properly tuned, the wing is safe, comfortable and fun to fly. The wing has been tested and tuned by Aeros. However, in case you have sufficient 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. TEST FLIGHT 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 (± 5 mm at the trailing edge) will not have significant effect on flight characteristics.

BATTEN TENSION

With some airtime batten tension may get to loose, this may cause the trailing edge to flatter. If the battens tensioned too much, the handling will become harder. Make sure the battens are tensioned on the left and right wings identical.

All battens on the NINE, except for the plug-on battens are tensioned by lever batten tips. The desired batten tension can be easily adjusted by the threaded lever batten tip adjuster.

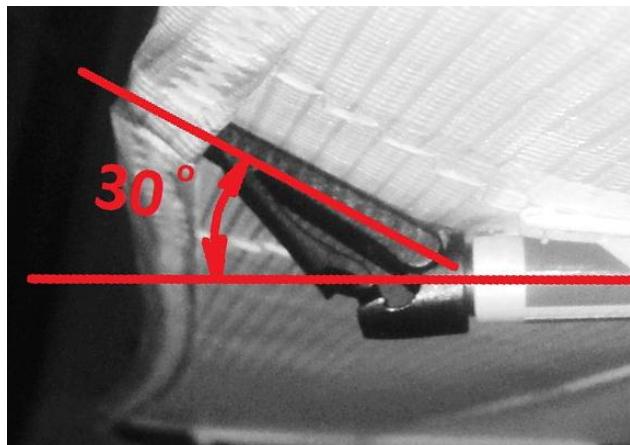


Figure 45

The correct batten tension can be adjusted and checked as follows. Unlatch the batten tip without taking it out of the pocket at the trailing edge of the sail. Measure the angle between the opened part of the batten tip and the batten tube. If this angle is about 30 degrees, then the batten tension is adjusted correctly (fig. 45). To increase batten tension rotate the threaded lever batten tip adjuster counter clockwise. To decrease batten tension rotate the threaded lever batten tip adjuster clockwise.

The plug-on batten has a threaded adjuster. The plug-on tension can be adjusted as follows.

To decrease the plug-on batten tension rotate the batten with the threaded adjuster clockwise.

To increase the plug-on batten tension rotate the batten with the threaded adjuster counter clockwise.

TURN CORRECTION

The turn of the wing can be corrected by rotating one of the sail mount plastic caps. Remove the fixing screw and rotate the sail mount plastic cap in desired direction. Don't forget to fix the plastic cap in the chosen position with the screw (fig. 46).



Figure 46

The left turn is corrected by twisting the right sail cap clockwise (twisting the sail up at the trailing edge). The right turn is corrected by twisting the left sail mount cap counter clockwise (twisting the sail up at the trailing edge). If rotation of the plastic cap on one side is not enough to compensate turn, you can at the same time rotate the plastic cap on another wing in opposite direction (only if the plastic cap on that wing positioned all the way down). Adjust the sail mount plastic cap by one hole at a time.

CG ADJUSTMENT

CG adjustment is done by changing the location of the 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 NINE, the hang point position is adjusted by repositioning the hang bracket along the keel tube.

The trim speed of the NINE is 80 km/h with the hang bracket installed in the rearmost position.

ADJUSTABLE VENTS



Figure 47

There are adjustable Vents on the bottom surface of the NINE (fig. 47).

When opening both Vents on the left and the right undersurface, the pitch pressure on the control bar increases. The trim speed does not change, but the maximum speed decrease about 10 km/h.

It is possible to open the Vents either completely or partially.

It is possible using the Vents for turn correction in addition to twisting the sail caps. The left turn is corrected by opening the left Vent and vice versa.

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 item

may require attention and which may not. Minor dents or dings in a non-critical location on the 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 all battens on a flat level floor against the batten diagram provided, and correct any that deviate from the pattern by more than 5 mm (1/5").
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 inboard and outboard sprogs and sprog cables for possible damage.

EVERY YEAR

In addition to the normal six month service schedule, 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 stops.
3. Replace the hang block heart bolt.

SPECIAL CIRCUMSTANCES

1. Any time your trike suffer a 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 sprog cables. 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.

SPROG MEASUREMENT

The NINE uses inboard and outboard sprogs in combination with one transverse batten on each inboard sprog and one cambered batten for each outboard 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, to provide a nose-up pitching moment. The inner and outer sprogs are adjusted at the factory to their proper settings.

The 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 flat surface.

2. Rest the keel tube on a support with the keel tube horizontal. Using the angle meter, as shown on the fig. 55, check that the keel tube is set to horizontal position. Set the angle meter to zero. Maintain this zero angle of the keel tube during further measurements (fig.48).



Figure 48



Figure 49

3. Place the worktop of the angle meter under the middle part of the sprog close enough to the sprog wire attachment point so that the entire worktop surface of the angle meter touches the sprog (*fig. 49*).

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

The main sprogs for NINE should be set to 9 deg.

The outer sprogs for NINE should be set to 18 deg.



Figure 50

To adjust the sprog angle:

1. Using the wrench as shown on *fig. 50* unlock the sprog threaded adjuster.
2. Remove the pin from the sprog threaded adjuster at the front of the sprog. To raise the sprog turn the end of the sprog threaded adjuster counter clockwise. To lower the sprog turn the end of the sprog threaded adjuster clockwise.
3. Re-install the pin to the sprog threaded adjuster, install a safety ring and lock the adjuster with a nut. Press down firmly on the rear end of the sprog to seat the cable before checking the measurements again.

4. Using the wrench as shown on *fig. 58* tighten the nut, locking the sprog threaded adjuster in position.

11. REMOVING THE SAIL FROM THE FRAME 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.

1. Unzip and remove the wing bag and put struts, battens, the control bar and the hang bracket aside. Remove Velcro straps and all protection bags from the wing.
2. Position the wing so that the control frame is on bottom and spread the wings slightly. Remove all battens from the sail including the keel batten. Remove the screws that fix the nose part of the sail to the leading edge tubes. Undo the sail mount webbing Velcro and remove sail mount webbing from the plastic end at the rear leading edge.

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.

3. Remove the keel pocket mounting screw from the keel pocket webbing at the rear part of the keel tube. Detach the rear cables from the keel tube.

4. Open the main undersurface zipper completely. Slide the sail slightly forward and get the nose of the frame out through the nose hole of the sail.

Now slide the complete frame out through the open center zipper. If you encounter resistance, stop and find out what is hanging up.

5. If you need to send the sail to the factory for repair, remove the Mylar inserts and the transverse battens. The Mylar insert is to remove 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

Same as for breakdown procedure, you will need an unobstructed area 2 m by 9 m (6x30 ft) with clean surface.

1. 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.

2. Install the transverse battens in the sail.

3. Position the sail on the floor with the keel pocket facing down and the wings spread out so that the leading edges lie along the length of the root line (see fig. 49 and fig. 50).

4. The frame is most easily inserted with the rear leading edges installed.

5. Tie all sprogs down to the leading edges so that the sail doesn't get caught on to them during installation.

6. Position the frame with the top nose plate facing up and with the rear end of the leading edges at the nose of the sail (fig. 51). Slide the frame into the sail through the open bottom surface zipper, making sure that the leading edges of the frame pass properly into the leading edge pockets of the sail and don't get caught at the rear of the bottom surface near the root (fig. 52). As you feed the frame slowly into the sail don't forget to insert the keel into the keel pocket of the sail. Check periodically to see that none of the hardware is snagging on the sail or internal sail ribs.



Figure 51



Figure 52

7. Make sure you untie all sprogs from the leading edges and get them out of the sail through the sprog access zippers.

8. Continue to slide the frame into the sail until you will be able to get the nose of the frame out through the nose hole of the sail (*fig. 53*).

9. Install the nose battens (*fig. 54*).



Figure 53



Figure 54

10. Mount the sail mount webbing straps on the plastic caps of the rear leading edge tubes and secure them with the sail mount webbing Velcro. (See section 3. NINE REASSEMBLY AFTER SHIPPING PROCEDURE).



Figure 55

11. Attach the rear wires to the rear of the keel and secure the nut with the splint (*fig. 55*).

12. Attach the keel retainer webbing strap to the keel tube with the screw (*fig. 55*).

13. Spread the wings slightly and connect the control bar (*fig. 56*).

14. Set the glider up onto the control bar (*fig. 57*).



Figure 56



Figure 57

15. Finish the assembly of the wing completely according to the normal assembly procedures (section 5. NINE SET-UP PROCEDURE).

NOTE

Secure the sail attachment straps at the nose part of the sail to the leading edge tubes with appropriate screws (see step 23 in section 5. NINE SET-UP PROCEDURE)

12. TRANSPORTATION AND STORAGE

With good care and correct maintenance your wing will retain its good conditions for many years. We recommend that you do not expose your wing to any more direct sunlight than necessary. Do not leave the wing under the sun for long periods of time when you are not flying.

Do not leave your wing for a long period of time against strong wind otherwise it will decrease the life of the sail.

The wing may be transported in its bag in any vehicle that offers protection from mechanical damage, soiling and long exposure to rain. During transportation, or when stored on supports, the wing must be supported not less than in three points: at its center and at two more points.

Supports should be softly padded, and any support systems used for transport, such as roof racks, must use attachment straps that are sufficiently secure to eliminate the possibility of damage from vibration and movement. Flat straps should be used for tie downs to avoid damage to leading edge Mylar.

Store the wing in a dry room off the ground; air it out regularly to avoid mildew, and never store wet.

If you fly at the costal area or your wing has been exposed to salt water rinse it with tap water thoroughly before storage. If you fly frequently at the costal area it is necessary to wash the wing with tap water at least once a month to prevent all aluminum parts from corrosion.

The recommended storage temperature is from +5 to +25° C.

13. 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 you have 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.

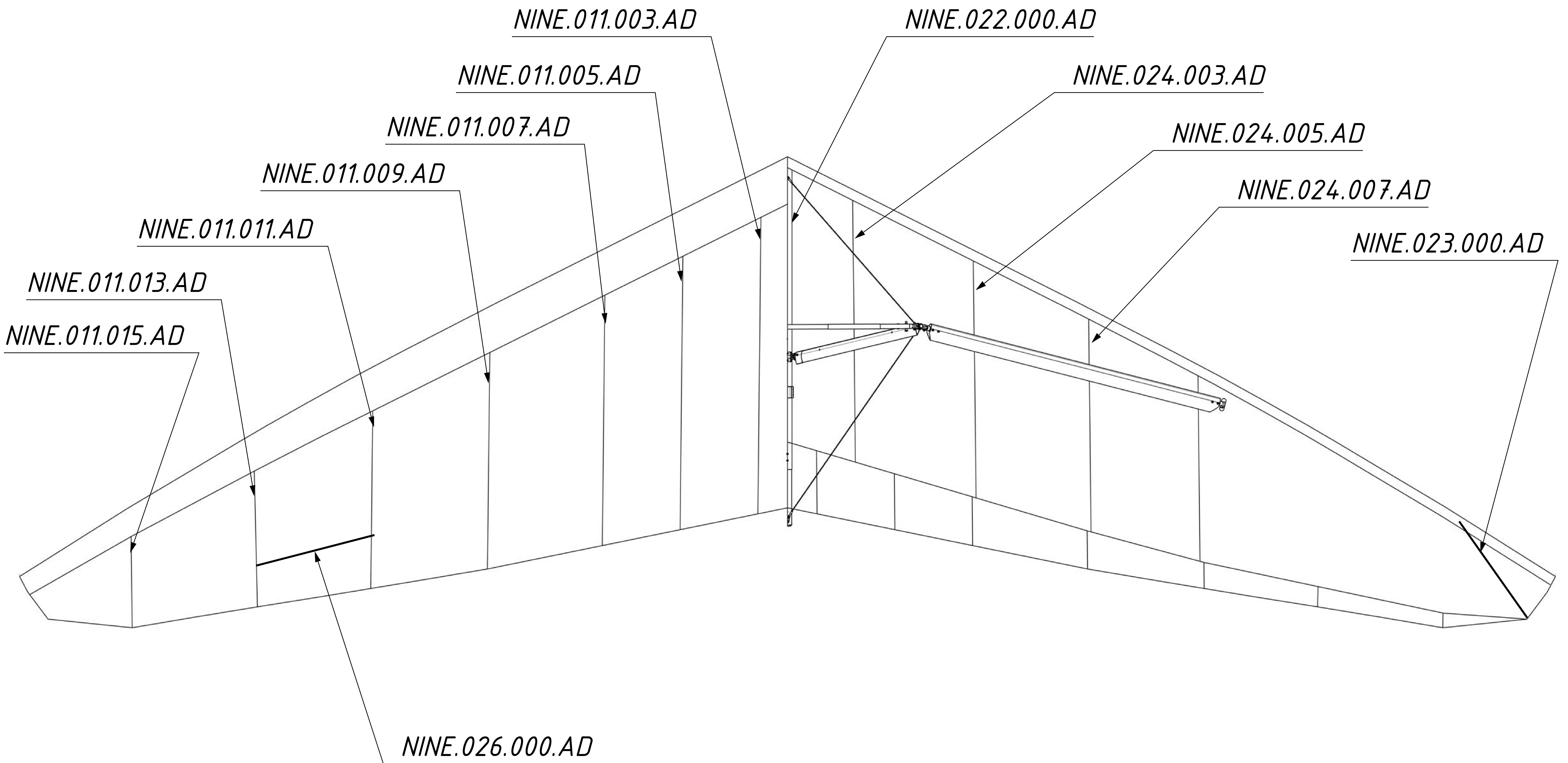
- Do not take off if the sail is wet or covered with ice, especially the leading edge, as the stall speed will increase significantly.

- 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.

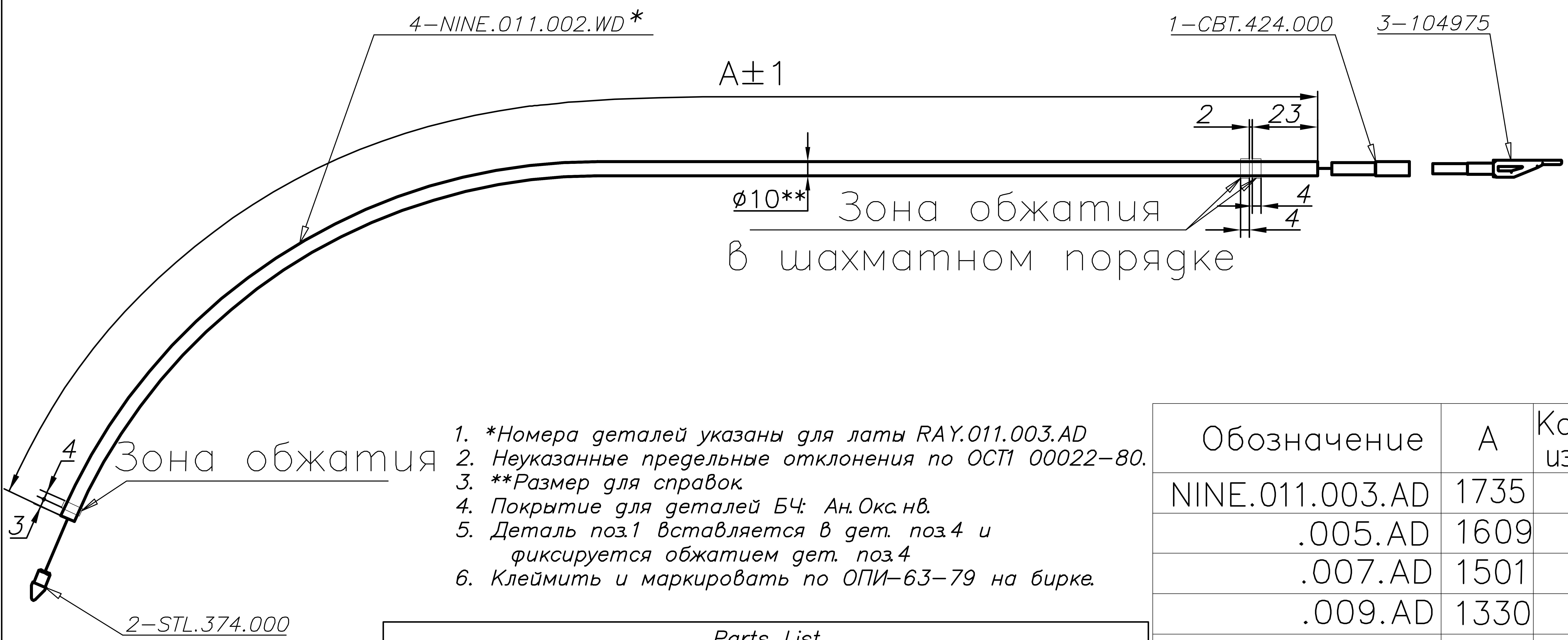
Have fun. Fly safely.
Aeros Team



AEROS

NINE.010.000.AD
Battens Set (Комплект лат)

Scale:



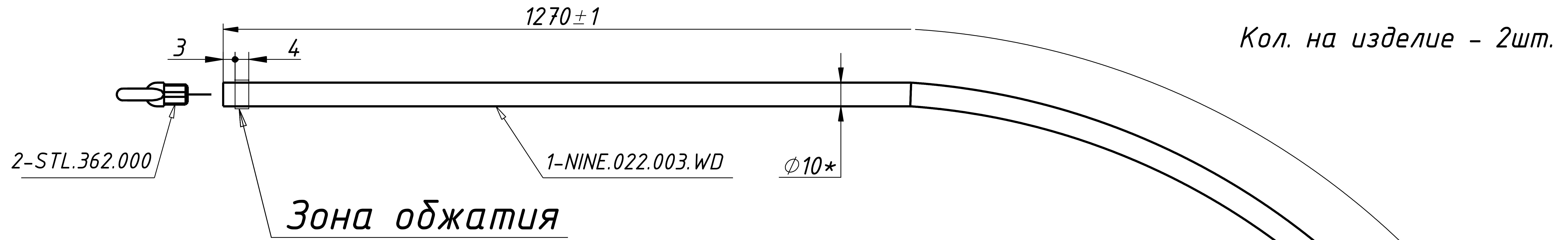
Parts List				
ITEM	QTY	NAME	MATERIAL	NOTE
1	1	CBT.424.000	D16T	BATTEN TIP BUSH
2	1	STL.374.000	PLASTIC	Batten Tip (Латный носик)
3	1	104975	.	LEVER BATTEN FITTING
4	1	NINE.011.002.WD	B95 Ø10x0.75 L=1735	TUBE

Обозначение	A	Кол. на изделие
NINE.011.003.AD	1735	2
.005.AD	1609	2
.007.AD	1501	2
.009.AD	1330	2
.011.AD	1113	2
.013.AD	867	2
.015.AD	587	2

AEROS

NINE.011.000.AD
Top Battens №1–11 (Латы Верхние №1–11)

Scale:



Кол. на изделие - 2шт.

- Покрытие дет.БЧ: Ан.Окс.нв.
- Неуказанные предельные отклонения по ОСТ1 00022-80.
- *Размер для справок.
- Клеимить и маркировать по ОПИ-63-79 на дирке.

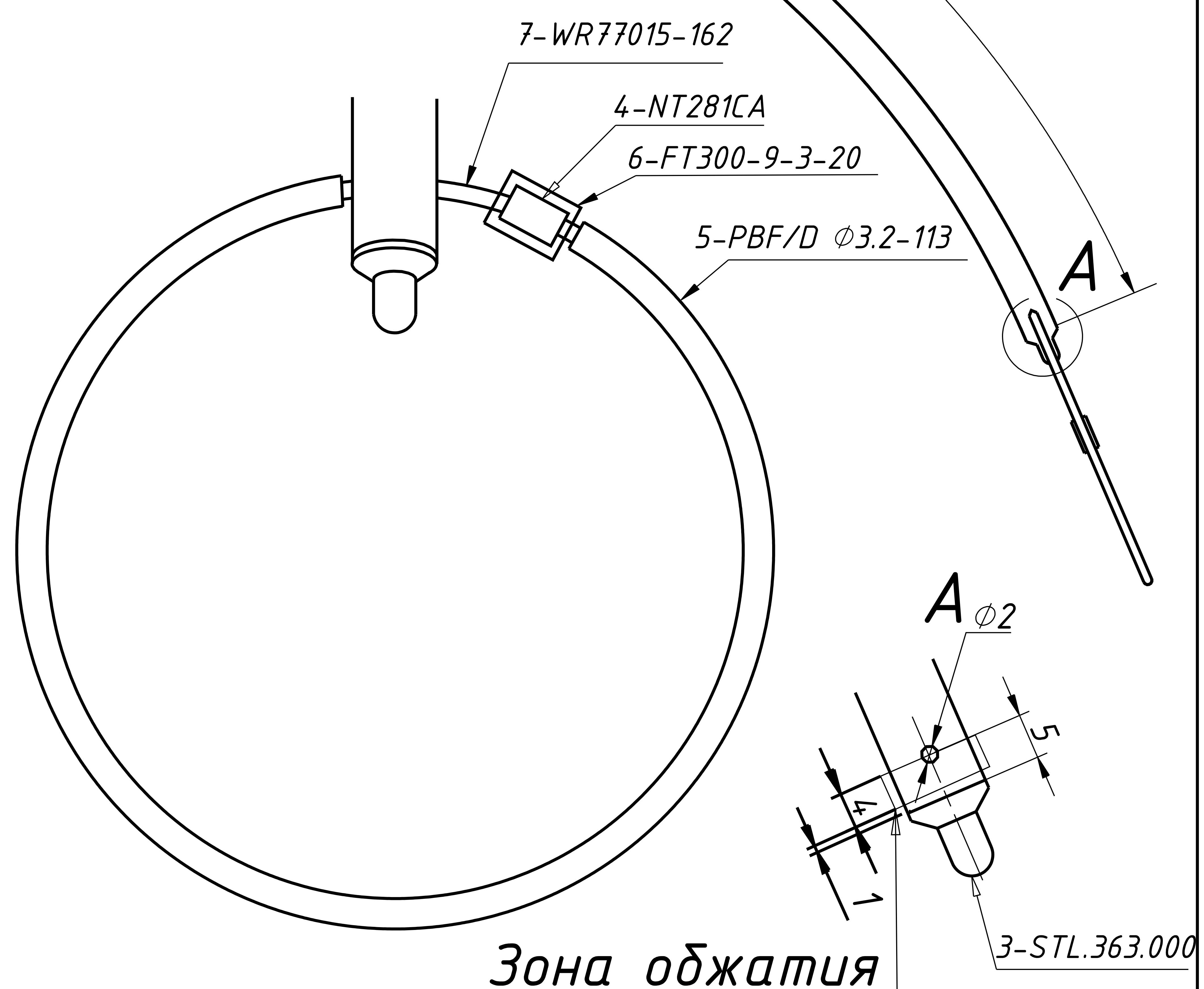
Parts List

Item	Qty	Name	Material	Note
1	1	NINE.022.003.WD	B95 Ø10x0.75	Tube L=1270
2	1	STL.362.000	PLASTIC	BATTEN TIP
3	1	STL.363.000	D16T	Plug-on Tip (Латный чупор)
4	1	NT281CA	.	Press Sleeve (Никопрес) 2.5mm
5	1	PBF/D-3.2-113	L=113	Hot Shrink Tube (Термоусадка)
6	1	FT300-9-3-20	L=20	Hot Shrink Tube (Термоусадка)
7	1	WR77015-162	WR77015 Ø1.6 7x7 L=162	Wire (Трос)

NINE.022.000.AD
Keel Batten (Лата килевая)

AEROS

Scale:



NINE.023.000.AD

Кол. на изделие - 2 шт.

Первич. примен.

Справочныи №

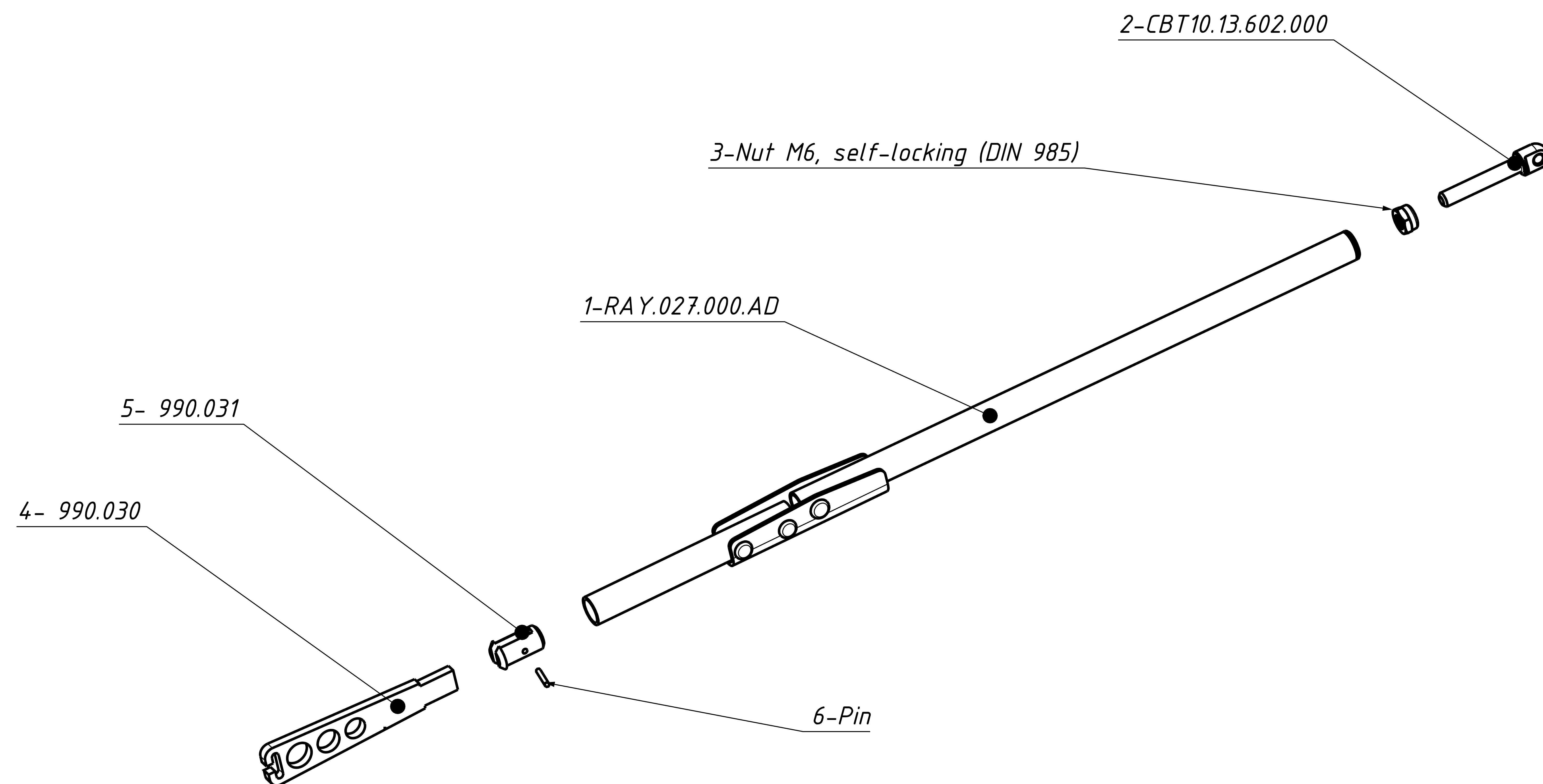
Подп. и дата

Инв.№

Подп. и дата

Взам. инв.№

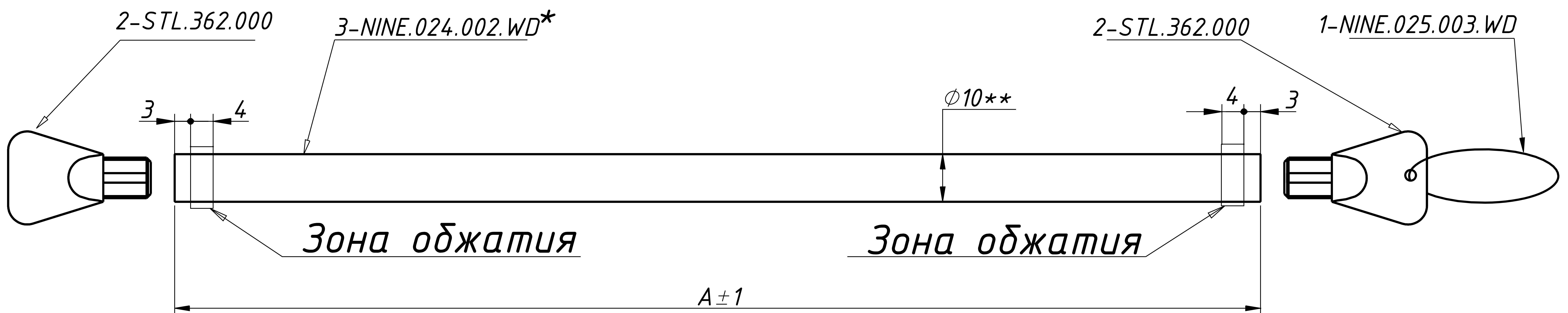
Инв.№



Поз.	Обозначение	Наименование	Материал	Кол.
1	RAY.027.000.AD	Plug-on Batten Front Part (Лата упорная передняя часть)		1
2	CBT10.13.602.000	Plug-on Batten Fitting (Ухо упорной латы)	Сталь 12Х18Н10Т ГОСТ 5949-75	1
3		Nut M6, self-locking (DIN 985)		1
4	990.030	Хвост упорной латы	Д16Т	1
5	990.031	Втулка упорной латы	Д16Т	1
6		Pin	Д16Т	1

NINE.023.000.AD				
Plug-on Batten Assembled (Лата упорная СБ)			Литера	Масса
	Лист	Листов	1	Масштаб
Изм.	Лист.	№ докум.	Подп.	Дата
Разраб.	Сулимов			
Проверил				
Т.контр.				
Нач.бюро.				
Н.контр.				
Утв.	Дробышев С.			

Формат А3



1. Покрытие деталей БЧ: Ан.Окс.нв.
2. Неуказанные предельные отклонения по ОСТ1 00022-80.
- 3.* Номера деталей указаны для латы NINE.024.003.AD.
4. **Размер для справок.
5. Шнур поз.1 вязать двойным прямым узлом.
6. Клеймить и маркировать по ОПИ-63-79 на бирке.

Parts List

ITEM	QTY	NAME	MATERIAL	NOTE
1	1	NINE.025.003.WD	Ø4 L=200	Rope
2	2	STL.362.000	PLASTIC	BATTEN TIP
3	1	NINE.024.002.WD	B95 Ø10x0.75 L=1442	TUBE

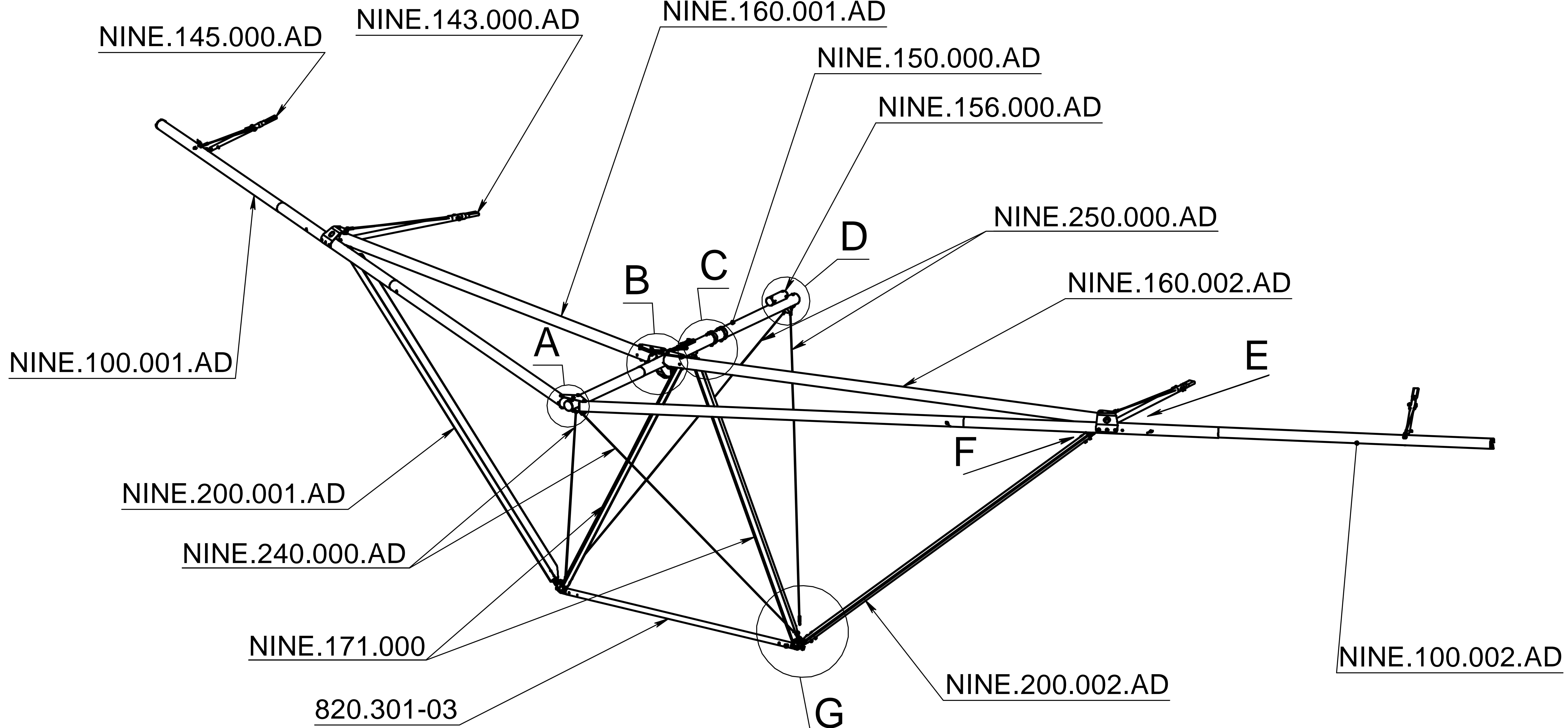
AEROS

RAY.024.000.AD
Bottom Battens №1-5 (Латы нижние №1-5)

Обозначение	A	Кол.на изделие
RAY.024.003.AD	1308	2
.005.AD	1190	2
.007.AD	1075	2

Scale:

NINE.030.000.AD



Справ. №

Подп. и дата

Инв. № подп.

Подп. и дата

Взам. инв. №

Инв. № дубл.

Изм.	Лист	№ докум.	Подп.
Разраб.			Дата
Пров.			
Т. контр.			
Н. контр.			
Утв.			

NINE.030.000.AD

NINE Airframe
NINE Каркас

Лит.	Масса	Масштаб
		1:20
Лист 1	Листов 8	

NINE.030.000.AD

A (1 : 1)

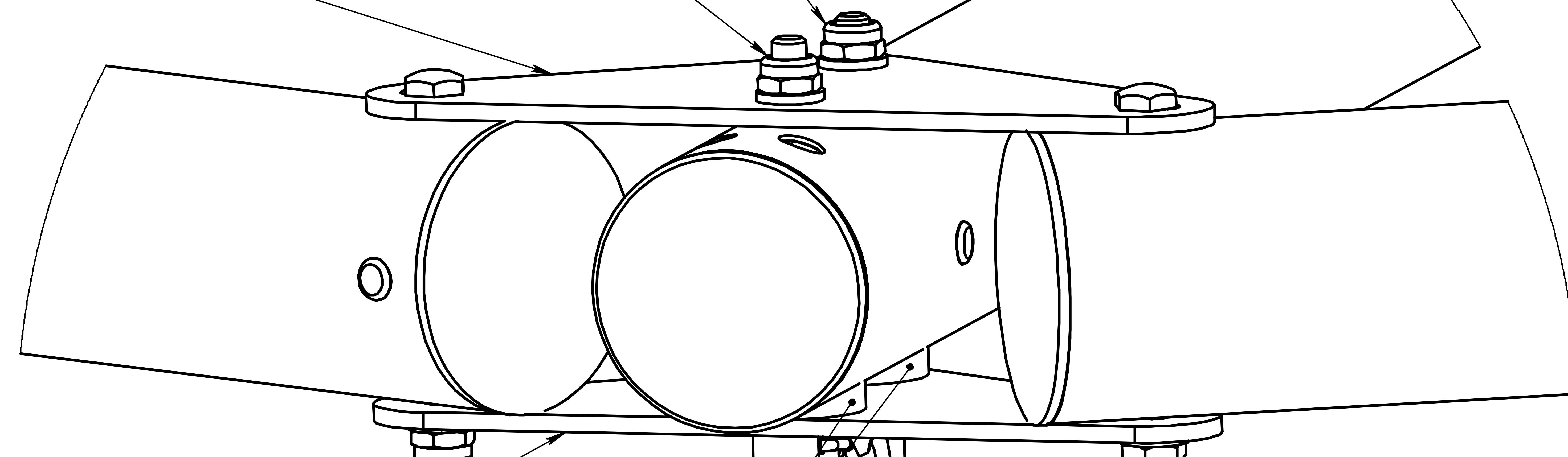
STL.236.013 (6-88)

Washer M6 (DIN 125)

Nut M6, self-locking (DIN 985)

Болт 6-77 SPHWasher M6 (DIN 125)Nut M6, self-locking (DIN 985)

910.101-02



910.101-01

920.110-02

930.101-50

Болт 6-67 SPHWasher M6 (DIN 125)Nut M6, self-locking (DIN 985)

Инв. № подл.	Подп. и дата	Взам. инв. №	Инв. № дубл.	Подп. и дата

Изм.	Лист	№ докум.	Подп. Дата

NINE.030.000.AD

Лист
2

NINE.030.000.AD

DSC14A.265.000

Washer M6 (DIN 125)

Nut M6 OCT133042-80

Splint 2.0x20 SBS2020

B (1 : 1)

Nut M6, self-locking (DIN 985)

Washer M6 (DIN 125) 2шт.

Болт 6-38 OCT131120-80

Tapping Screw 4.2x13

STL.235.000

STL.122.017

NINE.160.021

DSC14A.181.000

Болт 6-80 SPH

Washer M6 (DIN 125)

Nut M6, self-locking (DIN 985)

NINE.263.000.AD

Tapping Screw 4.2x13

NINE.280.000.AD

NINE.264.000.AD

STL.181.000

Nut M6, self-locking (DIN 985)

Washer M6 (DIN 125) 2шт.

Болт 6-30 OCT131120-80

STL.122.017

A

Инв. № подл.	Подл. и дата	Взам. инв. №	Инв. № дубл.

NINE.030.000.AD

Лист

3

Изм. Лист № докум. Подп. Дата

NINE.030.000.AD

Болт 6-74 OCT131120-80

Washer M6 (DIN 125)

Nut M6, self-locking (DIN 985)

Болт 6-85 OCT131120-80

Washer M6 (DIN 125)

Nut M6, self-locking (DIN 985)

STL.181.000

Болт 6-32 OCT131120-80

Washer M6 (DIN 125)

Nut M6, self-locking (DIN 985)

C (1 : 1)

CBT2.13.351.000.M

970.016

Болт 6-70 SPH

Washer M6 (DIN 125)

Nut M6, self-locking (DIN 985)

Болт 6-72 SPH

Washer M6 (DIN 125)

Nut M6, self-locking (DIN 985)

STL.237.000.AD

930.311-63

Washer M8 (DIN 125)

Nut M8, self-locking (DIN 985)

810.312L

NINE.175.000

Nut M6, self-locking (DIN 985)
PRF15.TL.675 (6-37)

WASHER.8_OST134509-80

Инв. № подл.	Подл. и дата	Взам. инв. №	Инв. № дубл.	Подп. и дата

NINE.030.000.AD

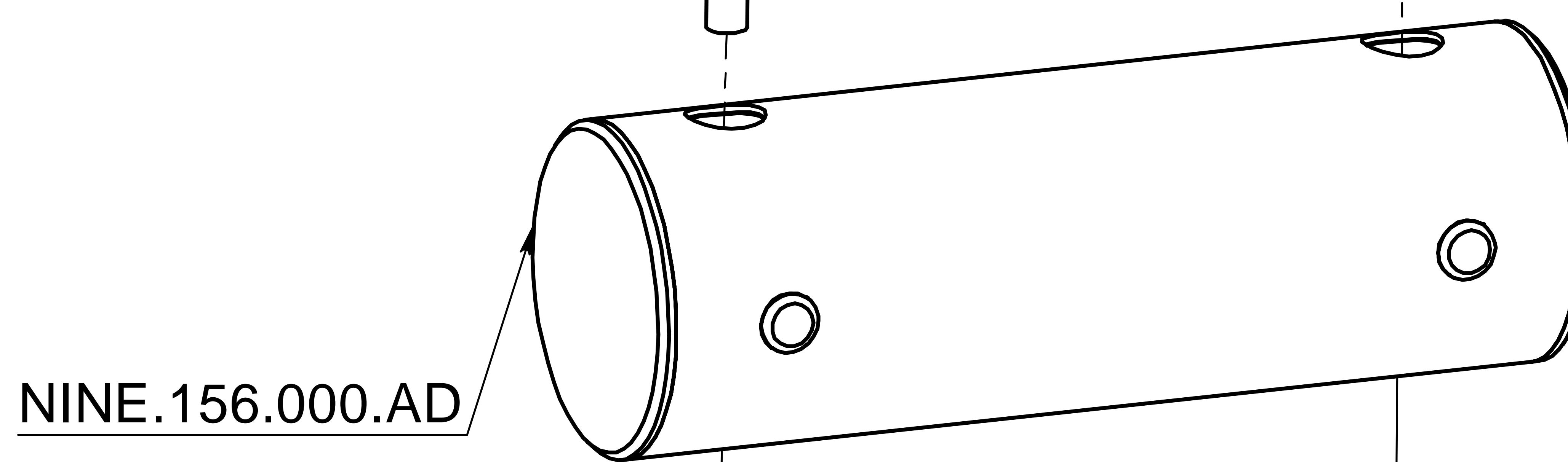
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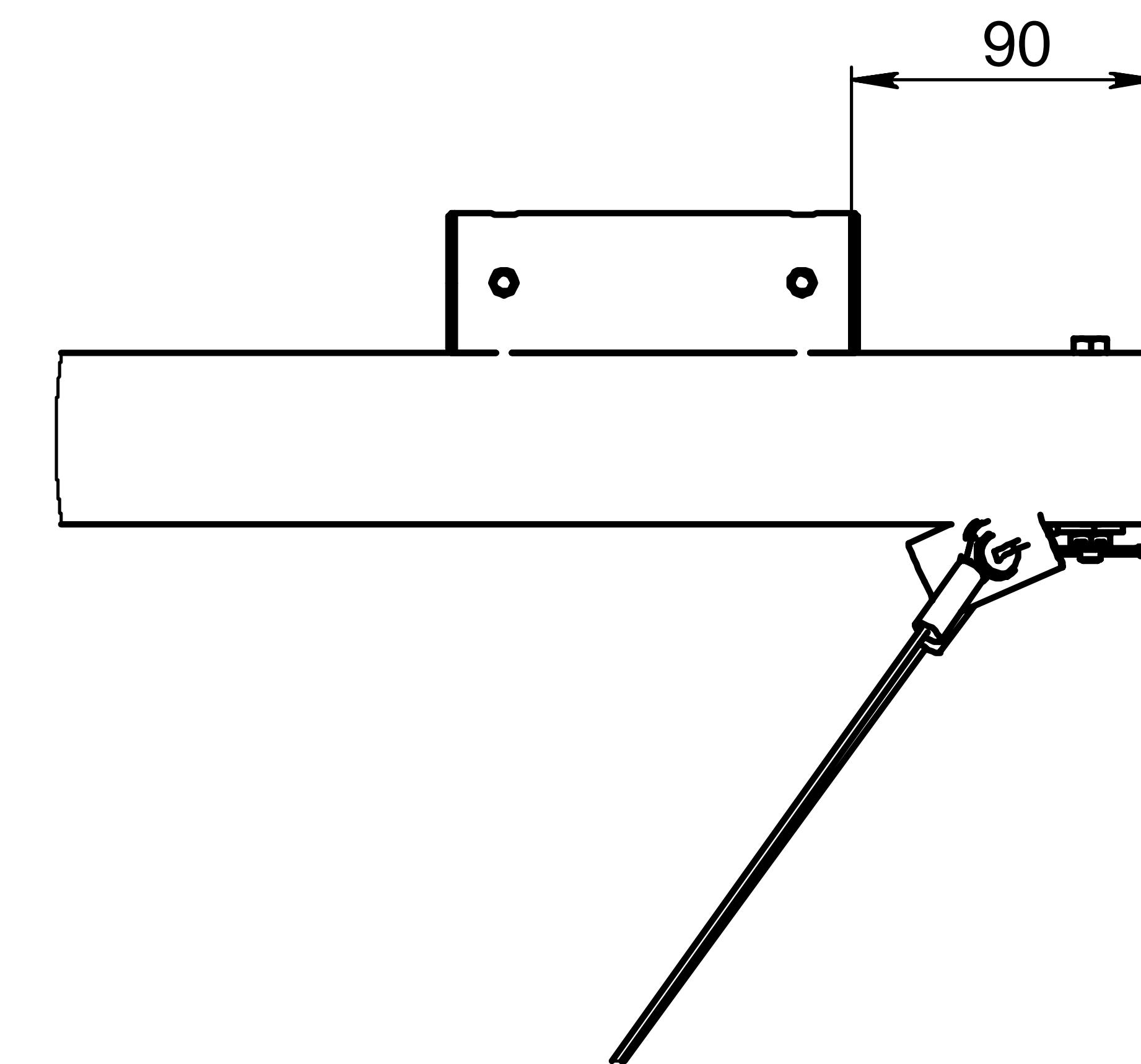
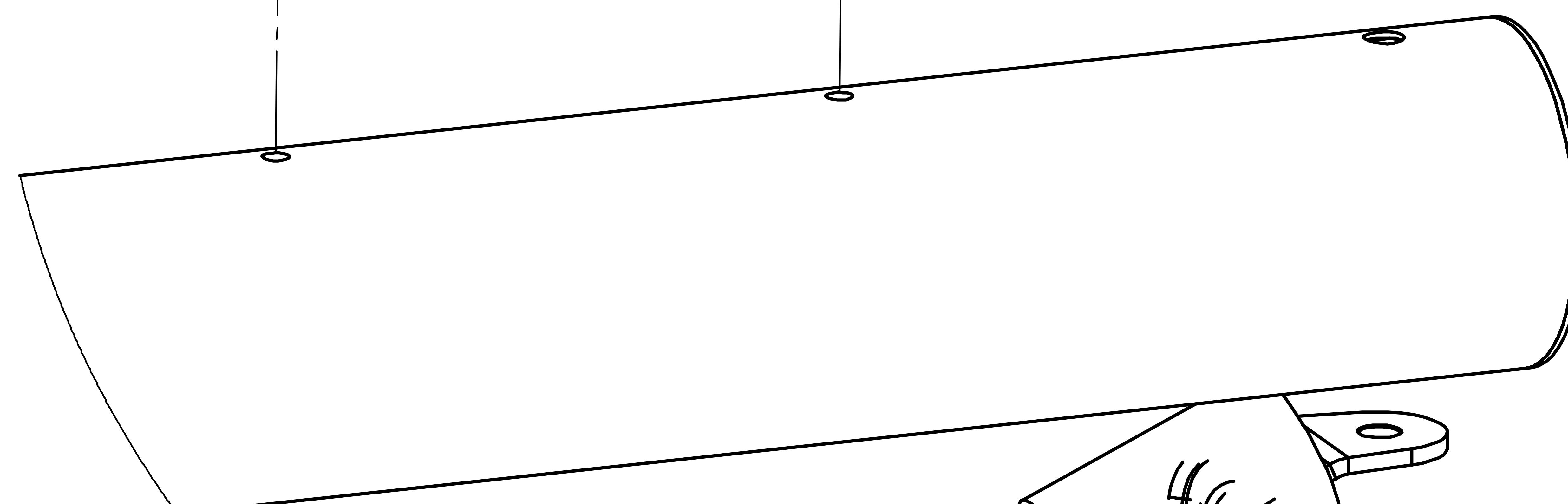
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D (1 : 1)

Screw 4,2x13



Болт(2) 6-63 ОСТ131120-80
Nut M6 ОСТ133048-80
Splint 2.0 x 20 SBS2020



NINE.250.000.AD

Инв. № подл.	Подл. и дата	Взам. инв. №	Инв. № дубл.	Подл. и дата


Изм.	Лист	№ докум.	Подп.

NINE.030.000.AD

Лист
5

NINE.030.000.AD

E (1 : 1)



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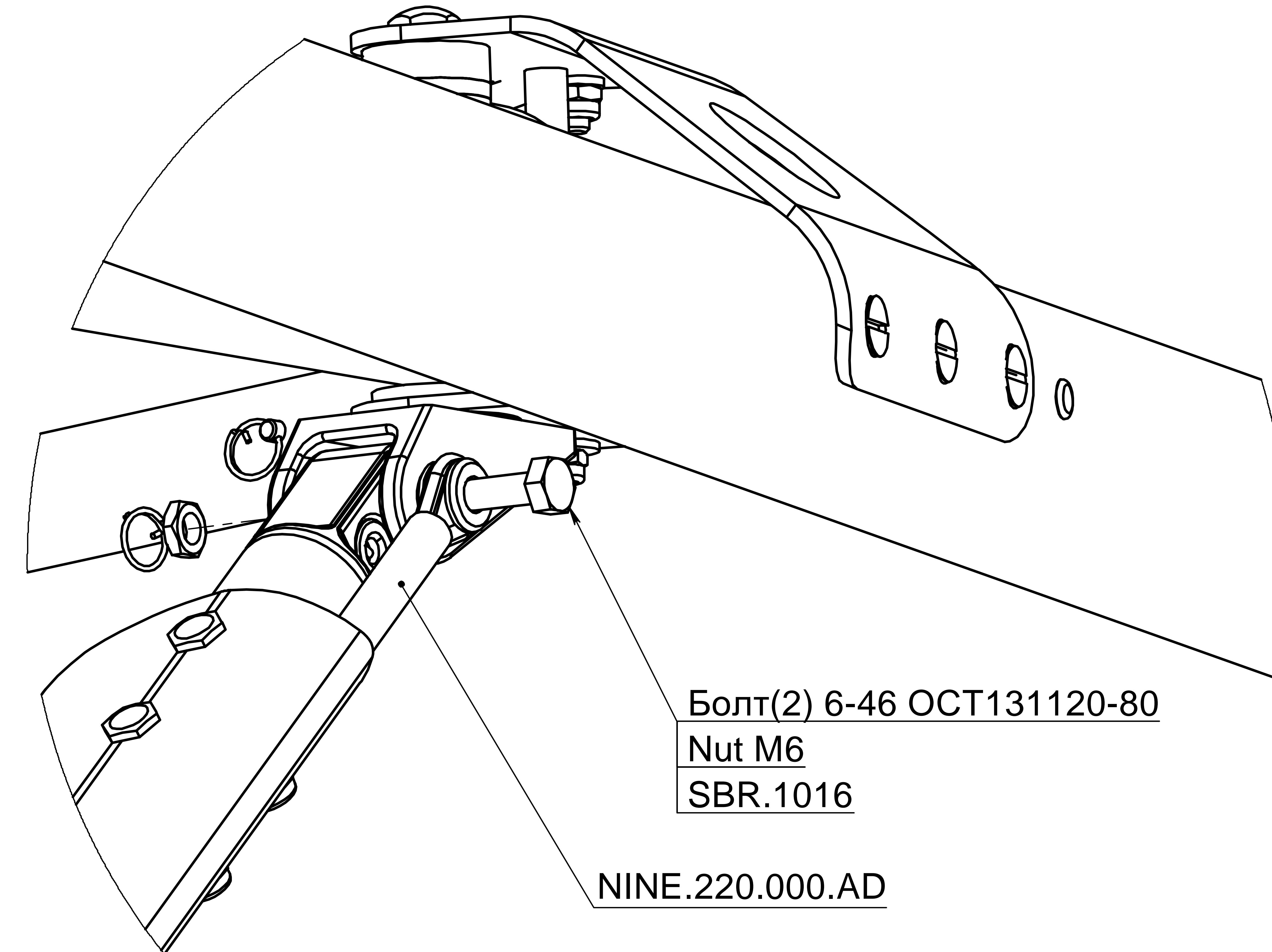
Изм.	Лист	№ докум.	Подп.	Дата

NINE.030.000.AD

Лист
6

NINE.030.000.AD

F (1 : 1)



Инв. № подл.	Подл. и дата	Взам. инв. №	Инв. № дубл.	Подп. и дата


Изм.	Лист	№ докум.	Подп. Дата

NINE.030.000.AD

Лист
7

NINE.030.000.AD

G (1 : 1)

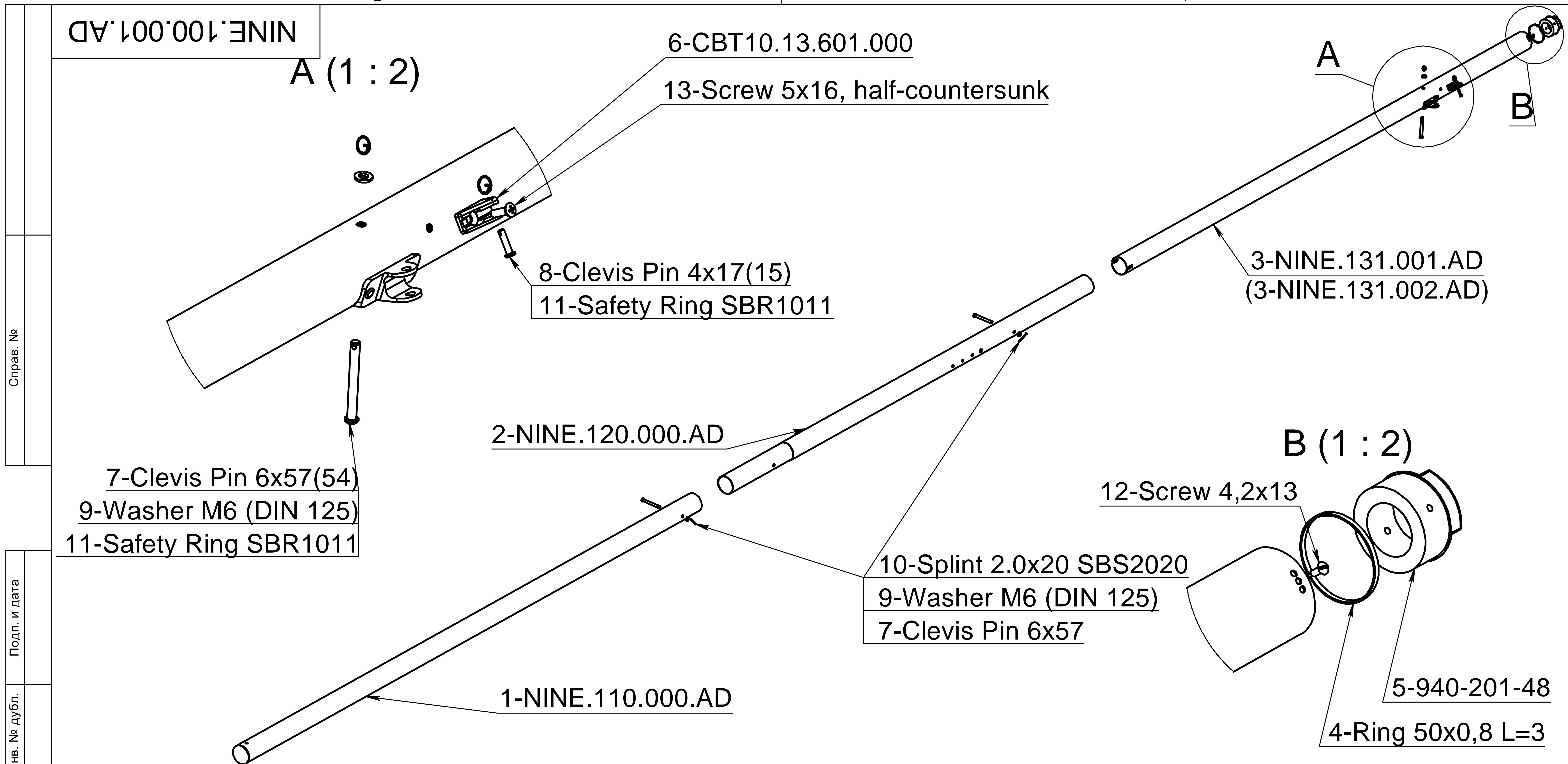


Инв. № подл.	Подл. и дата	Взам. инв. №	Инв. № дубл.	Подл. и дата

Изм.	Лист	№ докум.	Подп.	Дата

NINE.030.000.AD

Лист
8



Инв. № подл.	Подл. и дата	Инв. № дубл.	Подп. и дата	Справ. №
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Поз.	Обозначение	Наименование	NINE.100.001.AD /к-во	NINE.100.002.AD /к-во
1	NINE.110.000.AD	LE tube No.1 / Боковая труба №1	1	1
2	NINE.120.000.AD	LE tube No.2 / Боковая труба №2	1	1
3	NINE.131.001.AD	LE tube No.3 / Боковая труба №3 Правая	1	-
3	NINE.131.002.AD	LE tube No.3 / Боковая труба №3 Левая	-	1
4		Ring 50x0,8 L=3mm	1	1
5	940.201-48	End Cup / Заглушка	1	1
6	CBT10.13.601.000	Channel (Швеллер)	1	1
7		Clevis Pin 6x57(54)	3	3
8		Clevis Pin 4x17(15)	1	1
9		Washer M6 (DIN 125)	3	3
10		Splint 2.0x20 SBS2020	2	2
11		Safety Ring SBR1011	2	2
12		Screw 4,2x13	1	1
13		Screw 5x16, half-countersunk	1	1

NINE.100.001.AD - Труба боковая в сборе правая - показана
NINE.100.002.AD - Труба боковая в сборе левая - зеркальное отображение

NINE.100.001.AD
LE Assembled Right
(Боковая труба в сборе правая)
Лит. Масса Масштаб
Лист 1 Листов 1 1:10

NINE.143.000.AD

Кол. на изделие - 2 шт.

Первич. примен.

Справочныи №

Подп. и дата

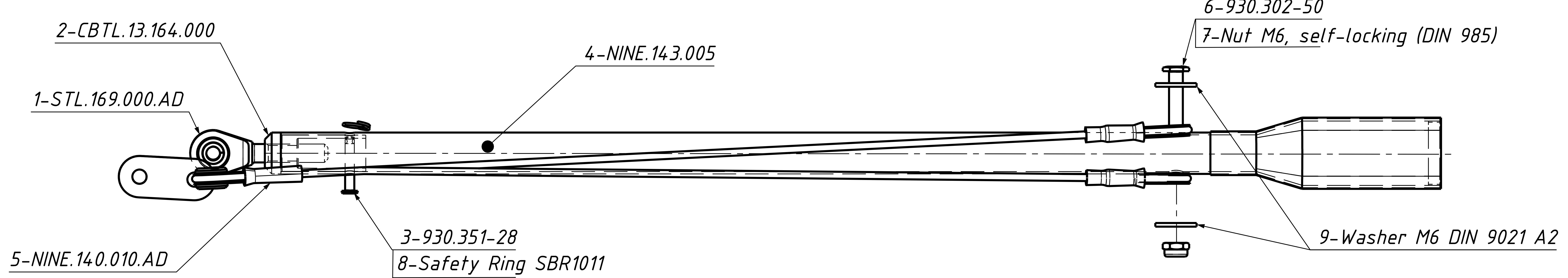
Взам. инв.№

Инв.№

Подп.

и

дата



- Неуказанные предельные отклонения по ОСТ100022-80.
- Клеймить и маркировать по ОПИ-63-79 на бирке.

Инв.№	Подп. и дата	Взам. инв.№	Инв.№ дубл.	Подп. и дата
Поз.	Обозначение	Наименование	Материал	Кол.
1	STL.169.000.AD	Washout Eye Bolt (Болт ушковый с ШС)		1
2	CBTL.13.164.000	Washout Threaded Adjuster (Втулка АПУ)	Пруток Д16Т кр.20 ОСТ 190395-91	1
3	930.351-28	Clevis Pin (Валик) 4x28	Круг В8 ЗОХГСА ГОСТ 2590-88	1
4	NINE.143.005	Main sprog tube (Труба основного АПУ)		1
5	NINE.140.010.AD	Main sprog cables (Трос основного АПУ)		1
6	930.302-50	Bolt M6	Шестигранник 10-За ГОСТ 8560-78 ЗОХГСА-н-в ТУ 14-1-950-74	1
7		Nut M6, self-locking (DIN 985)		1
8		Safety Ring SBR1011		1
9		Washer M6 DIN 9021 A2		1

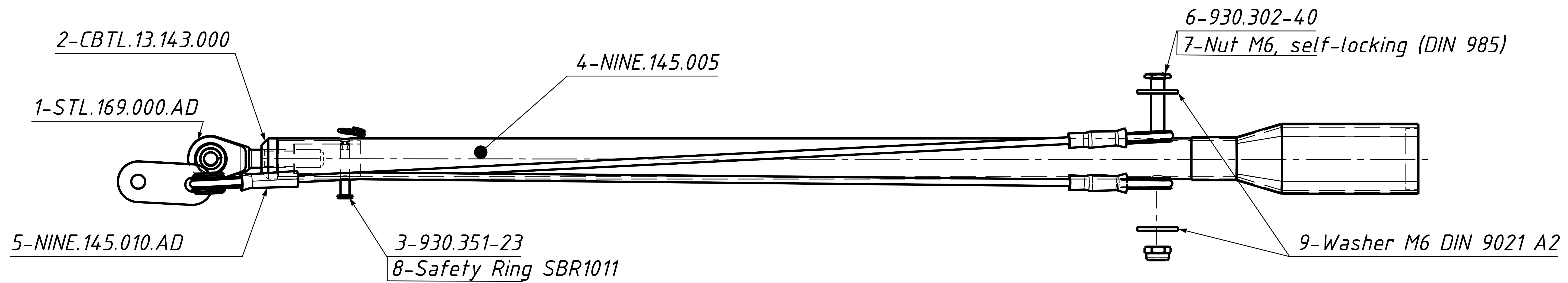
Изм.	Лист.	№ докум.	Подп.	Дата	Main Sprog (Основное АПУ)	Литера	Масса	Масштаб
Разраб.	Сулимов							
Проверил								
Т.контр.								
Нач.бюро.								
Н.контр.								
Утв.	Дробышев С.							

Формат А3

NINE. 145.000.A.D

Первич. примен.

Справочный №



1. Неуказанные предельные отклонения по ОСТ100022-80.
 2. Клеимить и маркировать по ОПИ-63-79 на бирке.

<i>Инв.№</i>	<i>Подп. и дата</i>	<i>Взам. инв.№</i>	<i>Инв.№ для</i>	<i>Подп. и дата</i>

Поз.	Обозначение	Наименование	Материал	К
1	STL.169.000.AD	<i>Washout Eye Bolt</i> (Болт ушковый с ШС)		
2	CBTL.13.143.000	<i>Washout Threaded Adjuster</i> (Втулка АПЧ)	Пруток Д16Т кр.20 ГОСТ 190395-91	
3	930.351-23	<i>Clevis Pin</i> (Валик) 4x23,5	Круг В8 30ХГСА ГОСТ 2590-88	
4	NINE.145.005	<i>Washout sprog tube</i>		
5	NINE.145.010.AD	<i>Washout sprog cables</i> (Трос концевого АПЧ)		
6	930.302-40	<i>Bolt M6</i>	Шестигранник 10-За ГОСТ 8560-78 30ХГСА-н-в ТУ 14-1-950-74	
7		<i>Nut M6, self-locking</i> (DIN 985)		
8		<i>Safety Ring SBR1011</i>		
9		<i>Washer M6 DIN 9021 A2</i>		

1					
1					
1					
1					
1	Иzm.	Лист.	№ докум.	Подп.	Дата
1	Разраб.		Сулимов		
1	Проверил				
1	Т.контр.				
1	На ч.бюро.				
1	Н.контр.				
1	Утв.		Дробышев С.		

NINE. 145.000.A.D

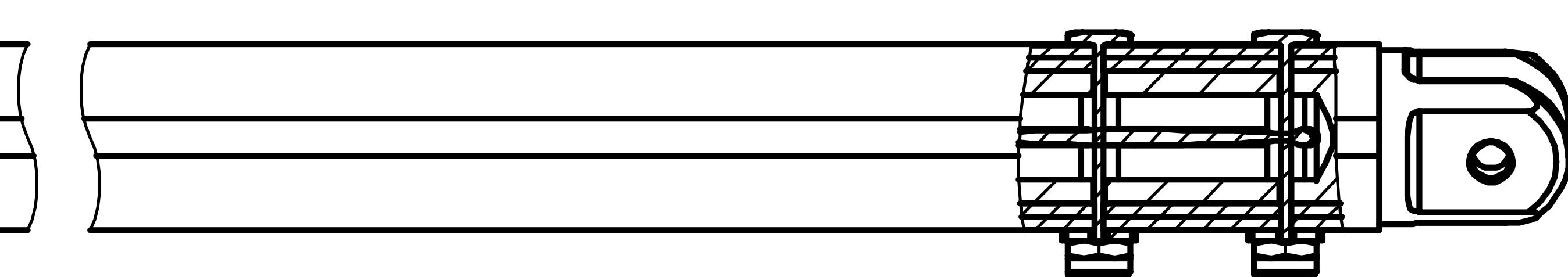
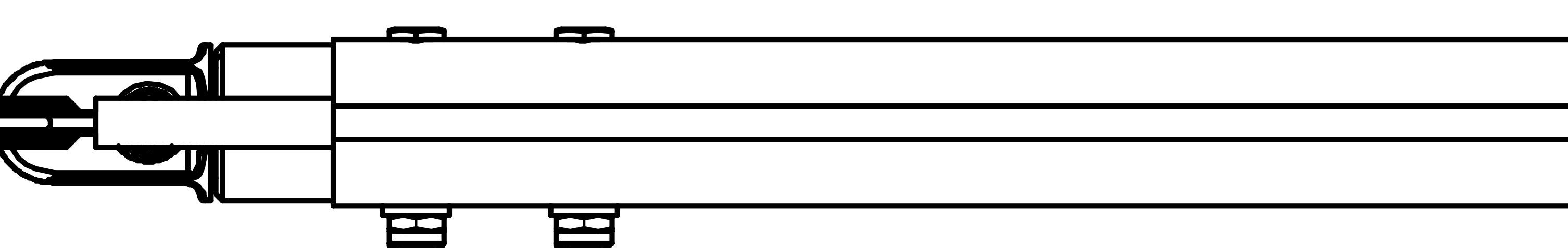
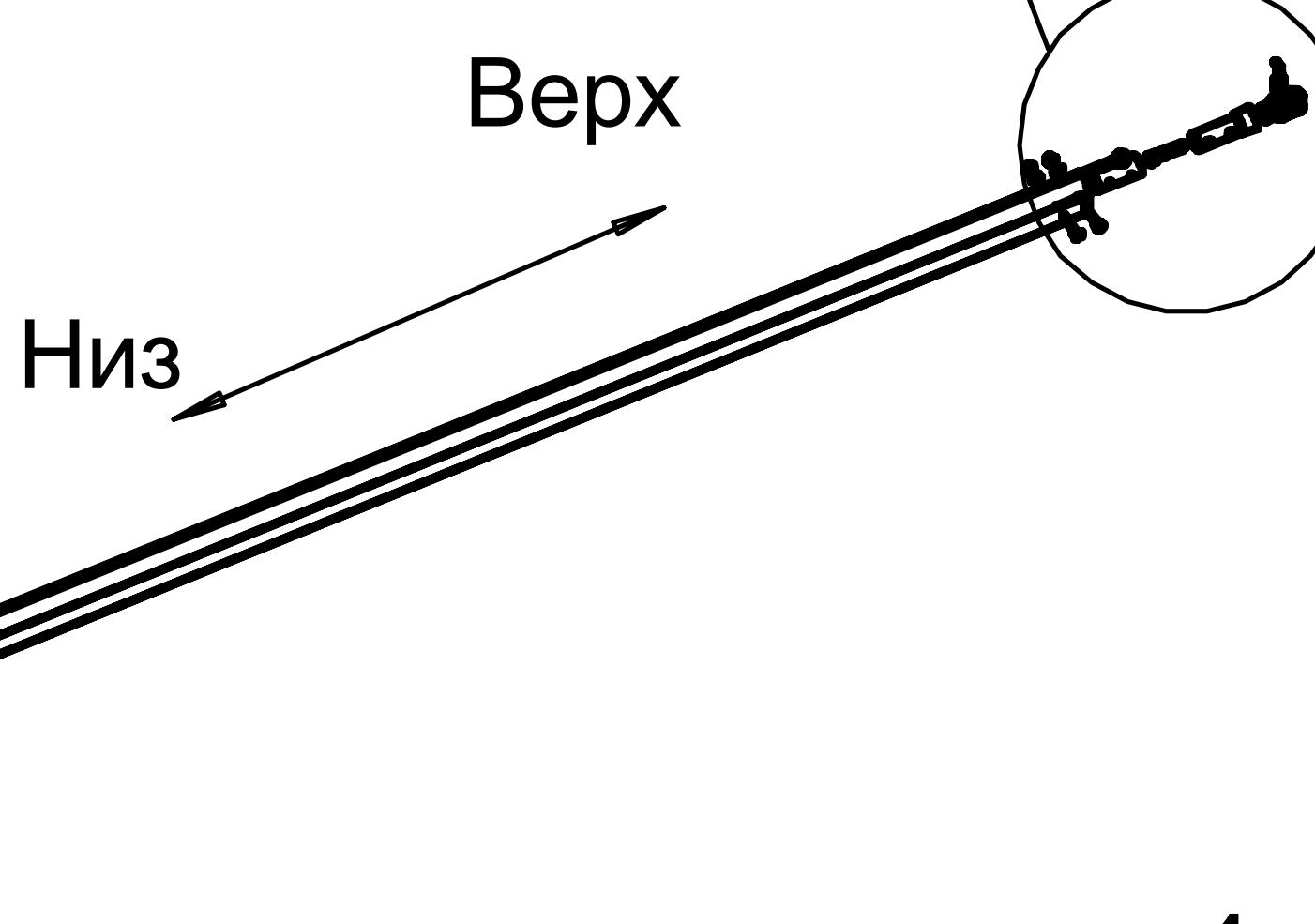
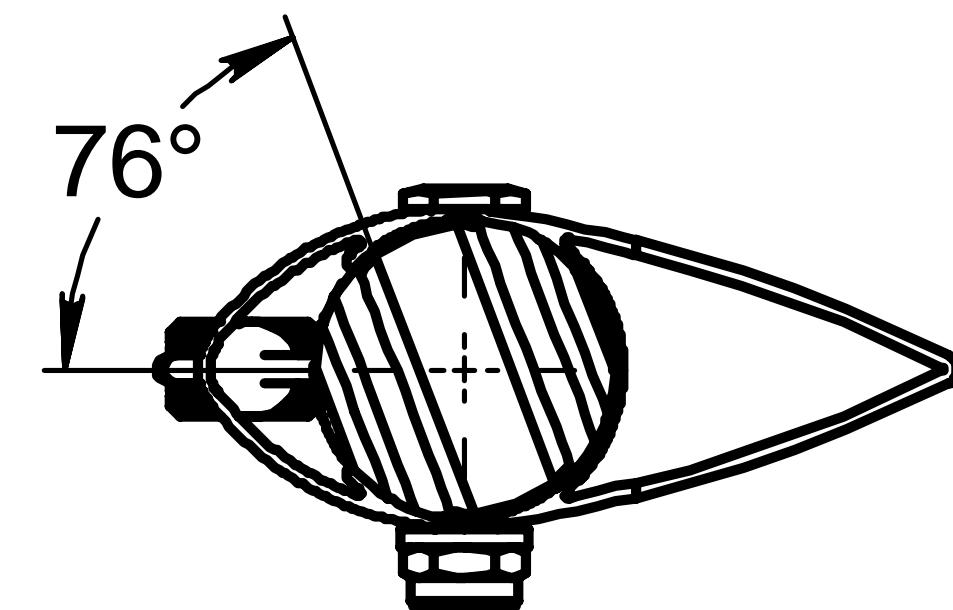
Sprog Outboard

(Концевое АПЧ)

<i>Литера</i>	<i>Масса</i>	<i>Масштаб</i>
		$1:2$

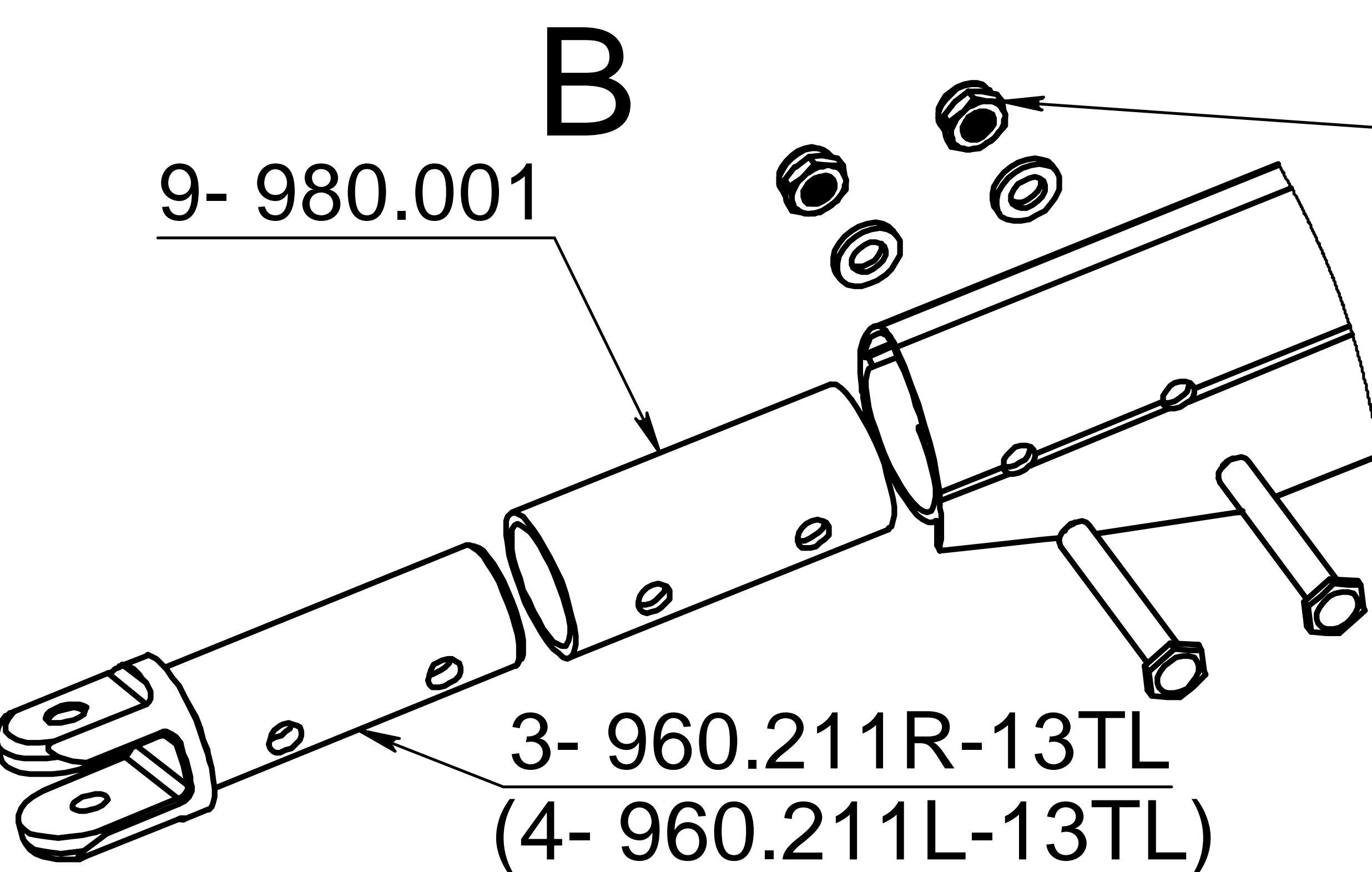
NINE.200.000.AD

Кол. на изделие:
правая - 1 шт, левая - 1 шт.



1-NINE.201.000

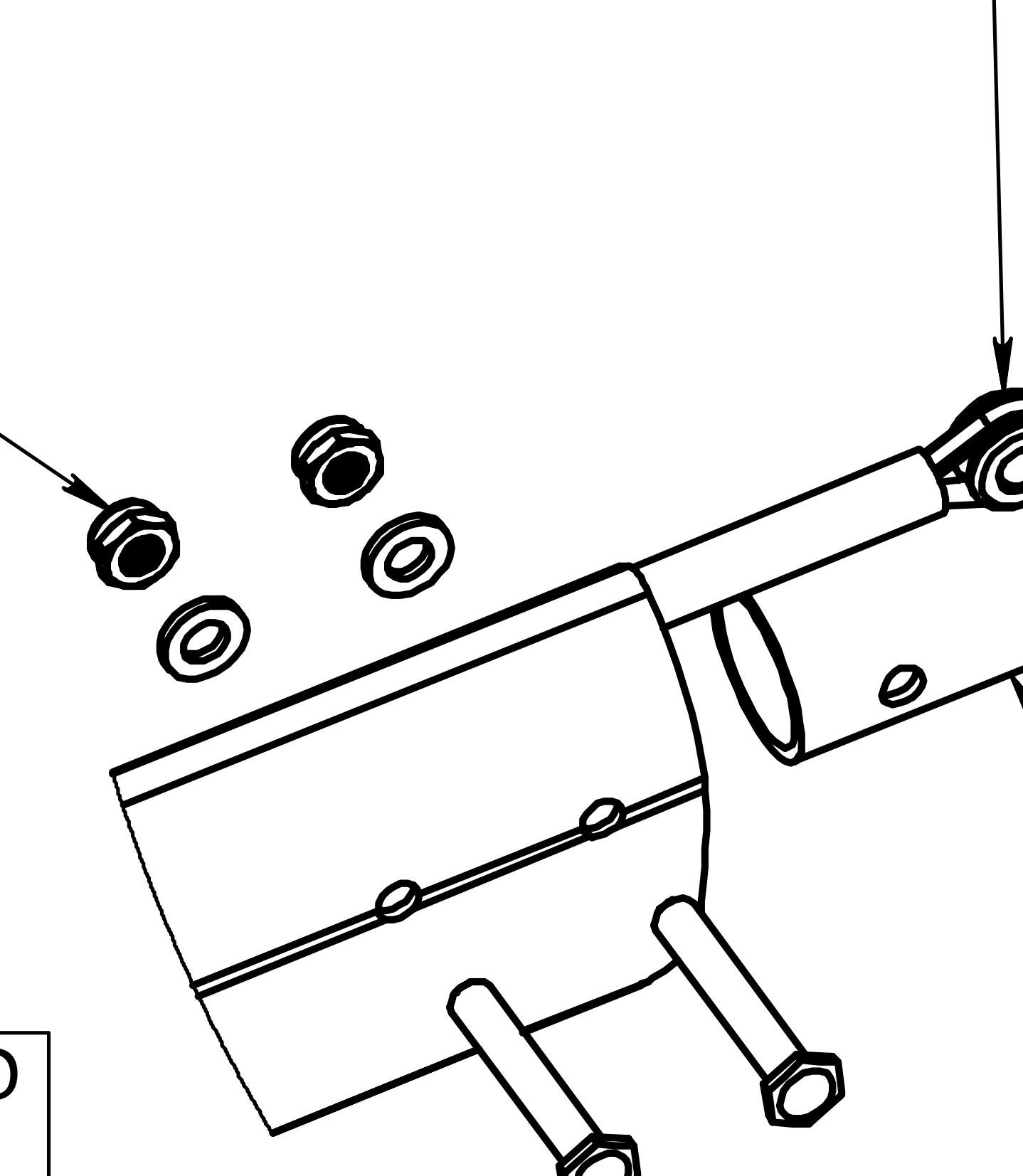
13- Splint 2.0 x 20 SBS2020



10- 930.302-38

11- Washer M6 (DIN 125)

12- Nut M6, self-locking (DIN 985)



1- NINE.220.000.AD

7- 960.233

6- 960.232

5- 960.231

8- 960.234

9- 980.001

A

NINE.200.001.AD
Strut
Подкос

Лит.	Масса	Масштаб
Лист 1	Листов 1	1:2

Поз.	Обозначение	Наименование	NINE.200.001.AD /к-во	NINE.200.002.AD /к-во
1	NINE.220.000.AD	Страховочный трос подкоса	1	1
2	NINE.201.000	Труба подкоса	1	1
3	960.211R-13TL	Вилка подкоса нижняя (правая)	1	-
4	960.211L-13TL	Вилка подкоса нижняя (левая)	-	1
5	960.231	Вставка узла подкоса	1	1
6	960.232	Ухо узла подкоса	1	1
7	960.233	Гайка узла подкоса	1	1
8	960.234	Болт узла подкоса	1	1
9	980.001	Втулка ULM 50101	2	2
10	930.302-38	Болт 6x38	4	4
11		Washer M6 (DIN 125)	4	4
12		Nut M6, self-locking (DIN 985)	4	4
13		Splint 2.0 x 20 SBS2020	1	1

NINE.200.001.AD - правая-изображена
NINE.200.002.AD - левая-зеркальное отображение

NINE.200.001.AD**Strut**
Подкос

Изм.	Лист	№ докум.	Подп.	Дата
Разраб.				
Пров.				
Т. контр.				
Н. контр.				
Утв.				