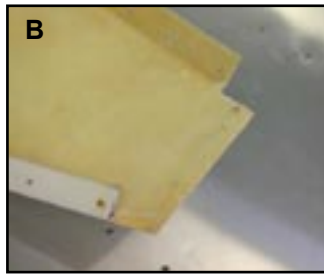


Installing the Fiberglass Wing Tips

Instruction No. SNX-W07-01
Reference Drawing SNX-W07
03/23/06

Trimming and Fitting the Tips

- A. Notch the upper flange to clear the upper spar cap
- B. Remove the rear flange entirely.
- C. Trim the lower flange as needed to eliminate interference with the lower spar cap.



- H. The wing tips can be filled/modified with any off-the-shelf fiberglass repair kits and body-filling products.
- I. Before adding fiberglass cloth to the tips the gelcoat must be removed from the area that will have fiberglass applied. Fiberglass will not adhere to the gelcoat material.
- J. The tips can be modified to accept tip lights. This can be done by attaching after-market fairings, or by carving your own from foam and fiberglassing over the foam. Sonex Aircraft LLC does not offer fairing kits or additional instructions.
- K. If you are adding lights for use after sunset please refer to the FAA regulations for visibility. Lights attached directly to an un-modified tip will not meet the FAA requirements.



Paint Prep

- L. The tips must be sanded to remove their gloss finish prior to painting.

Attaching the Wing Tips

- D. The wing tip can be attached with AAP-44 and AAP-46 rivets if future removal is desired. AAP rivets are easier to drill out than CCP rivets.
- E. The leading edge rivets do not need to be flush rivets.
- F. It is not necessary to rivet the wing tip to the tip attach angle on the main spar.

Going the Extra Mile

As with all fiberglass parts, the final fit and finish is up to each individual builder. The tips will fit and perform well as provided, or may be massaged to a show-plane fit and finish.

- G. The tip rib attach angles can be repositioned inboard or outboard on the spars if a perfectly flat wing tip installation is desired.

