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**AG-TIPS WINGLETS RE-CERTIFIED FOR AIR TRACTORS
NO WING FATIGUE LIFE PENALTY FOR OPERATIONS WITH AG-TIPS ON APPLICABLE 400
& 500 SERIES AIRCRAFT**

So, how did this change? ...At the NAAA in Kentucky we spoke with Rick Marburger and here is his explanation.

Rick Marburger of Ag Tips explains, "Recent flight tests conducted on an Air Tractor 502B proved that the AG-TIPS winglet installation does not affect the FAA certified wing fatigue life for applicable Air Tractor models. An Air Tractor 502B was instrumented with an in-flight data recorder, accelerometer, airspeed recording equipment, and span-wise calibrated strain gages. At the various airspeeds and G-forces evaluated during flight tests, the strain measurements were compared between the Air Tractor factory Hoerner Tips and AG-TIPS winglets. Over the range of flight conditions evaluated, the strain on the Air Tractor wing was less severe for AG-TIPS than for the factory Hoerner style wing tips."

This flight test was witnessed and approved by the FAA.

An FAA approved AMOC (Alternate Means of Compliance) has been issued that **supersedes AD 2006-08-08R1 and AD 2006-24-10**. This AMOC allows Air Tractor models that have incorporated the latest heavy spar kit to maintain the factory wing fatigue life while operating with AG-TIPS. **Currently, we are waiting for Transport Canada to accept (familiarize) this AMOC. As soon as we get word on this, we will be sure to let you know.**

For factory Hoerner tip models listed in the AD, that have not incorporated the latest heavy spar kit, AG-TIPS can be used without a winglet usage penalty. Log book entry adjustments can be made to recover lost life on factory Hoerner tip models that operated with AG-TIPS and suffered a wing fatigue life reduction due to the ADs.

This is great news for all the present and future operators that want to enjoy the benefits of AG-TIPS. There are also no fatigue life reductions for the Air Tractor AT-301, AT-400, Thrush, and Cessna AG-TIPS installations. AG-TIPS is also moving forward with FAA approval for the new Thrush H80.

