


Although very resistant the glider should be protected as much as possible against rain and dampness. Water that has seeped in should be dealt with by storing the glider in a dry place, frequently turning over the dismantled parts.

The most effective way to clean the canopy is to use a special perspex cleaner but if necessary luke warm water can be used. A soft, clean cloth or chamois-leather should be employed to wipe the canopy down. Never rub perspex with anything dry.

The Safety harness should be regularly checked for damage and general wear. The metal parts of the harness should be frequently checked for corrosion.

Because of its position, the winch launch hook is susceptible to getting very grimy and muddy. It must therefore be frequently inspected for damage, cleaned and greased. When the seat-well is removed the hook can easily be taken out. Remove the connecting wire from the lever and take out the retaining screws. For reconditioning, the tow hook should be sent with the record card to the tow hook manufacturer, Tost. For further details the manufacturers manuals should be consulted.

 cables and pulley for the nose and belly hooks should be checked for wear during the yearly inspection. The main wheel tire pressure should be kept at 2.5 to 2.8 atmospheres (36-40 psi).

The wheel brake is of a drum type (for S/N's 3000-3139 optional as a hydraulic disc brake).

Drum brake: The bowden cable can be adjusted. The adjustment is carried out by moving the Bowden cable at the drum end.

Disc brake: The main brake cylinder and the brake fluid reservoir are located under the rear seat. Use only brake fluid according to specification DOT3/ DOT4. During removing the main wheel for cleaning, greasing or changing the tire the Bowden cable must be disconnected from the brake lever (drum brake) or the brake cylinder must be removed (disc brake). Do not open the brake fluid hose.

Screw the M6 threaded special tool onto one side of the axle and take out the screws and the spindle. Remove the screws that hold the brake-lever in place. Take the wheel out by pulling it downwards. Clean all the parts and before re-assembly smear all of them with grease.

Before assembling the glider the pins and sockets at the joints between wings and fuselage, and tailplane and fuselage, should be cleaned and greased.

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