

This check list, which includes the most important points, is fitted under the instrument binnacle, in full view of the pilot:

Preflight Check

1. Control connections, mainpins and bolts safetied?
2. Control check forcewise and
3. for clearance between controls and structure (gaps min. 1,5 mm sideways)?
4. Parachute static line connected?
5. Check pressure ports and probes?
6. Regard loading scheme?

Prior to take-off:

1. Parachute connected to harness?
2. Safety harness fastened?
3. Landing gear locked?
4. Airbrakes locked?
5. Trim lever adjusted in starting position?
6. Flap control lever in starting position?
7. Altimeter adjusted?
8. What is the wind direction now?
9. Close your canopy now and lock white levers!

Check the elastic lip (steel or plastic respectively) for 100 % airtight fit on the elevator or aileron / flap respectively when full deflections are applied, and also for safe and tight bonding at the stabilizer or wing respectively.

IV.5. WINCH LAUNCHING

Maximum permissible towing speed is 130 km/h (70 kts).
Recommended flap setting: 3 (0°).

With the trim in the center to slightly nose-heavy setting, the machine will lift off by itself, and will start climbing gently. Once a safe height has been reached, gentle up-elevator can be applied.



The landing gear must not be retracted until the tow has been released, as the landing gear doors cover also the tow release.

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Winch launches with water ballast are only recommended with a headwind of at least 20 km/h (11 kts). We hereby warn you that a launch from a weak winch with a tailwind must not be attempted.

Maximum crosswind component: 25 km/h (13,5 kts).

IV.6. AERO-TOWING

The maximum permissible towing speed is 170 km/h (92 kts). The tested cable lengths (textile cable) are between 25 and 60 m (82 and 200 ft). On tow behind a powerful tug (180 BHP) the cable length should be at least 40 m (130ft). For the initial ground roll we recommend the flap setting 2 (-6°); at around 40 - 50 km/h (22 - 27 kts) indicated speed, the flap setting 3 (0°) or 4 (+9°) can be selected to facilitate lift-off.

For pilots who have not flown a flapped aircraft before, we recommend flap setting 3 (0°) which is maintained throughout the tow.

Pilots should try to hold the tailskid on the ground until lift-off. This has many advantages: lift-off occurs at the earliest possible moment; the load on the landing gear is greatly reduced; directional stability during the ground-run is considerably increased. On test tows have been carried out in this way with a crosswind over 50 km/h (27 kts).

After lift-off climb to 1 - 2 m (3,3 - 6,6 ft), in order to avoid pitch oscillations caused by ground effect and the tug aircraft's wake.



The landing gear must not be retracted until the tow has been released, as the landing gear doors also cover the towing hook.

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