

E Wheel brake lever on the stick

1 General

On the control stick a hydraulic brake lever can be installed acting upon the working cylinder of the wheel brake. This lever simplifies taxiing or tightening the tow-rope. The wheel brake is still mainly operated through the airbrake control.

2 Limitations

No changes become necessary for Limitations

3 Emergency Procedures

No changes become necessary for Emergency Procedures.

4 Normal Procedures

This lever is intended to

- assist during slow taxiing under own power
- hold the glider, when the tow rope is tightened.

CAUTION: *As before, the wheel brake is only reliably operated, by full extension of the airbrakes.*

During preflight inspection, operate the brake lever, and check that you can reach the point, at which the wheel brake starts to clamp.

5 Performance

No changes become necessary for Performance

6 Weight and Balance

No changes become necessary for Weight and Balance

7 Maintenance

The brake lever incorporates the brake fluid reservoir. When the fuselage is turned upside down (e.g. for maintenance), hydraulic fluid can leak out.

Bleeding

To bleed the system, the line from the calliper to the brake reservoir should be continuously ascending, therefore it might become necessary to loosen some components and hold them in position. On the brake lever there is a second connection, from which excess hydraulic fluid can be routed back into a storage vessel. This connector should be closed afterwards with a cap again.

Annual Inspection or after Installation

Make sure that:

- The brake lever must not interfere with the lever of the propeller stopper. When the stick is in the foremost position and the propeller brake is open, the bulge at the end of the brake lever comes to rest right over the propeller stopper lever.
- The trim lever must not drag on the clamp of the brake lever. It may be bent moderately sideways to create clearance.