

8. The tailplane is fitted onto the fin from the front (see Fig. V.2-1 and V.2-2).
Now the Allan bolt at the leading edge is screwed in; this should be screwed in tightly until the spring-loaded safety pin snaps out over the screw head as far as the socket.
9. Connect the elevator and safety with a spring clip !

Note, if your glider uses an automatic elevator connection: after cleaning and lightly greasing the plug-in elevator connections, the tailplane is fitted onto the fin from the front; both elevator panels must be fitted into their connectors simultaneously. Then the tailplane is pushed back until the Allan bolt at the leading edge can be screwed in; this should be screwed in tightly until the spring-loaded safety pin snaps out over the screw head as far as the socket.

10. Carry out a pre-flight check referring to the Check List.
11. The control circuits must be subjected to an operational test.
12. Check condition and function of the wheel brake; check the tire pressure.
See also Section IV.2 Daily Inspections.

V.2 DE-RIGGING

De-rigging is carried out in the reverse sequence to that of rigging. It must be taken care that the rear wing attachment pins have to be removed prior to the main pins.

WARNING: For derigging the horizontal tail from the fin it has to be regarded hat only the method according to Fig. V.2-2 is used.

Fig. V.2-1

WRONG: Twist movement

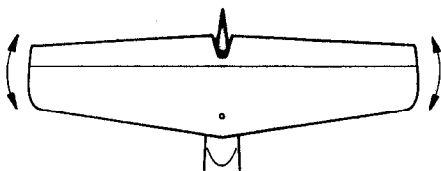
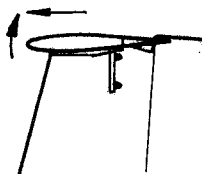


Fig. V.2-2

RIGHT: Pitch movement



V.3 PARKING

When parking the glider, the canopies have to be closed.

When an ASK 21 is parked on an airfield in the sunshine (this must also be observed during the waiting time until take-off when the pilots are already on board) the canopies must not be left open for some time.

Depending on the position of the sun and the intensity of the radiation, the burning-glass effect of the canopies can cause a slow fire in the area of the instrument panel or the headrest respectively.

Therefore, if you have to store the glider outside, it is absolutely necessary always to close the canopies and to cover them with a white cloth.

V.4 ROAD TRANSPORT

The design of a glider trailer is another subject and cannot be discussed in all details here. Of course, a closed trailer is preferable. But also an open trailer may serve the purpose, the latter is generally simpler and lighter. It is important that all components are well fixed and have a large support surface.

Structural components survey drawing which can be used for the building of a trailer, can be obtained from ALEXANDER SCHLEICHER.

WARNING: In no case must the elevator actuator fitting be loaded. This fitting trades out of the upper end of the fin. Not even soft foam cushions are allowed.

For the construction of the trailer for road transport the full freedom from any load must be carefully regarded.

V.5 PREVENTIVE MAINTENANCE

The whole surface of the sailplane is painted with a weather resisting, white polyester coat. Impurities may be washed off with a mild cleansing agent. Heavy impurities may be removed with a polish.

For the paint maintenance only silicone-free agents are to be used (e.g. 1 Z-special cleansing agent-D2 from the company W.Sauer & Co., 5060 Bensberg, W. Germany, or the cleansing polish from the company Lesonal). Though the sailplane is rather insensitive, it should be protected as much as possible against moisture and humidity. If water has soaked into any components, these have to be stored in a dry room and must be turned over frequently.

The canopy is best cleaned with a special plexi-glass cleansing agent, in an emergency lukewarm water will do. Rewipe only with pure, soft leather or with glove cloth. Never wipe on dry plexiglass.

The safety harnesses must be regularly checked for damage and tears. The metal parts of the harnesses must be checked for corrosion.