

9.1 Introduction

This Section contains additional information to facilitate safe and effective operation of the powered sailplane, if equipped with various ancillary systems and equipment not included as standard equipment.

9.2 List of Ancillary Equipment

- Oxygen system installation
- Re-fuelling system, fixed installed
- Parking Brake and Piggott Hook

9.3 Description of Ancillary Equipment

Oxygen system installation:

When flying at greater heights while using the oxygen installation, it should be borne in mind that any particular system may only be suitable for a limited altitude range.

The makers' instructions should be complied with.

Re-fuelling system, fixed installed

The components of the external re-fuelling system may also be installed fixed in the fuselage; this is offered as an optional extra.

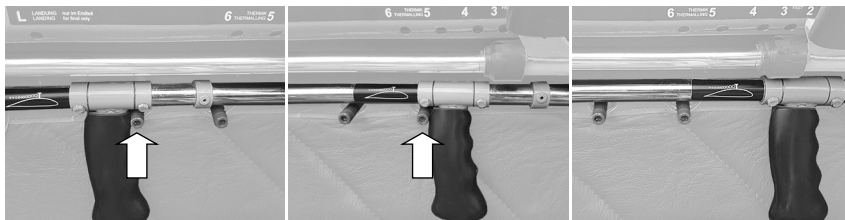
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Parking Brake and Piggott Hook

A mounting plate with two locking bolts can be installed on the left cockpit wall below the air brake pushrod. The rear bolt can be loosened by using an Allen key. The position of the bolt determines the retaining force of the wheel brake (parking brake) which is interconnected with the air brakes.

The front bolt serves as a Piggott Hook. It prevents independent extension of the air brakes if they were not properly locked before the start.



Air brake handle in position „Parking Brake”

Limiting of the air brake handle in the „Piggott position”

Air brakes retracted and locked

NOTE: If the air brake handle is accidentally in the position “Parking Brake” during the start, it can be assumed that the braking effect at higher engine revs is high enough that the cockpit nose nods downwards to the ground, or at least the aircraft isn’t able to accelerate.

Caution: On landing the air brake handle should not be in the Parking Brake position because it may then not be possible to retract the air brakes fast enough. In addition, when the main wheel touches the ground the braking force is too high, causing a pitching motion.