

N2LE Notes (4-14-2010)

**MANUALS:** Copies of the original flight manuals are included with wt. and bal. info., but they are superseded by Revision 9, Nov 28, 2005. Manuals for radio, parachute and other equipment are on the club's website.

**WEIGHT AND BALANCE:** Currently 225 lbs Max, 164 lbs min. cockpit load based on calculations Mike McCarron and I did in 2001. Since it will be used by a variety of club members, it may be appropriate to do a more recent calculation.

**PARACHUTE:** Weight of chute is 12 lbs. Maximum pilot weight with 26 ft. canopy is 208 lbs. Parachute needs inspection. Glider minimum equipment list requires a parachute or a weighted cushion at least 2  $\frac{3}{4}$  inches thick.

**ANNUAL INSPECTION:** The annual is due in April 2010.

It requires removal and a dye-penetrant test of the tailplane spherical locking bolt. This requires use of a special custom wrench. It is essential that the bolt be replaced at the exact original depth with the exact number of turns to insure that the incidence angle of the tailplane is not changed.

**CAUTION:** The tailplane should not be used to lift the tail when positioning the glider on the runway. Use the drop-out tail dolly to position the ship on runway centerline then remove it before takeoff.

**WHEEL BRAKE:** The main wheel has a drum brake which is less than effective and requires significant hand pressure. It is actuated by caliper on the stick.

**RADIO:** The radio may take 2 or 3 minutes to come alive after tuning the switch on the first time.

#### ASSEMBLY

The trailer should be braced with a milk crate at the back end. Otherwise when the fuselage is rolled out and the weight shifts to the rear, the metal ramp can scissor up and scratch the bottom of the fuselage. The trailer rear door must be secured open with the attached rope to prevent the door from swinging against the canopy.

Assemble right wing first, lock right wing collars before inserting left wing.

When sliding the wings in or out of the trailer, care must be taken to keep the wing vertical since once it is backed out of the spar brace at the front of the trailer there is nothing to keep it from tipping over to the center of the trailer.

When sliding out the left wing be aware that the spar pin of the right wing projects out from the left side of the fuselage just waiting to dig in to the left wing.

Fittings are required to be greased each time ship is assembled. Wing spar pins and receivers, drag spar pins and receivers in fuselage, L'Hotellier connections for ailerons and airbrakes, tailplane locking bolt, mounting pins and receivers, elevator L'Hotellier connection.

**NOTICE:** All L'Hotellier control system connectors must be secured with safety wire, pins or safety sleeves, as applicable, prior to operation.