

Amendment List
(log of revisions)

| No. | Reference / short title | Page | Date |
|-----|--|--------------|--------------|
| 1. | <u>Technical Note No. 349-7</u> Increase of the max. permitted all-up weight, increase of the max. weight of the non-lifting parts (optional) | 11, 19 | June 1983 |
| 2. | <u>Technical Note No. 349-8</u> Optional installation of a tail wheel (instead of standard skid) | 15, 23 | October 1986 |
| 3. | <u>Technical Note No. 349-14</u> Optional tilt up instrument panel | 10A, 19A | Sept. 1987 |
| 4. | <u>Technical Note No. 349-12</u> Revisions for Italian Type Approval | 12, 33A, 34A | Febr. 1988 |
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2.2 Regular maintenance

Inspection after every 100 hours in service

The following maintenance is to be included before or during the annual survey inspection. Access to the control circuits (see drawings page 32 to 34) is as follows:

o Control circuits in the wing

Aileron control (internal): Through inspection hatches on the underside of the wing.

✱ Airbrakes: Accessible when airbrakes open.
Flaps: Accessible at root rib.

o Control circuits in the fuselage

Control circuits in the fuselage are accessible after removing the seat pan, seat back and the rear access panel.

o Elevator control circuit

Accessible after removing the tailplane.

o Rudder control circuit

Accessible at the actuating rib.

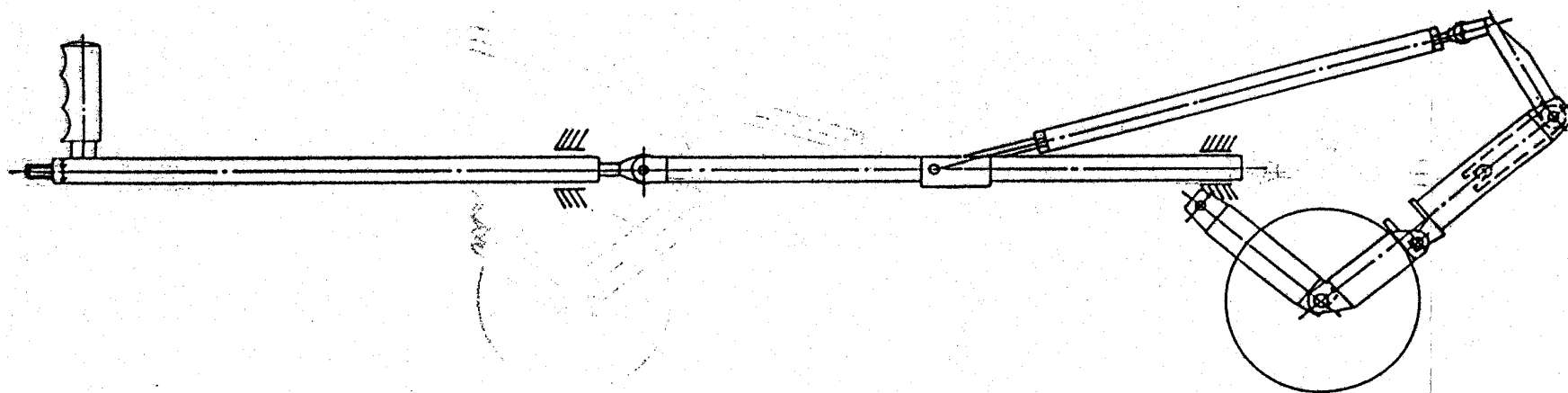
After cleaning the whole sailplane the following checks should be made:

- o Check the whole sailplane externally for damage such as cracks, holes, scratches, buckling and delamination. If the outer layer of a component constructed as a sandwich has been damaged, then the inner surface must be checked as well.

We recommend that you call upon expert assistance.

- o Check all accessible metal parts for damage. It is generally found, however, that if the sailplane is operated correctly, no damage will have occurred.

LANDING GEAR SYSTEM



Ventur 6/16.6

WATER BALLAST SYSTEM

