


AMENDMENT LIST
(log of revisions)

No.	Reference/short title	Page	Date
1.	<u>Technical Note No. 349-6</u> , affected: S/N 1 through 27, S/N 33 and S/N 35, modif. of the canopy locking- and jettisoning device; S/N 28, modification of the canopy locking device; S/N 36 and 37, modif. of the canopy jettisoning device.	7, 8 12, 29 7 12, 29 7, 8 12, 29	April 1983 April 1983 April 1983
2.	<u>Technical Note No. 349-7</u> , optional: Higher max. A.U.W. and higher weight of the non- lifting parts when flying with 15 m wing span	4, 10 13, 17 18, 19 22A&B 23, 24 26, 28 36, 36A 38, 40 42-44 47	June 1983
3.	<u>Technical Note No. 349-1</u> , only for sailplanes being exported to Australia: Mounting provision for trim ballast, trim ballast weights	9, 11 18, 31	Sept. 1983
			

(13) Trim

Green knurled knob on left seat mould support, mounted to the flap push/pull rod.

The spring loaded trim is gradually adjusted by freeing the knurled knob, sliding it into the desired position and tightening up the knurled knob again.

Forward position - nose heavy

Rearward position - tail heavy

A neutral position of the trim at flap setting "0" is shown at the recess by means of a green marking.

(14) Parachute rip cord attachment

Red ring, situated at the front of the steel fuselage frame, left side.

(15) Mounting provision for trim ballast

(not shown on the picture, page 5)

The mounting provision for trim ballast in the nose of the fuselage is accessible after the cover of the instrument panel is detached.

Ballast weights (see section 2.5, loading table) are put onto the stud of the mounting provision, fastened by a wing nut and secured by a cowling safety pin.



Ventus b/16.6

FLIGHT MANUAL

loading table

Load on pilot's seat (pilot & parachute)

Minimum load 70 kg (154.0 lb)

Maximum load 110 kg (242.5 lb)

Pilot's weight of less than 70 kg (154 lb) must be raised by installing trim ballast weights into the fuselage nose:

Minimum cockpit load	Ballast weights
70 kg (154 lb)	0
65 kg (143 lb)	1
60 kg (132 lb)	2
55 kg (121 lb)	3

Check list before take-off

- Parachute securely fastened ?
- Safety belts secured and tight ?
- Back rest and pedals in comfortable position ?
- All controls and instruments accessible ?
- Airbrakes locked after function check ?
- All control surface movements checked with assistant ?
- Controls free ?
- Trim correctly adjusted ?
- Flaps in take-off position ?
- Canopy closed and locked ?

AEROBATICS: Without water ballast the following maneuvers are permitted:

- (a) Inside Loops
- (b) Stalled Turns
- (c) Lazy Eight

Baggage compartment
Max. load : 2 kg/4.4 lb

Locking pin flush
with upper surface



Ventus b/16.6

FLIGHT MANUAL

2.5 Loading table

Load on pilot's seat (pilot & parachute)

Minimum	70 kg (154.3 lb)
Maximum	110 kg (242.5 lb)

! Note: The actual maximum permitted seat load of this sailplane to which this manual applies may differ from the above!
■ typical weight, therefore please refer to the log chart, page 23! ■

When the seat load is below 70 kg (154.3 lb) suitable ballast must be carried.

There is provision for the attachment of ballast weights in the nose of the fuselage. Three (3) ballast weights of 2.0 kg (4.4 lb) each are provided.

The attachment point is 1745 mm (68.7 in.) forward of the datum plane.

Datum plane Wing leading edge at root rib.

Minimum cockpit load	Ballast weights
65 kg (143 lb)	1
60 kg (132 lb)	2
55 kg (121 lb)	3

Neither the maximum permitted all-up weight nor the maximum weight of the non-lifting parts must be exceeded.

C.G. Position of the pilot:

(with parachute or back cushion)

518 mm (20.4 in.) forward of datum plane.



Ventus b/16.6

FLIGHT MANUAL

- c) Check main wheel tire pressure:
 - Up to 330 kg (727 lb): 50 psi (3.5 bar)
 - Above 330 kg (727 lb): 64 psi (4.5 bar)
- g) Check condition and operation of towing hook(s).
- h) When trim ballast is necessary:
 - Ballast weights attached in the nose of the fuselage ?
- 2.) a) Check upper and lower wing surfaces for damage.
- b) Clean and grease water dump valves.
- c) Check connection of wing tip extensions (locking pin must be flush with upper wing surface).
- d) Check ailerons for proper condition and free movement. Check for unusual play by gently shaking the trailing edge of the aileron. Check hinges for damage.
- 3.) a) Check flaps for proper condition and free movement. Check for unusual play by gently shaking the trailing edge of the flap. Check hinges for damage with the airbrakes open.
- b) With the flaps set to "S", airbrakes closed, check the gas strut in the control circuit in the fuselage. Do this by pushing the inboard end of the flap down at the trailing edge to the "L" position and release it. Flap must return to the "S" setting.
- c) Check airbrakes for proper condition, fit and correct locking.
- 4.) a) Check fuselage for damage, especially the underside.

