

No.	Reference/short title	Page	Date
4.	<u>Technical Note No. 349 - 2:</u> affected: Sailplanes being ex- ported to the Netherlands	11, 16, 27, 46	Oct 1984
5.	<u>Technical Note No. 349 - 8:</u> Optional installation of a tail wheel (instead of standard skid)	21, 32	Oct 1986
6.	<u>Technical Note No. 349 - 14:</u> Optional tilt up instrument panel	5, 6, 29, 30	Sep 1987
7.	<u>Technical Note No. 349 - 12:</u> Revisions for Italian Type Approval	25, 27, 28	Febr. 1988
8.	<u>Technical Note No. 349 - 4:</u> Cloud flying not approved in Canada	1/2 25, 45	Apr 1989
9.	<u>Technical Note No. 349 - 15:</u> Nose and c/g tow release mechanism	24	Apr 1991

2.9 Minimum Equipment

Instruments and other basic equipment must be of an approved type and should be selected from the list in the Maintenance Manual.

a) Normal Operations

- 1 Airspeed indicator, range 0-300 km/h, (0-162 kt), with colour markings shown on page 26
- 1 Altimeter
- 1 Four-piece symmetrical seat-harness
- 1 Automatic or Manual parachute or a seat-back cushion (approx. 10 cm/4 in. thick when compressed)
- 1 Temperature indicator (when flying with water ballast)

b) Cloud Flying

In addition to the equipment listed in a):

Turn & Slip indicator with slip ball

Magnetic compass

Variometer

VHF Transceiver

Note:

From experience gained to date it appears that the A.S.I. installation system remains fully operational when flying in clouds.

Recommended additional equipment:

Artificial horizon, clock, accelerometer (3 hands, resettable)

Note: For structural reasons the weight of the instrument panel and instruments must not exceed 10 kg (22 lb).

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2.10 Restricted Aerobatics

For the sailplane Ventus b/16.6 the following aerobatic maneuvers are permitted:

- | | |
|-----------------|---|
| a) Inside Loops | } For flap settings
refer to section
4.10 |
| b) Stall Turns | |
| c) Lazy Eight | |

It is recommended that in addition to the instrumentation prescribed in section 2.9 a) an accelerometer (3 hands, resettable) is installed.

Aerobatics are only permitted without water ballast.

Loose items should be removed before commencing aerobatics.

3. Emergency Procedures

3.1 Spin Recovery

If the sailplane inadvertently enters a spin, full opposite rudder should be applied immediately and the control stick eased forward.

When rotation stops, centralize the rudder and pull out smoothly from dive.

3.2 Safety Considerations

Take-off by winch launch or aerotow from uncut grass fields must be strictly avoided. If a wing tip is caught in high grass, release tow rope/winch cable immediately, otherwise a break-out with resulting ground loop (with risk of damage) cannot be prevented.

After an emergency release at low altitude, in straight flight, flap setting "0", a speed of 80 to 90 km/h (43 to 49 kt), depending on wing loading, should be maintained.

In circling flight the speed should be increased according to the bank angle. This will prevent the sailplane from being inadvertently and unnoticeably flown in a stalled condition.

If light vibration and sloppy controls are felt, the sailplane is flying in a stalled condition - the control column should then be eased forward immediately.

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After an emergency release at low altitude, in straight flight, flap setting "0", a speed of 80-115 km/h (43-62 kt, 50-71 mph), depending on wing loading, should be maintained.

In circling flight the speed should be increased according to the bank angle. This will prevent the sailplane from being inadvertently and unnoticeably flown in a stalled condition.

If light vibration and sloppy controls are felt, the sailplane is flying in a stalled condition - the control column should then be eased forward immediately.