

Ventus b/16.6

MAINTENANCE MANUAL

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	Oct. 1986
3.	<u>Technical Note No. 349 - 12:</u> Revisions for Italian Type Approval	12 33A 34A	Febr. 1988
4.	<u>Technical Note No. 349 - 14:</u> Optional tilt up instrument panel	10A 19A	Sept. 1987

On the right side the axle is withdrawn after first removing the FRP cover and unscrewing the castellated nut.

Be careful not to lose any washers or bushes. Clean all components. Grease bearings, bushes and axle.

- o Check tail skid for damage and wear.
- o Tail wheel (if installed)
Check attachment of tail wheel for delamination.
Check tire pressure: 2.0 bar (28 psi)
- o Check all instrumentation plumbing and pipe connectors for blockages and leakages. Check that the glass in the instruments is not loose.
- o The harness straps should be checked regularly for damage or stains. The metal harness fittings should be checked regularly for corrosion.
- o With the sailplane rigged, check the deflection of control surfaces with the aid of a helper and also check the action of control circuits and the release hook(s).

There must be a clearance of at least 2 mm (0.08 in.) between the flaps and the fuselage and between the flaps and the ailerons.

Check wing fittings and control circuit connections for excessive play (see section 2.4 and 2.5).

2.3 Adjustment data

Adjustment data and control surface deflections are shown on the drawing on page 15A.

After repairs it must be ensured that these data are within the permitted tolerances.

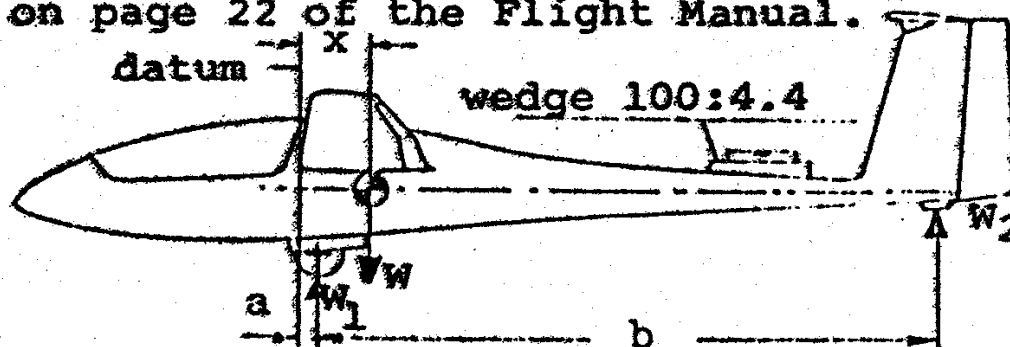
3. Procedure for determining the Center of Gravity

The determination of the C.G. position is done with a span of 15.00 m (49.21 ft). If, with 15 m span, the empty weight C.G. position is within the permitted range (see Flight Manual, page 21, 22A, 22B) then the 16.6 m (54.46 ft) version is within the limits too.

The tail skid (or wheel - if installed) is placed on a scale and jacked up such that a wedge-shaped block 100 : 4.4, placed on the rear top fuselage, is horizontal along its top edge.

The weight on the tail skid or wheel "W₂" is now read off with the wings held level.

The distances a) and b) are measured with the aid of a plumb line or extracted from the last weighing report. The sailplane is weighed to establish its empty weight. The sailplane should be weighed without pilot, without parachute and always without water ballast, but including all fixed equipment. The empty weight C.G. position must lie within the range quoted on page 22 of the Flight Manual.



Datum (BE): Wing leading edge at root rib

Leveling means: Upper edge of 100:4.4

wedge on rear top fuselage
horizontal

Distance main wheel: a = 100 mm/3.94 in.

Distance tail skid : b = 4096 mm/13.44 ft.

Distance tail wheel: b = 4066 mm/13.34 ft.