






Ventus b/16.6

FLIGHT MANUAL

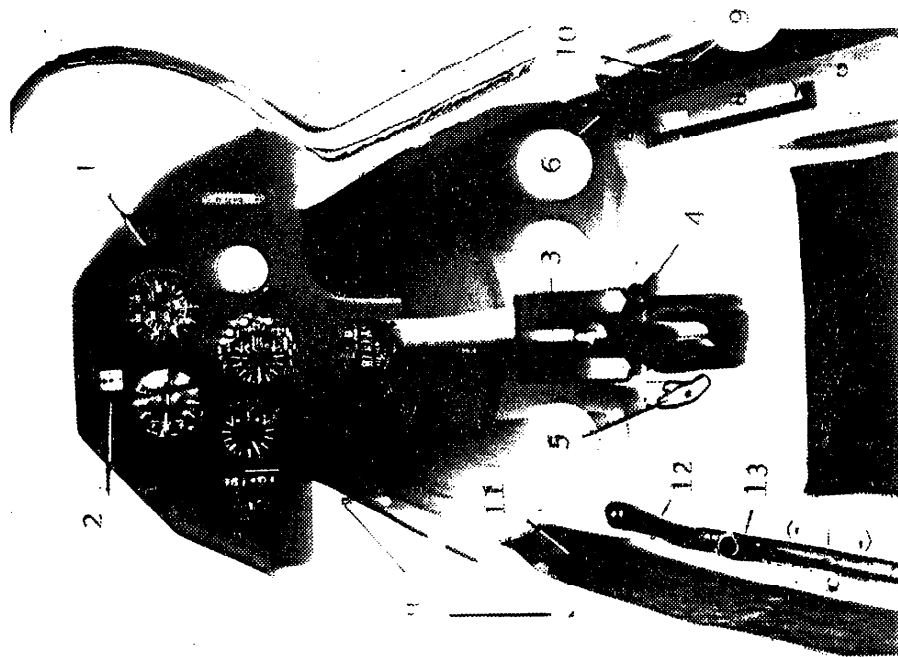
AMENDMENT LIST
(log of revisions)

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	Sept 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	April 1989 
9.	<u>Technical Note No. 349 - 15:</u> Nose and c/g tow release mechanism	24	April 1989 

ventus b/16.6

FLIGHT MANUAL

1.2 Cockpit description



All instruments and controls are within easy reach of the pilot.

(1) Instrument panel

Four screws secure the instrument cover to the panel and to its tubular mounting frame. Panel rises under light pressure after opening the canopy.

(2) Ventilation

Small black knob on the left side of the instrument panel.

Pull - Closed
Push - Open

In addition, the sliding window or the airscoop in the window may be used for ventilation.

(3) Wheel brake

The brake lever is mounted to the control stick.

(4) Rudder pedal adjustment

Black T-shaped grip on the right side base of the instrument console.

Forward adjustment: Release the locking device by pulling the T-grip. Push pedals with heels into desired position and let them engage the nearest notch.

Backward adjustment: Pull pedals back with T-grip into desired position. Forward pressure with heels (not toes) will engage pedals into the nearest notch with an audible click.

The rudder pedals may be adjusted on the ground and in the air.

3.3. Emergency Canopy Jettisoning

The procedure for jettisoning the canopy is as follows:

1. Push canopy locking lever with red knob on left canopy frame forward and raise canopy.
2. Push red knob on right side below canopy frame forward.
3. Throw off the canopy.

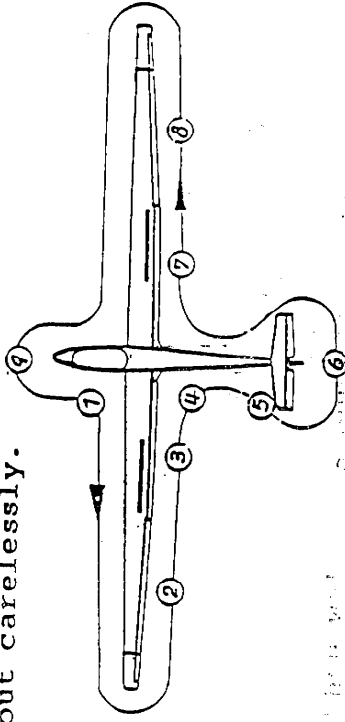
The canopy coaming frame of the fuselage is made of fiberglass laminates, strong and without sharp edges, so the pilot may use it for support when bailing out.

The forward hinged instrument panel rises under light pressure by hand or with the legs, thus allowing for an easier emergency exit.

4. Normal Operations

4.1 Daily Inspection

Before commencing the day's flying or after rigging the sailplane it is very important to inspect it carefully, as accidents often occur when these daily inspections are neglected or carried out carelessly.



When walking around the sailplane, check all surfaces for paint cracks, dents and unevenness. In case of doubts, ask an expert for his advice.

- (1) a) Open canopy and check forward hinged instrument panel for proper function
- b) Check that the main bolt is fully home and secured
- c) Make a visual check of all control circuits in the cockpit
- d) Check controls for full, correct and free movements
- e) Check for foreign objects