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FLIGHT MANUAL

for the sailplane model

VENTUS B 16.6

Translation of the German Manual

Issue: April 1983

This manual must be carried on board at all times.

It refers to the sailplane

Model : Ventus b/16.6

Registration No. : . . . . . .

Serial No. : . . . . . .

Manufacturer : . . . . . .

Owner : . . . . . .

Sections 2, 3 and 4 comprise the approved Flight Manual.
Compliance with all these sections is required for Canadian registered gliders.

Approval of translation has been done by best knowledge and judgement. – In any case the original text in German language is authoritative.

24. April 1989

LUFTFAHRT-BUNDESAMT BRAUNSCHWEIG

Table of contents Page No.

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LUFTFAHRT-BUNDESAMT BRAUNSCHWEIG

AMENDMENT LIST

(log of revisions)

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

b) Cloud Flying (not approved in Canada)

In addition to the equipment listed in a):

Turn & Slip indicator with slip ball

Magnetic compass

Variometer

VHF Transceiver

Temperature indicator (when flying with water ballast)

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).

4.8 Cloud Flying (not approved in Canada)

This sailplane is sufficiently robust and stable for cloud flying. It is simple to control and is stable in turn.

Nevertheless certain basic rules must be observed.
Avoid flying close to the stalling speed or exceeding the operating limitations under any circumstances.
It is recommended that the airbrakes are extended when exceeding a speed of 130 km/h (70 kt) or if the load factor is above 2 g.
The additional equipment required for cloud flying is to be observed and is shown on page 25, section 2.9.

4.9 Flying at Temperatures below Freezing Point

When flying in temperatures below 0° C (32° F), (as in wave or during the winter months) it is possible that the control system will not operate with the usual ease and smoothness. Ensure that all control elements are free from moisture so that there is no danger of them freezing solid. This applies especially to the airbrakes.
It has been found beneficial to cover the mating surfaces of the airbrakes with Vaseline along their full length so that they cannot freeze solid.

Move control surfaces at frequent intervals.

When flying with water ballast note the instructions on page 44, section 4.7.