

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	Oc 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/q tow release mechanism	24	Apr 1989

Ventus b/16.6

FLIGHT MANUAL

The determination of the C.G. ranges as shown in the diagrams on page 22 A and 22 B is done with the following cockpit loads:

Forward C.G.

positions : With a maximum seat load of 110 kg (242.5 lb) and with maximum permitted water ballast

Rearward C.G.

positions : With various minimum seat loads and with 2 kg (4.4 lb) load in baggage compartment

For easier determination of the "empty" weight C.G. position the table on page 21 A shows at various empty weights the maximum permissible loads on the tail skid (or tail wheel - if installed) with various seat loads (with reference to the rearmost C.G. position).

Just determine the actual load on the tail skid or wheel with the sailplane being in the weighing attitude (main wheel on the ground, tail jacked up as described on page 20, section 2.6 a).

If the determined load on the tail skid (or tail wheel - if installed) is below the value shown on page 21 A, the C.G. position is within the permitted range.

For sailplanes fitted with a tail wheel the values in the table on page 21 A must be increased by a factor of 1.007.

4. b) Check that the static ports below the main spar cut-out and on the tail boom (80 cm/31.5 in. forward of the leading edge of the fin) are clear
5. a) Check condition of tail skid (or wheel - if installed, tire pressure 2.0 bar/28 psi).
b) If a T.E. Compensator is used, mount it and check the line. When blowing gently into the T.E. probe, Variometer should read climb
6. a) Check horizontal tailplane for correct attachment and locking
b) Check elevator and rudder for free movement
c) Check trailing edge of elevator and rudder for damage
d) Check elevator and rudder for unusual play by gently shaking the trailing edge
7. See (3)
8. See (2)
9. Check that the static pressure ports near the instrument panel and the Pitot tube are clear. Blowing gently into the Pitot tube ASI should register
10. By removing the connectors behind the instrument panel water may be drained from Pitot-, Static- and T.E. Compens. lines

After heavy landings or after the sailplane has been subjected to excessive loads, the resonant frequency of the wing should be checked. The last inspection report of this serial number will show the exact figure.