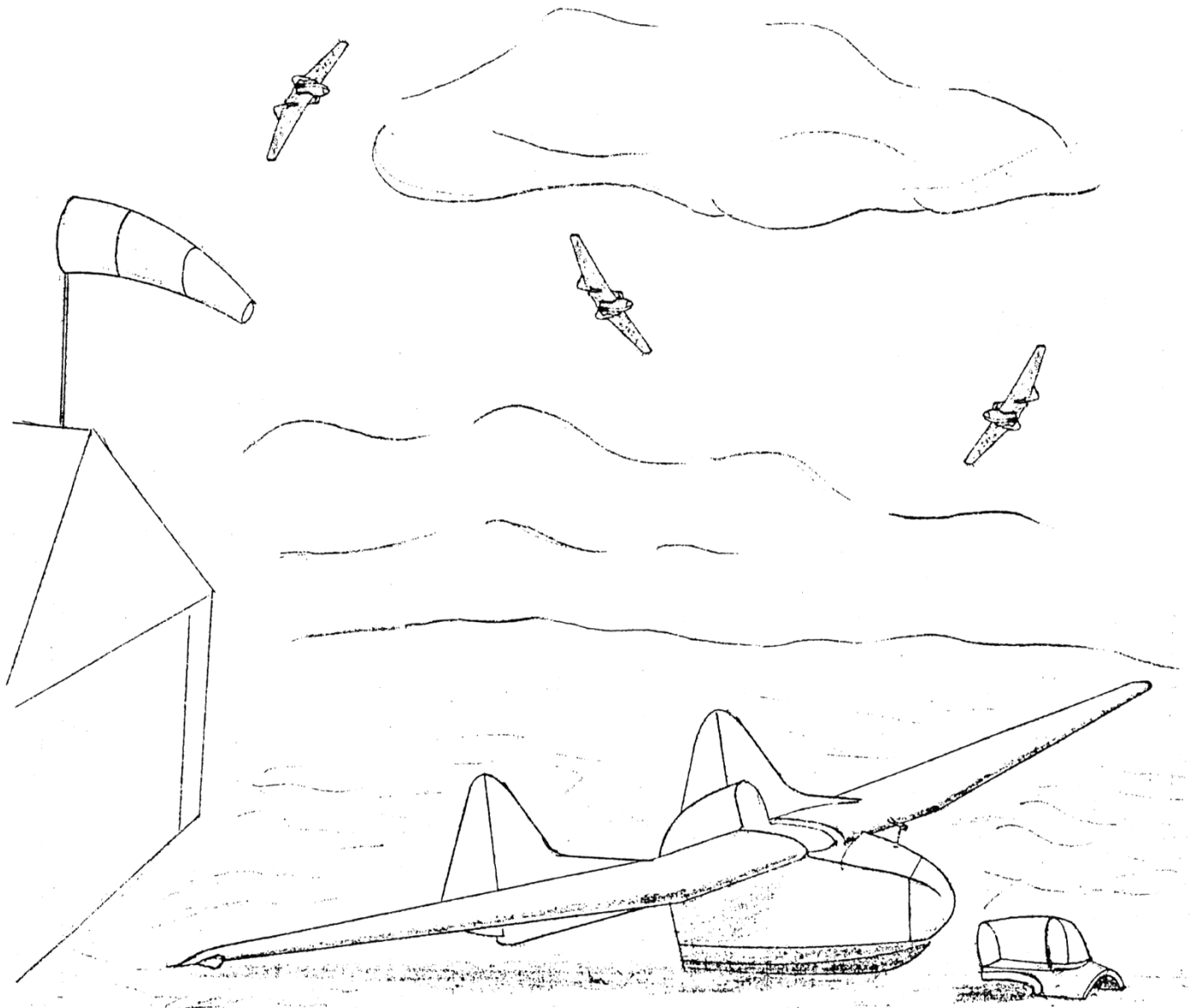


MAINTENANCE MANUAL



TAIL-LESS SAILPLANE
CH. & J. FAUVEL
A.V. 36

PRIOR TO A DAY OF FLYING

Cockpit

- Check canopy for dirt, dust and deformations. Pay special attention to the rubber seal of the cockpit cover. No air should be allowed to enter the cockpit because, in addition to the discomfort of the pilot, this air escaping through the windows causes turbulent eddies which can be felt on the elevator control in certain flight conditions, thus forcing the pilot to keep the windows closed. This effect is not dangerous only annoying.
- Check the windows to see if they function properly and are not gaping. Gaping would increase the effect mentioned above.
- Check the cockpit latch for ease of operation.

Instruments

- Check all instruments for operation, making sure all static and dynamic pressure pickups are clean and unobstructed

Controls

- Check the controls for freedom, particularly the towing release; check the hooks for simultaneous operation.
- Check the towing hooks latches for lubrication. It is important that the latch be clean and coated with thick grease on its hook bearing surface.

Skid

- Check steel strips for wear and tight attachment, eventually replace worn parts, or tighten loose attachments.
- Check rubber shock absorbers, replace if torn or cracked.

Inspection Doors

- Remove red screened doors used for ventilation during storage and replace by normal doors.

Towing Cable

- Check the cable for good shape, the rubber balls must be well secured on the cable and the towing ring must not be damaged. Make sure that the balls force slightly through the ring; lubricate the swivel and check that it rotates freely.

- If the glider has been left out or flown in the rain, check if some water got into it and if so, drain it.
- Wash the glider with a sponge and clear or slightly soapy water.
- Remove all inspection doors and replace by screened doors for the internal ventilation during storage
- Wash canopy and clean it with a good polish for plexiglass.
- Check the towing hooks.

NOTE:

1. The same checking of controls, cockpit, etc., should be made prior and after a day of flying since the person who will store the sailplane is not necessarily the same who will ready it for the next day of flying.
2. All ventilation screened doors should be painted red and should have attached to them a red ribbon about 2 feet long.

PERIODIC MAINTENANCE AND LUBRICATION

- A. Every 10 hours flight or weekly
Lubricate all points as shown on lubrication chart
- B. Every 25 hours flight or monthly
Remove all inspection doors, nose cover, pilot seat, main bulkhead and head fairing inspection doors. Check all controls, cables, pulleys. Lubricate as per lubrication chart. Check landing skid. Check instruments in cockpit.

- C. Every 50 hours flight or every 3 months

Same inspection as B. with, in addition, check for corrosion of metal parts, mildew of the wood, tightness of bolts and screws. Inspect all plywoods, fabric covering and paint. Check all controls for smoothness, cable tension, angular movement of pedals, control column, control surfaces, etc.

Check completely landing skid, shock absorbers and steel liners.

C. Every 50 hours (cont 'd)

Cheek all instruments in cockpit; cockpit. cover for good fit and ease of jettisoning, cockpit seal, canopy for cleanliness and scratches.

Check all attachment points of pilot harness.

Ventilate the inside of the sailplane by using a fan or better a vacuum cleaner; proceed compartment by compartment and allow at least 15 minutes per compartment.

Check that all placards are in good order and legible.

Inspect towing cable and ground handling equipment.

Lubricate as per chart.

GREASE AND OIL

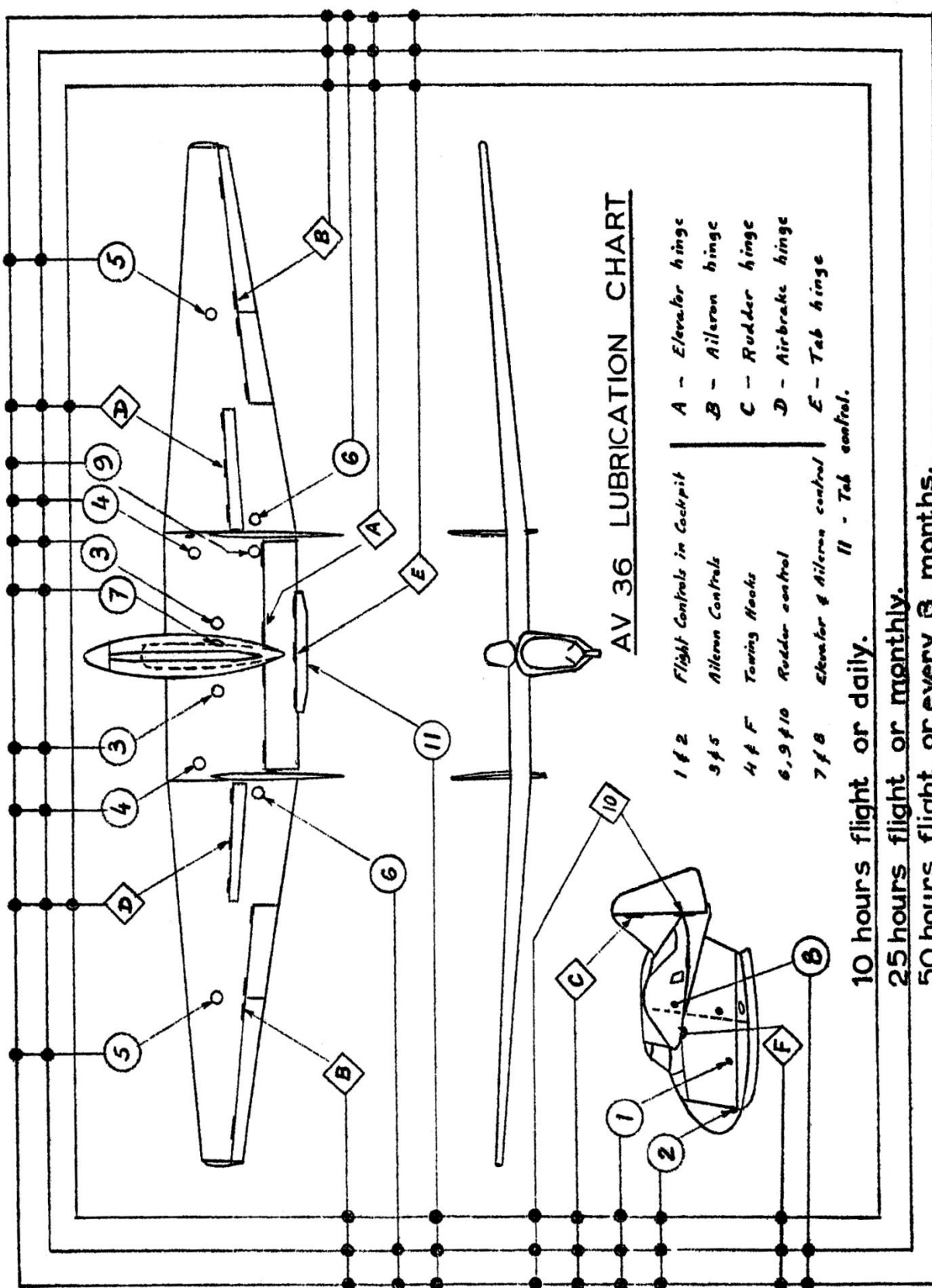
Any good grade of grease and oil is acceptable. However, it is advisable to use a good type of antifreeze grease for winter or high altitude flight.

It will be of advantage to use graphited oil and grease.

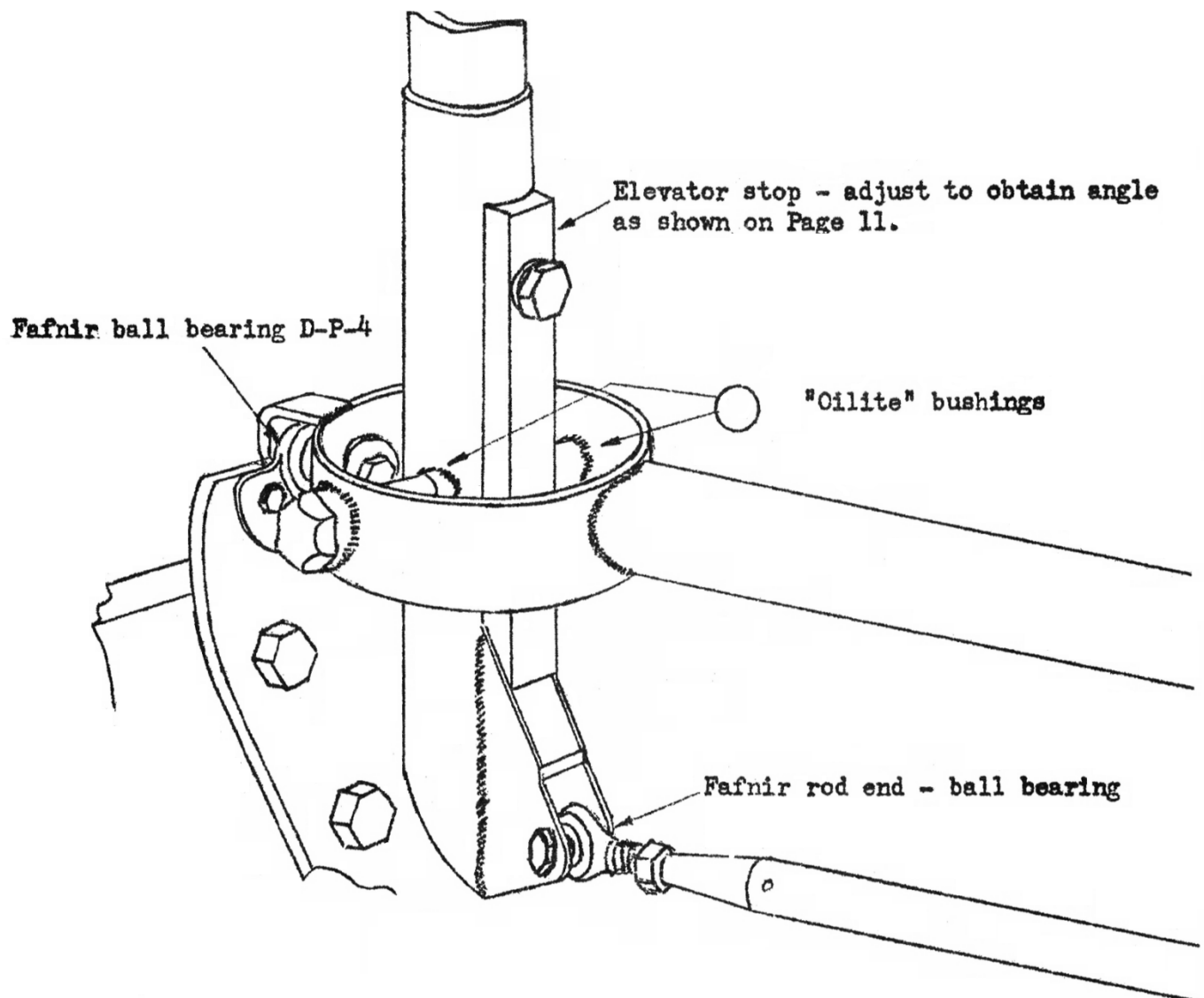
- NOTES 1. Control cables - The parts which will remain straight can be dipped in hot wax paraffin prior to assembly, thus their lubrication will be settled once and for all. The parts passing over pulleys will have to be greased (use a brush).
2. Hinges - It is important that the hinges be free from dust, sand, dirt or water. Wipe them carefully and grease with a brush.
3. Oilite Bushings - They need not be greased normally. However, an occasional drop of oil will be useful. Make sure that no dirt will be carried by the oil into the bushing as it would clog the pores of the oilite.
- 4 Ball bearings - All ball bearings are normally lubricated for life and require no attention. The Fafnir D.P.4 at the front of the control column will have to be kept packed with anti-freeze grease.

DETAILED LUBRICATION CHART ON THE FOLLOWING PAGES.

INSPECTION FOR TYPE APPROVAL ON PAGE 10, 11 and 12

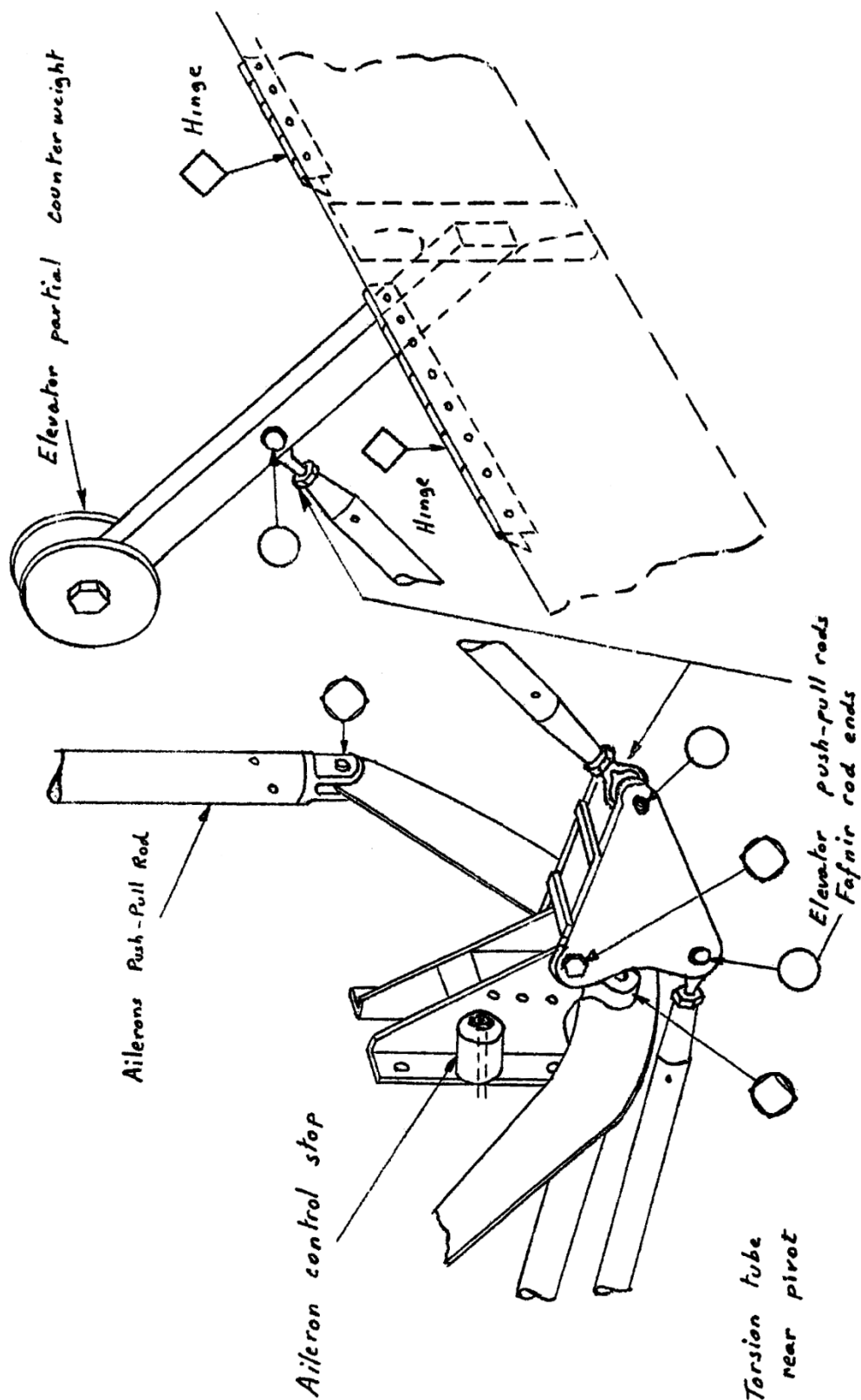


ELEVATOR & AILERONS CONTROLS



NOTE: Fafnir ball bearing rod end do not require lubrication.
Lubricate with oil if "uniball" rod end are used.

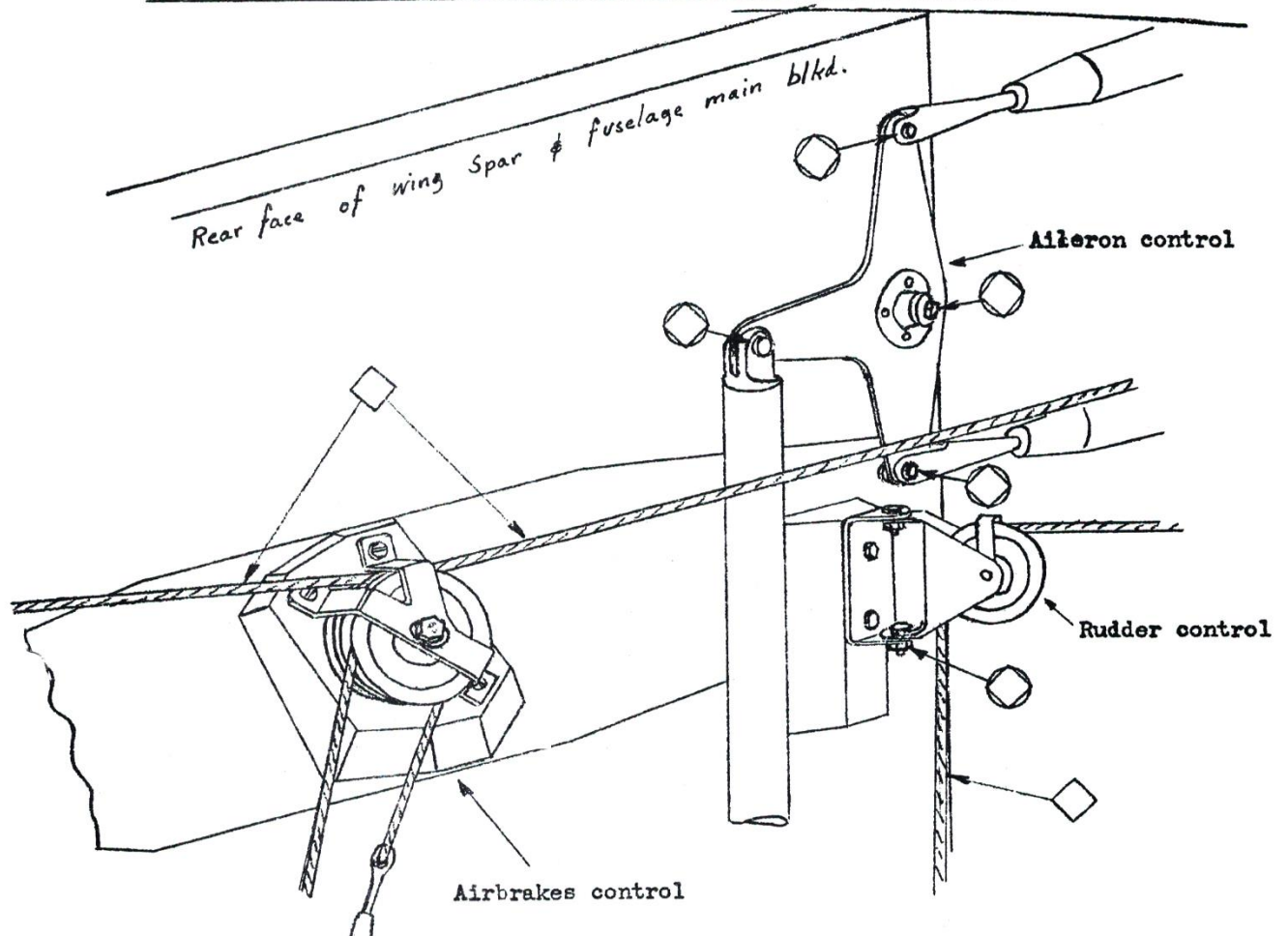
ELEVATOR & AILERONS CONTROLS.



Lubricate with:

◇	Anti-freeze grease	○	oil.
◇	Oil or grease		

Note: - Fafnir ball bearing rod ends do not require lubrication

AILERONS, RUDDERS & AIRBRAKES CONTROLS

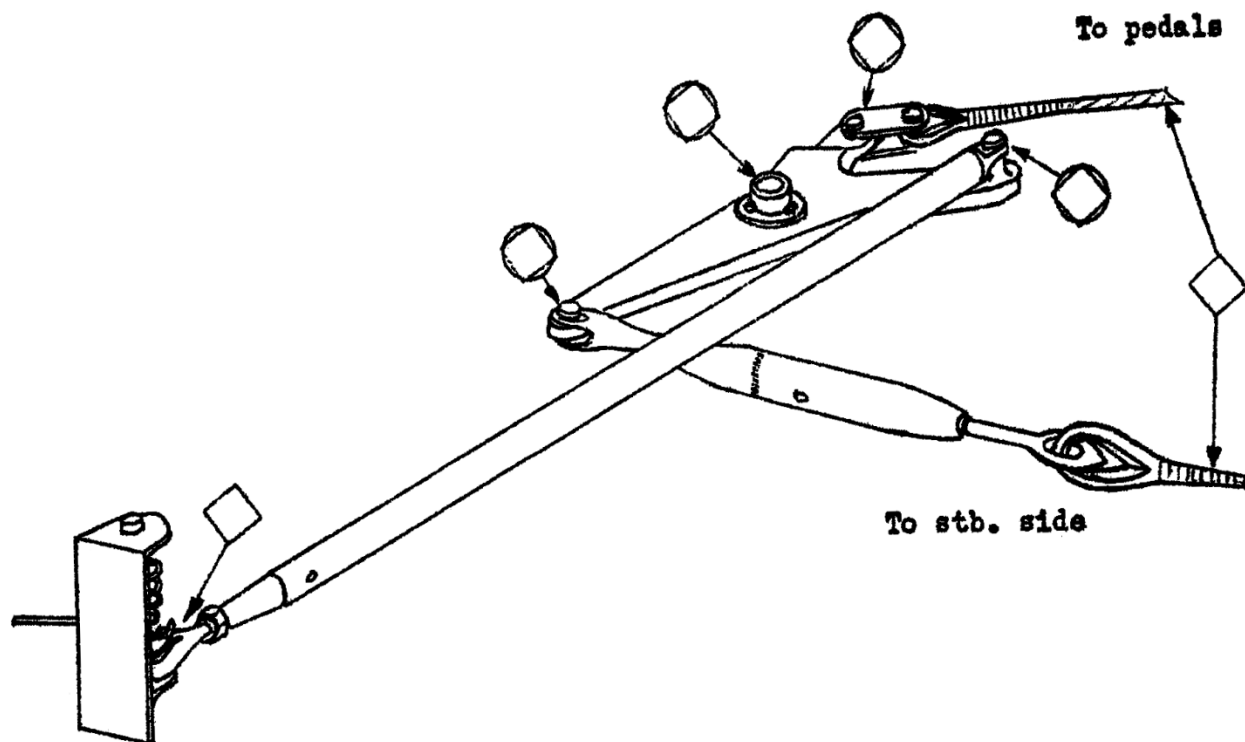
Lubricate with either oil or antifreeze grease.

AN pulleys are lubricated for life

Cables should be kept coated with grease

Access to these controls through inspection doors in main bulkhead and canopy fairing.

RUDDER CONTROL



Lubricate with:



antifreeze grease



oil

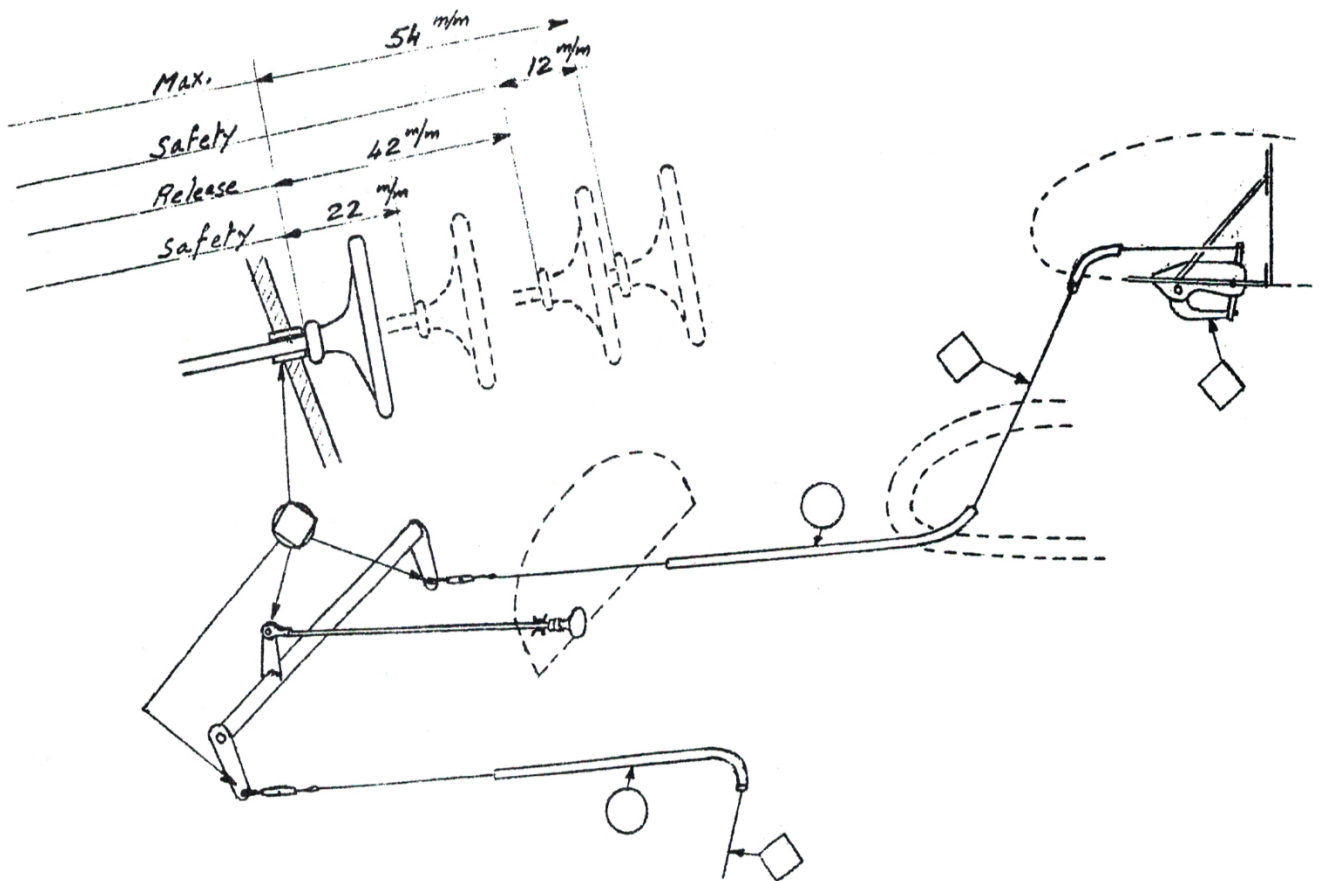





either oil or grease

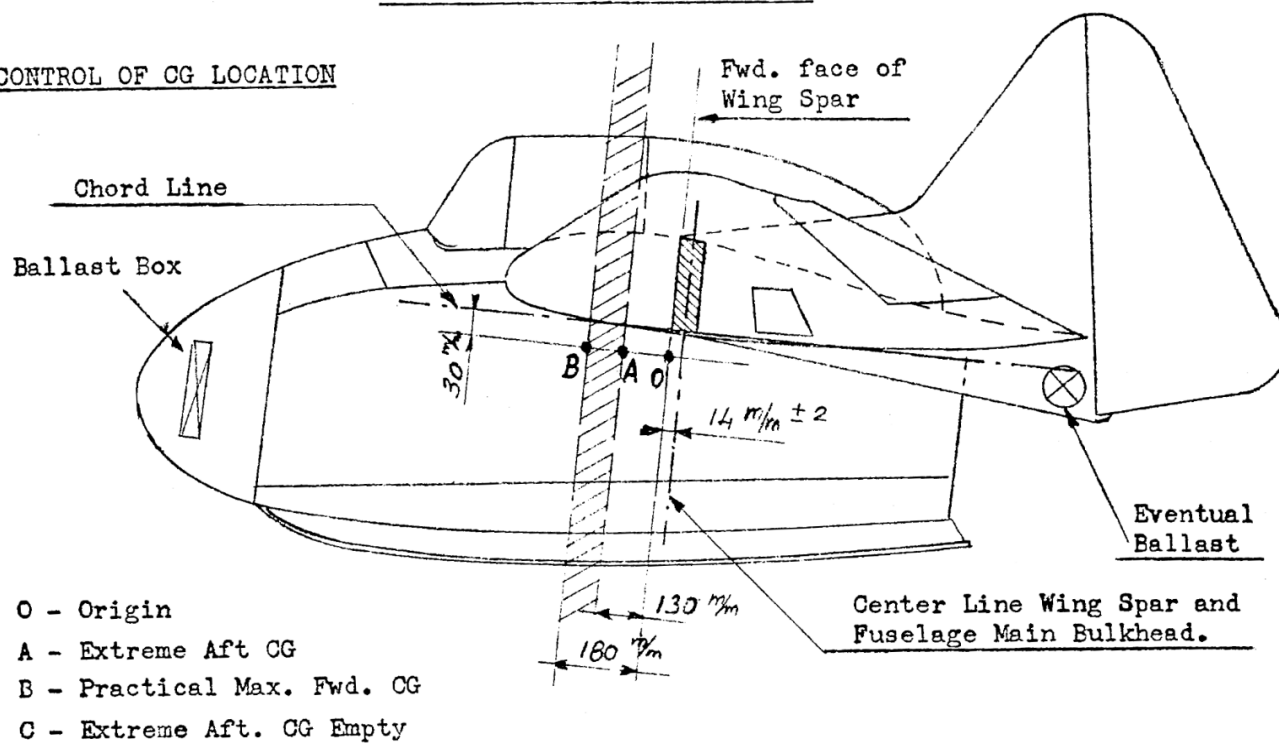
NOTE: When adjusting rudder control, above connecting rods must be kept at exactly the same length.

- Block pedals at the position shown on page 12.
- Adjust rudders to zero angle, then adjust turnbuckle shown above in order to maintain both rudders at zero angle when a pilot holds normal pressure on both pedals.
- Differential angular movement is automatically correct.
- If full rudder does not reach or exceed requirements, correct at the pedal turnbuckles.

HOOKS RELEASE CONTROL



Lubricate with:  anti freeze grease  oil
 either oil or grease

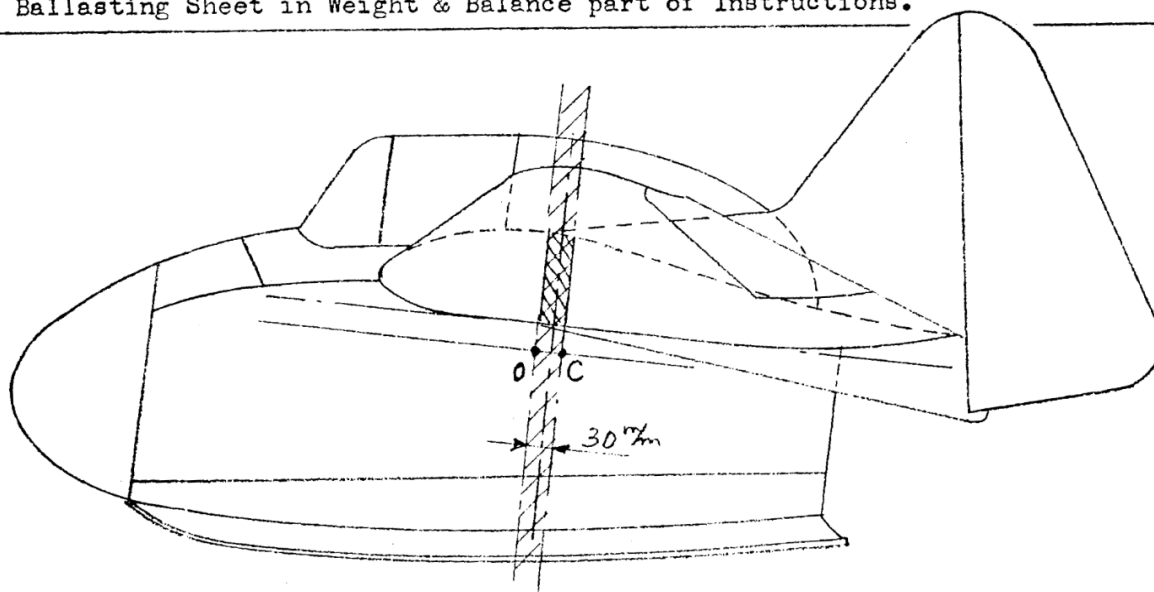
INSPECTION FOR TYPE APPROVALCONTROL OF CG LOCATIONSAILPLANE FULLY EQUIPPED WITH PILOT ABOARD

LIMITS OF WEIGHT - GROSS WEIGHT : MAX. 496 lbs.

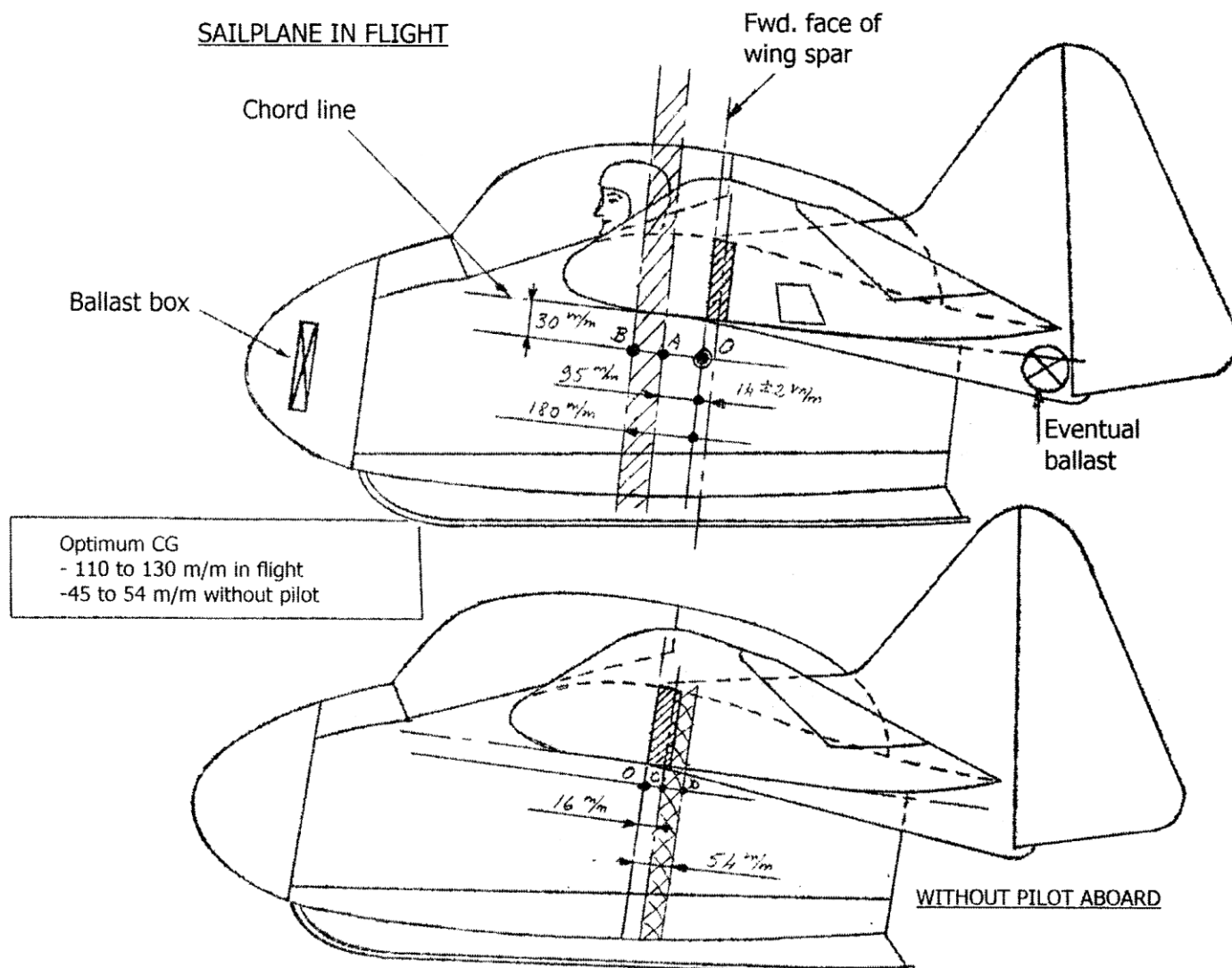
- EMPTY WEIGHT : 235 lbs. to 258 lbs.

NOTE: If empty weight exceeds 258 lbs., flight restriction will be imposed as sailplane does not meet requirements for category Acrobatic

See Ballasting Sheet in Weight & Balance part of Instructions.

SAILPLANE FULLY EQUIPPED WITHOUT PILOT ABOARD

Control of CG Location

SAILPLANE IN FLIGHT

BALLAST CHART REFER TO WEIGHT AND BALANCE MANUAL AND MAINTENANCE MANUAL
 - SUPERSEDES ALL PREVIOUS INFORMATION FOR BALANCE.

Pilot's weight

No. of ballast plates:

C.G. Normal

Aft limit

INSPECTION FOR TYPE APPROVAL