

**Manual amendments**

No	Page	Description	Date	Signature
12	23, 36, 61	Additional tow hook for aerotow TN 826/21	Oct. 89	
13	6, 7, 9, 11, 12, 29, 31,34, 35, 35a	Option BEA automatic propeller brake - engine retraction TN 826/23	Sept.90	
These amendments must be included only if a BEA is installed				
14	1, 2, 2a, 19, 23, 28, 37, 43, 45, 59, 61, 62, 64	Manual revision TN 826/24	Aug. 91	
15	2,2a,26,2845,61,65 remove page 17a	Manual revision TN 826/26	Aug. 92 Nov. 92	
16	19	Manual revision TN 826/35	March 97	
17	1, 6	Propeller (Option) TN 826/36	June 97	
These amendments must be included only if TN 826/36 has been executed				
18	9a	Parking brake combined with an airbrake securing device (Piggott-Hook) TN 826/40	Jan. 01	
19	46, 64	Manual revision TN 826/45	June 04	

Use an 8 mm wrench (supplied with your glider) to tighten the front mounting bolt. Turn it so, that the securing spring engages into the slit of the bolt.

Check for correct elevator control connection by looking through the plexiglas window at the upper surface of the stabilizer.

6. Tape the gaps of the wing-fuselage junction.

7. Positive control check.

**5.2 Rigging of the 17 m insertable wing tips**

1. Disassemble the small 15 m wing tips. Use a diameter 6 mm pin for pressing in the locking pin on the wings bottom side.

2. Insert the 17 m wing tip into the wing. Press in the locking pin with your finger. Insert the wing tip as far as the aileron connector starts to slide into the ailerons slot.

Strike firmly with the palm of your hand on to the wing tip to lock in the wing tip extension.

**5.3 Disassembling of the wing tip**

This has to be done analogous to the small 15 m wing tips.

The rigging of the small 15 m wing tips has to be done analogous to the 17 m wing tips.

**Power plant trouble shooting****1. Extension and retraction doesn't work**

- A. Blocked retraction - extension mechanism although the electrical system still working: refer to maintenance manual sect. 1.10.4 page 15
- B. Faulty electric
  - Defective relay
  - Defective switch at control stick or defective cables
  - Defective DEI

In all cases use the emergency switch see flight manual sect. 3.8 page 25.

**2. Engine starting problems**

Refer to flight manual sect. 4.3.2 page 32

**3. Starter motor doesn't work**

see flight manual sect. 3.7 page 25

**4. Engine doesn't reach ground test RPM**

- A. The most frequent reason is the carburettor needle valve is not shutting off completely.
  - Disassemble the needle valve referring to maintenance manual sect. 1.11.5 no. 2 page 17.
  - Switch on the ignition so that a jet of fuel comes out of the valve hole to clean the valve seat. Assemble the needle valve again (the dirt particles may be so small that you won't see them).
- B. Dirt in the main nozzles: see maintenance manual sect. 1.11.5 no. 1 page 17.
- C. Dirt in the fuel filter: Replace or clean the filter, see maintenance manual sect. 3.4.1 no. 3.
- D. Throttle or choke butterfly valves don't open fully.
  - Lubricate the bowden cables or replace them if bent.
- E. Faulty ignition see 7.
- F. Fuel lines clogged or kinked. Check fuel flow rate, see maintenance manual sect. 1.11.3.
- G. Incorrect indication of the CHT-probe, this will occur in the case of the probe coming loose.
  - Check the condition of the thread. Retighten the probe see maintenance manual sect. 1.9.10(b).