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LETŇANY

PILOT'S NOTES FOR THE BLANIK L-13 SAILPLANE

2nd REVISED EDITION - 1967

AERONAUTICAL WORKS - LET KUNOVICE - CZECHOSLOVAKIA

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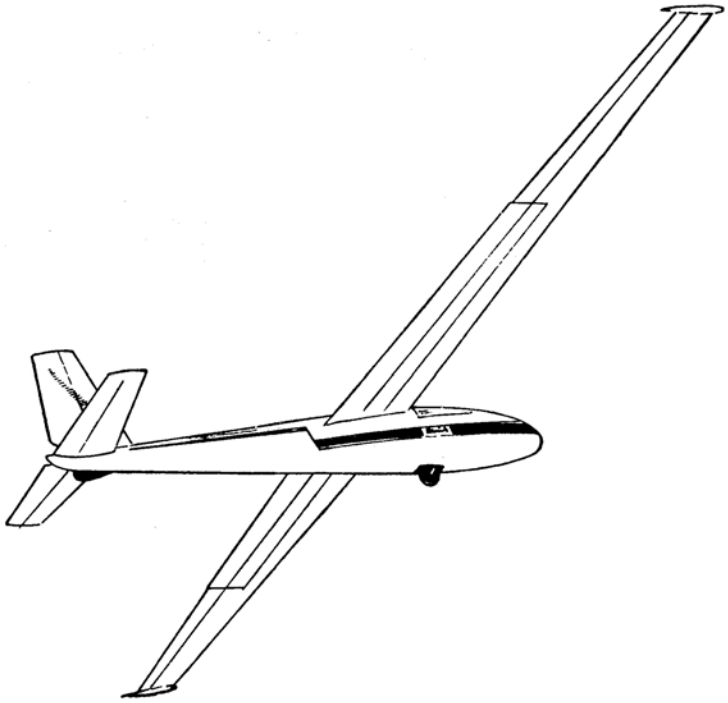
FOR THE
BLANIK L-13 SAILPLANE



FOREWORD

These Pilot's Notes are intended to be used by qualified sailplane pilots ony and so no attempt has been made in them to give any basic instruction

For further technical details about the sailplane, reference should be made to the publication "Technical Manual of the L-13 Sailplane".

Any amendment to this publication will be issued by the manufacturer in the form of Service Bulletins. The incorporation of any such amendment should be recorded in the Amendment List given on page 4.

AMENDMENT LIST

Note: "I" or "S", as appropriate, indicating either an Information or a Service bulletin, should be entered in the column headed "Class of Bulletin"

Item No	Bulletin No	Class of Bulletin	Alternating made in the following paras.	Carried Out by
1	L 13/024	Service	10., 12.	Editor

1) PRE-FLIGHT PREPARATION

a) EXTERNAL CHECKS

Before entering the cockpit, a detailed inspection of the sailplane for proper condition should be carried out by the pilot. This inspection should include the following specific items: -

I. Check the glider log book for serviceability state.
II. Examine the sailplane for external damage.
III. Remove pitot cover or plug if fitted.
IV. Check that all wing and tailplane attachment and control assembly pins are Secure.
V. Check that all detachable panels are secure.
VI. Check that the undercarriage is lowered, and that the tyre and oleo are normally inflated [tire pressure 37 1b./sq.in. (2,6 kp/sq.cm.), oleo 470 +/- 15 b./sq.in. (33 +/- 1 kp./sq.cm.)].
VII. Check that the canopy jettison lever has not been operated accidentally, and that the sealing wire is intact.
VIII. Inspect the cockpit hood for damage and, if necessary, clean it and demist the interior.
IX. Check the controls, flaps, air brakes, and trim control for full and free movement and operation in the correct sense.
X. Inspect; the cockpit, including all instruments, for proper condition, and make sure that the safety harnesses are not damaged and are securely attached to the glider. Remove all loose articles not wanted in flight and, if the sailplane is to be flown solo. Secure the rear safety harness and seat cushions.

b) PRE TAKE-OFF CHECKS

(refer to Figs. 1 and 2 for location of numbered items)

I. Safety Harness: Enter the cockpit and fasten the safety harness ensuring that it is fully and tightly fitted.
II. Rudder Controls: The position of the rudder pedals should be adjusted with the pilot fully strapped in so that each pedal can be moved comfortably to the full extent of its travel without either foot having to be removed from the pedals.
III. The position of the rudder pedals in the front cockpit can be adjusted by means of the handle (25) on the cockpit floor just in front of the base of the control column. In the rear cockpit, adjustment to one of three possible positions may be obtained by first removing the locking pin on the back of each pedal (2).
IV. Trim: Check the trim tab control (5) for full and free movement; and set to a position slightly forward of neutral or as otherwise may be determined by experience.
V. Flaps and Air Brakes: Check the air brakes (3) and flaps (4) for full and free movement, ensuring that the air brakes are fully retracted and the flaps set to the desired position for take-off.
VI. Cable Release: Check the cable release mechanism for proper functioning by operating the release handle (8).
VII. Instruments: Set the barometric pressure scale on the altimeter (17) to the required reading by means of the knob (18). Check that the variometers (11 and 12) read zero. By means of the switch (20), switch on the turn indicator and check it for proper functioning. If an electric artificial horizon is fitted, switch it on for a short period in order to check it for proper functioning (refer to para. 5 for more detailed information regarding the use of the LUN 1202 artificial horizon).
VIII. Flight Controls: Both the control column and the rudder pedals should be checked again for and free movement in all directions. When checking the aileron controls, the wing tip should be lifted clear of the ground so as to prevent damage to the aileron.
IX. Wheel Brake: Check the wheel brake lever (6) for free movement, and ensure that it is in the fully off position.
X. Cockpit Hood: Check that the cockpit hood is properly closed and locked.

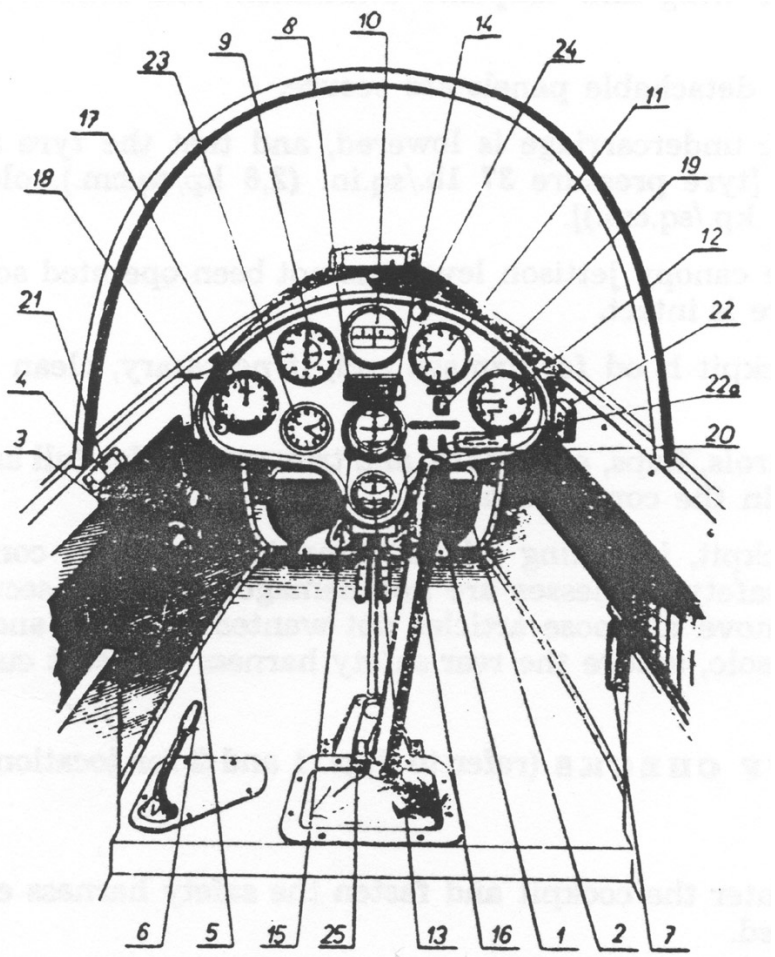


Fig. 1. Front Cockpit
Including optional extra instruments

1. Control column. 2. Rudder pedals. 3. Air brake control. 4. Flap control. 5. Elevator trim tab control. 6. Wheel brake lever. 7. Towing cable release handle. 9. Airspeed indicator. 10. Com- pass. II. Variometer 0-5 m/sec. 12. Variometer 0-15 m/sec or 0-30 m/sec. 13. Turn and slip indicator. 14. Artificial Horizon. 15. A/H aircraft silhouette height adjusting knob. 16. A/H caging knob. 17. Altimeter. 18. Altimeter barometric pressure adjustment knob. 19. A/H "on/off" push button 20. Turn indicator switch. 21. Compass correction card. 22. Battery circuit breaker (on sailplanes up to 21st series only). 22a. Battery circuit breaker (on sailplanes of 22nd series and upwards). 23. Clock. 24. Ventilator. 25. Rudder pedal adjustment handle.

1.

Note: Items 14, 15, 16, 19, 22 (or 22a) and 23 are optional extras which are installed only at the customer's special request.

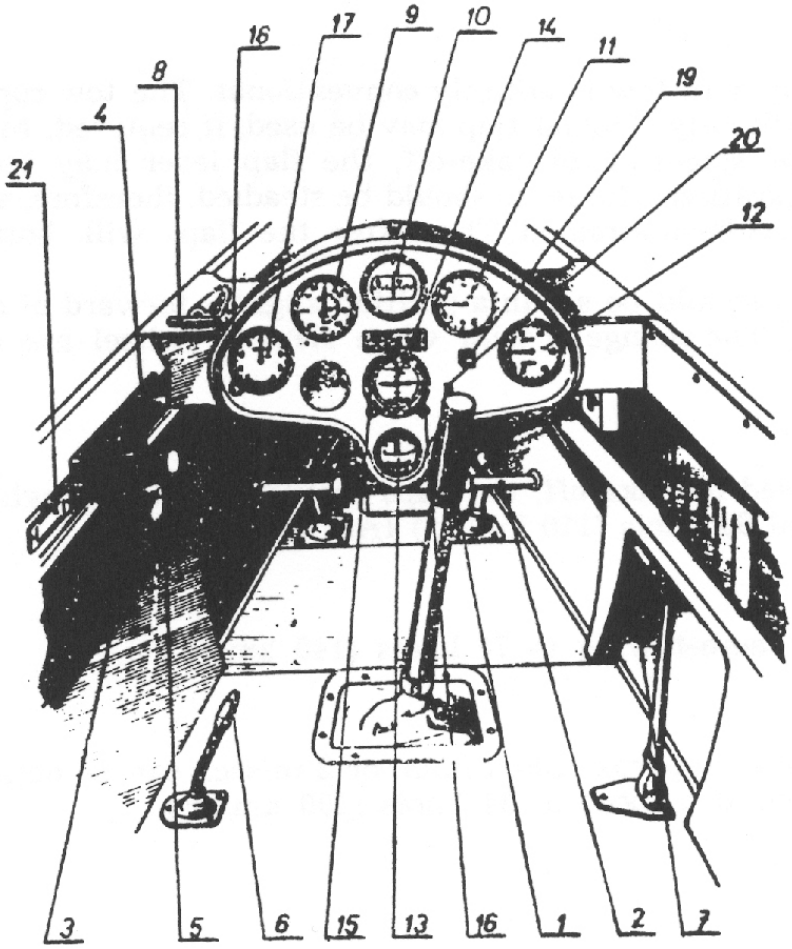


Fig. 2. Rear Cockpit (including optional extra instruments)

1 to 21 inclusive -These items are identical to those shown in Fig. 1. Item 12. Variometer 0-15 or 0-30 m/sec. is installed in this cockpit only at the special request if the customer. In addition, a first aid box is installed on the right hand side of this cockpit just under the instrument panel.

2) WINCH LAUNCHING

If original towing-bridle is used, the maximum weak link strength is 2,000 1b. (910 kp).

For maximum launch height, the side-towing bridle should be used. To reduce the possibility of "whipping", the towing-bridle should be laid out in front of the sail- plane before launching. During take off, as the control loads are very light, care should be taken not to climb too steeply at a low airspeed, and it is important when releasing the cable to pull the release handle fully so as to allow the cable hooks to fall off.

The nose hook, which embodies a back release mechanism, also may be used for winch launching.

Partial flap may be used during winch launching, if desired, in order to reduce the take-off run. A speed of 54 knots (100 km/hr.) should not be exceeded if the flaps are extended, or 65 knots (120 km/hr.) with the flaps retracted.

The recommended speed for winch launching is 43-54 knots (80-100 km/hr.).

3) AERO-TOWING

a) TAKE-OFF

The take-off technique by aero-tow is entirely conventional. The tow rope should be attached to the front hook only. Partial flap may be used, if required, to shorten the take-off run. In the initial stages of the take-off, the flap lever may tend to creep towards the flaps down position. The lever should be steadied, therefore, with the left hand until flying speed has been attained. Thereafter the flaps will hold whatever position is selected.

The elevator trim control should be set in a position slightly forward of neutral, and re-set on tow as required. The change of trim when flaps or wheel are retracted is negligible.

b) CLIMBING

If partial flap has been used for take-off, the flaps should be retracted when at a safe height or before a speed of 60 knots (110 km/hr.) IAS is reached.

c) LEVEL FLIGHT

The maximum speed for aero-towing is 76 knots (140 km/hr.).

d) DESCENDING

A satisfactory rate of descent (approx. 200 ft./min, or 2 m/sec,) can be obtained when the towing aircraft is flown at a speed of 54 knots (100 km/hr.).

4) MANOEUVRING

Partial flap should be used when turning in weak thermals so as to reduce the radius of turn and improve handling characteristics at low indicated airspeed.

5) OPERATION OF THE LUN 1202 ARTIFICIAL HORIZON

(see Figs. 1 and 2)

To operate the LUN 1202 Artificial Horizon, switch on the main circuit breaker (22 or 22a as appropriate) and press the push button (19). This should be carried out prior to take-off with the instrument caged (i.e. red warning flag showing). When the gyro is functioning correctly, a light will appear in a slot in the dial approximately 1 1/2 minutes after the instrument is switched on. To uncage, pull the right hand knob (16) when the warning flag will disappear. The instrument should not be uncaged until the sailplane is in level flight, and the gyro always should be caged before switching off. The left hand knob (15) may be used to adjust the height of the aircraft silhouette.

In an emergency, the gyro may be uncaged in level flight only 15 seconds after it has been switched on but, in this case, indications may not be very accurate and reliable indications will not be obtained until the glow discharge tube lights up.

6) STALLING AND SPINNING

Pre-stall'spin checks (refer to Figs. 1 and 2):

Height: sufficient for recovery.
Look-out: no other aircraft in the vicinity, especially below.
Trim (5): neutral
Air Brakes and Flaps (3 and 4): retracted and secured.
Cockpit Hood: locked and secured, ventilation shut.
Rudder Pedals (25): properly adjusted to allow full movement.
Safety Harness: fastened and tight.
Cockpit: loose objects removed and secured.

a) STALLING

The stall is entirely conventional, and the normal recovery action immediately effective. If the sailplane is stalled with the flaps down, recovery must be effected before a speed of 60 knots (110 km/hr.) IAS is exceeded. Pre-stall warning takes the form of slight buffeting from the tail surfaces.

b) SPINNING

The spin is steep but normal recovery action is effective. Entry is achieved by applying full rudder in the required direction of spin at about 32 knots (60 km/hr.) while the control column is held fully back. Loss of height occurs at about 320 feet (100 m.) per revolution when flown dual. The rate of spin is approximately 3.5 sees. per revolutions, and the attitude 60° to 70° nose down.

Because a speed of 60 knots (110 km/hr.) may be exceeded when spinning, especially during the recovery, it is **particularly important to ensure that the flaps are up and secured before entering a spin.**

WARNING — IAS errors. Because of interference with the airflow in the vicinity of the static vents, especially when a "pot" pitot head is fitted, errors in the airspeed indicator system may be considerable, both when spinning and when side-slipping**.**

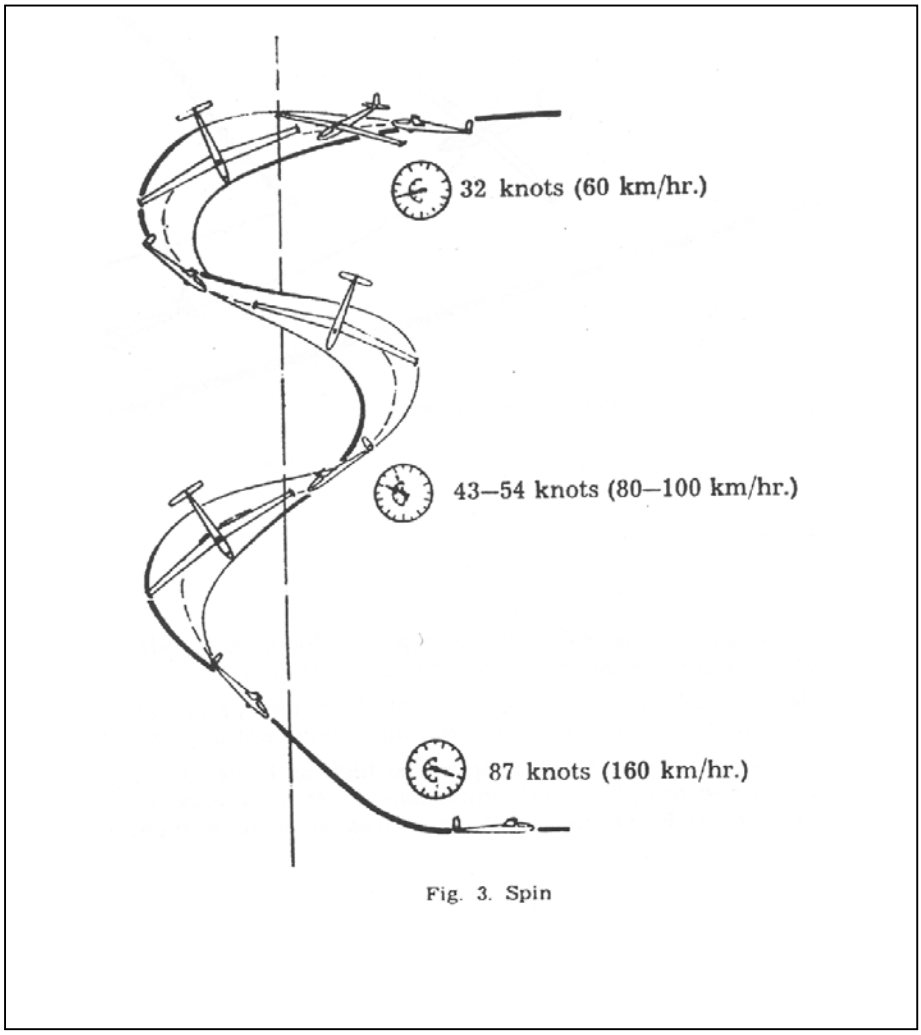


Fig. 3. Spin

7) SIDE SLIPPING

If a constant heading is to be maintained during a side slip. the maximum angle of bank will be between 10° and 20°. As a result, the side slip is not very effective means of loosing height in this sailplane- However, the rate of descent may be increased by the simultaneous application of flaps and air brakes.
The optimum speed for entry into a side slip is 41 knots (75 km/hr.) with flaps and air brakes retracted.

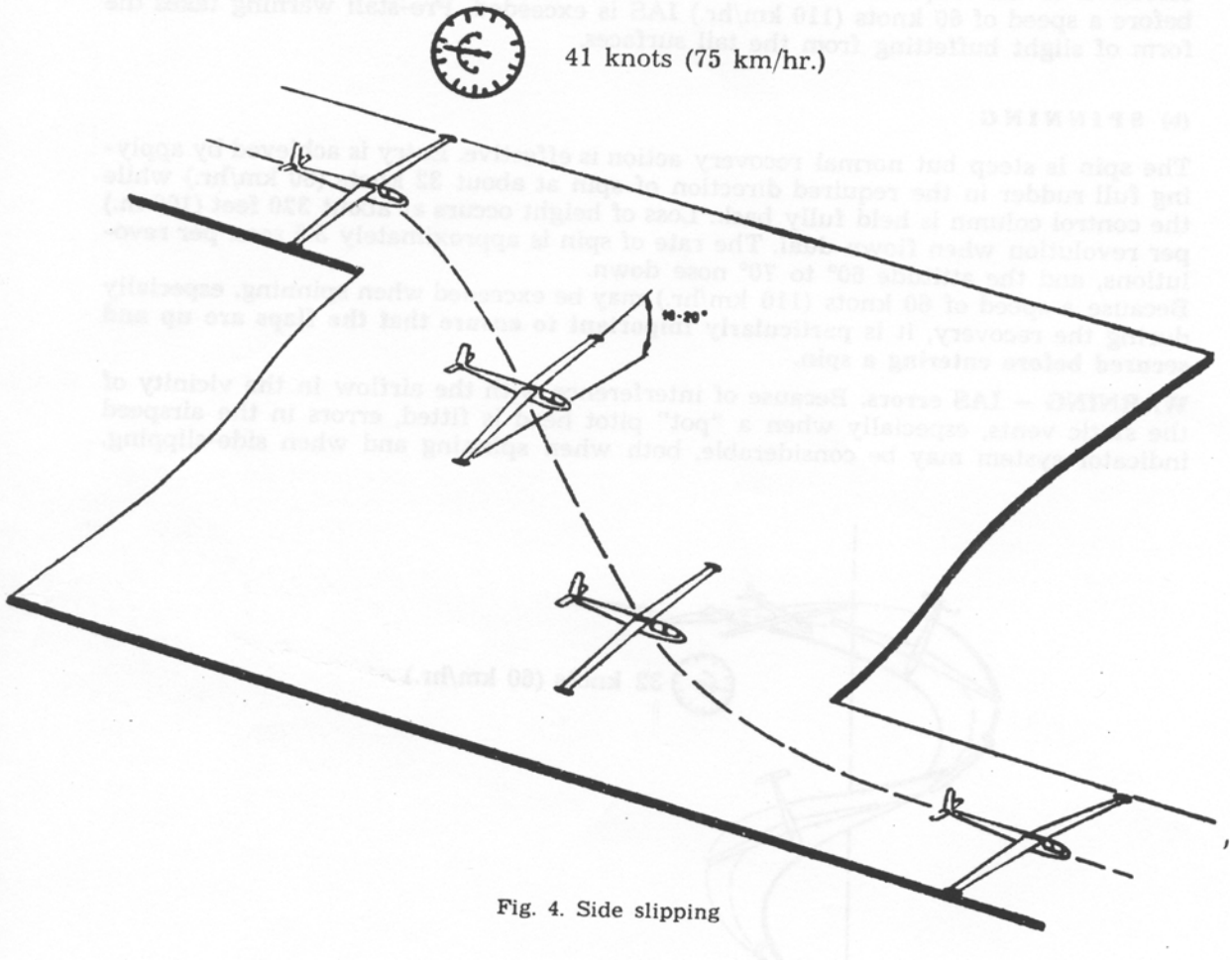


Fig. 4. Side slipping

8) AEROBATICS

a) LIMITATIONS

When flown solo, loops, stall turns, rolls off the **top of a loop, half rolls and loops,** slow rolls, and inverted flight are permitted in **the L13** sailplane.

When flown dual, loops, stall turns, rolls off the top of a loop, and half rolls and **loops** only are permitted. Slow rolls and inverted flight must not be attempted dual.

In a dive, the rate of acceleration of this sailplane is high and, therefore, great care must be taken not to exceed the placarded limitations or to pull excessive "g". To this end, **the air brakes must be applied early in a dive so as to prevent excessive speed building up.**

b) RECOMMENDED SPEEDS

The recommended indicated airspeeds for attempting the various acrobatic manoeuvres are as follows:

	Indicated Airspeed			
	Solo		Dual	
	knots	km/hr.	knots	km/hr.
Loop	67	160	97	180
Stall Turn	92	170	97	180
Roll off the top	97-103	180-190	103-108	190-200
Half roll and loop	70	130	76	140
Slow roll	81	150	—	—
Inverted flight	70	130	—	—

c) LOOP

Choose some line feature on the ground by which to keep straight during the manoeuvre. From level flight, put the sailplane into a moderate dive along the line of this feature. During the dive, do not re-trim column. Having gained an airspeed of 87 knots (160 km/hr.) if flying solo or 97 knots (180 km/hr.) if flying dual, gently raise the nose of the sailplane by slight backward movement of the control column, taking care not to apply excessive "g" forces, and maintain this rate of backward stick movement throughout the whole of the loop, but not making use of more than about 60% of the control column full travel. When the inverted position has been reached, the speed will be low and care should be taken not to stall the sailplane. After passing the inverted position, the control column should not be moved until the sailplane is vertical when it should be eased forward gradually as speed increases until the sailplane is flying level again.

During the whole of this manoeuvre, rudder should be used to prevent yaw, and ailerons to keep the wings level laterally. The stick forces required to maintain the loop decrease to a minimum at the top when the speed is low, and increase again as the speed increases in the ensuing dive.

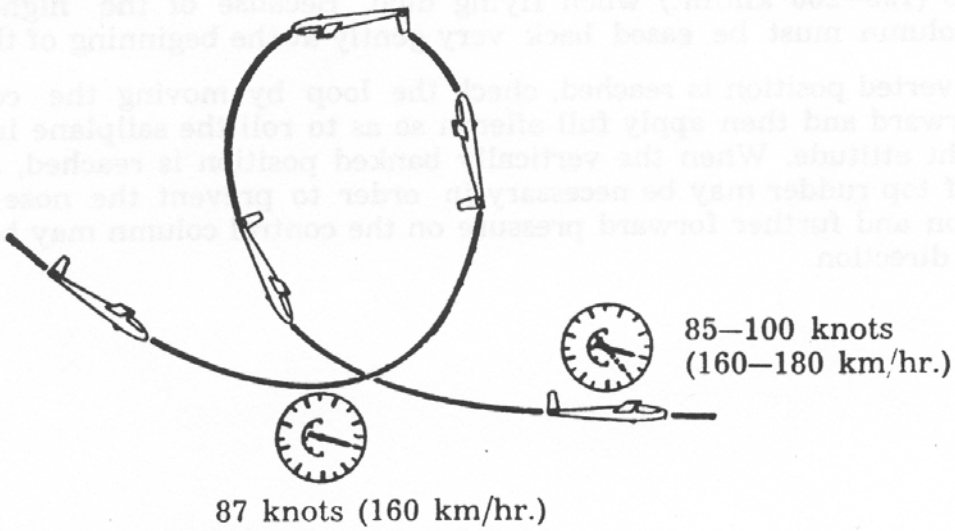


Fig. 5. Loop

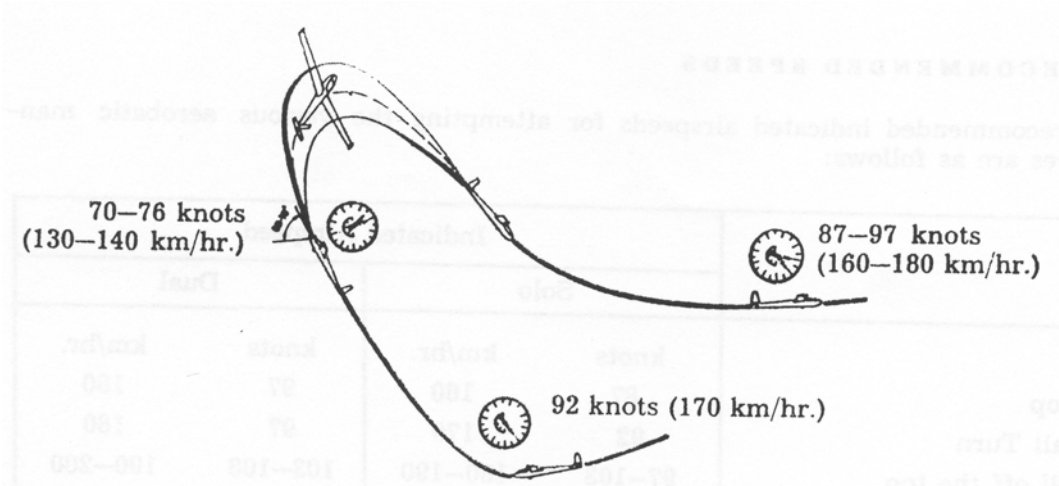


Fig. 6. Stall Turn

d) STALL TURN

Chose a line feature on the ground and fly along it in a shallow dive until a speed of 92 knots (170 km/hr.) is attained if flying solo or 97 knots (180 km/hr.) if flying dual. Ease the control column back to bring the nose up into an almost vertical climb, keeping the wings level by use of ailerons. Check the attitude by reference to the angle made by the wing tips with the horizon, and ease the control column forward slightly to maintain this attitude. As the speed falls to 70—76 knots (130—140 km/hr.), apply gradually full rudder in the required direction of turn so that the sailplane appears to rotate on the wing tip. Full deflection of the rudder should be reached when the sailplane heads about 45° in the direction of turn. The ailerons should be used against the direction of turn as necessary to prevent the sailplane rolling to the inverted position.

As the nose approaches the reciprocal heading, centralize the rudder and, keeping the wings level laterally by use of ailerons, ease out of the resulting dive, taking care not to apply excessive "g".

e) ROLL OFF THE TOP OF A LOOP

Begin this manoeuvre as in the first half of a loop but at the higher initial speed of between 97 and 103 knots (180-190 km/hr.) when flying solo, and between 103 and 108 knots (190-200 km/hr.) when flying dual. Because of the higher speed, the control column must be eased back very gently at the beginning of this manoeuvre.

As the inverted position is reached, check the loop by moving the control column gently forward and then apply full aileron so as to roll the sailplane into the normal level flight attitude- When the vertically banked position is reached, a considerable amount of top rudder may be necessary in order to prevent the nose falling below the horizon and further forward pressure on the control column may be necessary to maintain direction.

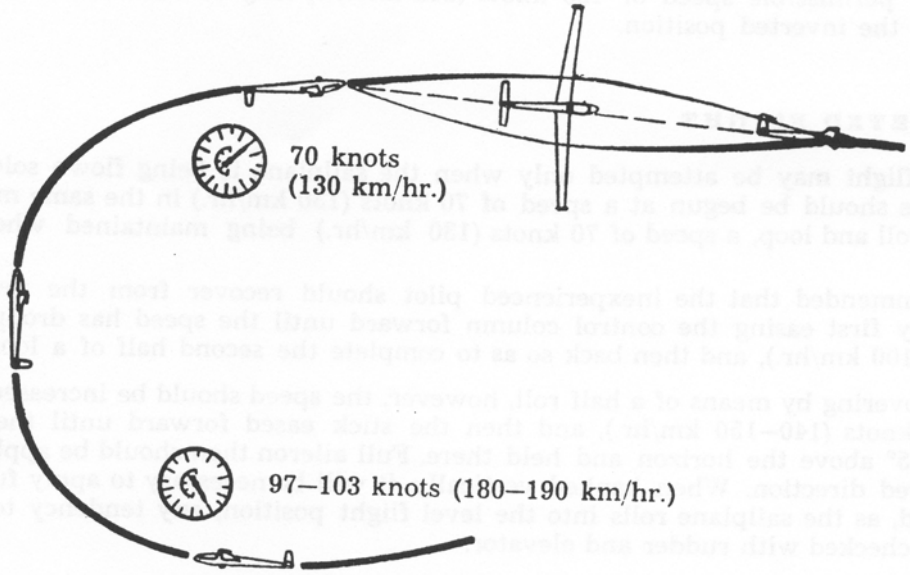


Fig. 7. Roll off the top of a Loop

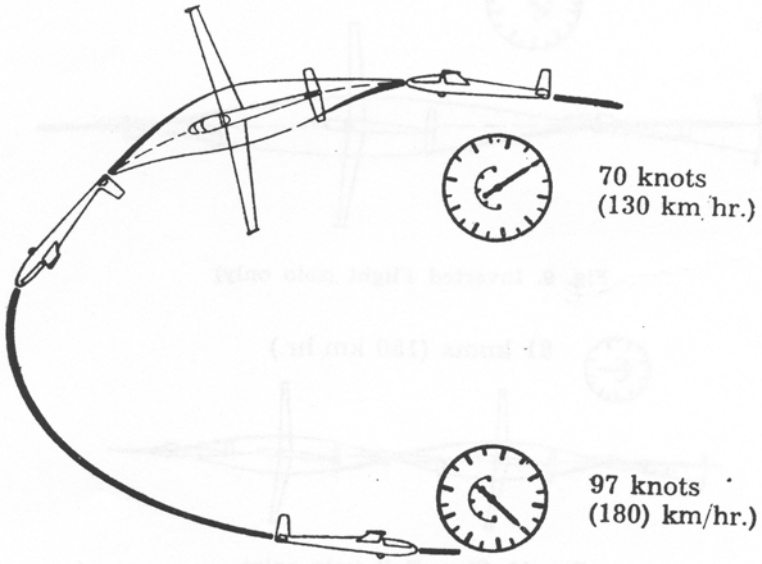


Fig. 8. Half roll and Loop

f) HALF BOLL AND LOOP

This manoeuvre should be begun at a speed of not more than 70 knots (130 km/hr.) when flying solo, or 76 knots (140 km/hr.) when flying dual. Raise the nose to a position about 25° above the horizon and hold it there. Apply full aileron in the required direction of roll. As the angle of bank increases beyond 45° top rudder should be applied progressively (usually up to about 25—30 % deflection is sufficient) t, keep the nose above the horizon. As bank increases beyond 90°, the rudder should be centralized gradually and, at the same time, the control column eased forward so as to maintain the position of the nose above the horizon. When the sailplane is inverted, the ailerons should be centralized and the control column eased back so as to complete the second half of a loop.

It is important to ensure that the initial airspeed limitation is strictly observed or the maximum permissible speed of 138 knots (253 km/hi-,) may be exceeded during the dive from the inverted position.

g) INVERTED FLIGHT

Inverted flight may be attempted only when the sailplane is being flown solo. The manoeuvre should be begun at a speed of 70 knots (130 km/hr.) in the same manner as a half roll and loop, a speed of 70 knots (130 km/hr.) being maintained when inverted.
It is recommended that the inexperienced pilot should recover from the inverted position by first easing the control column forward until the speed has dropped to 55 knots (100 km/'hr-), and then back so as to complete the second half of a loop-When recovering by means of a half roll. however, the speed should be increased first to 75—80 knots (140—150 km/hr.), and then the slick eased forward until the nose is about 25° above the horizon and held there. Full aileron then should be applied in the required direction-When banked vertically, it will be necessary to apply full top rudder and, as the sailplane rolls into the level flight position, any tendency to turn should be checked with rudder and elevator.

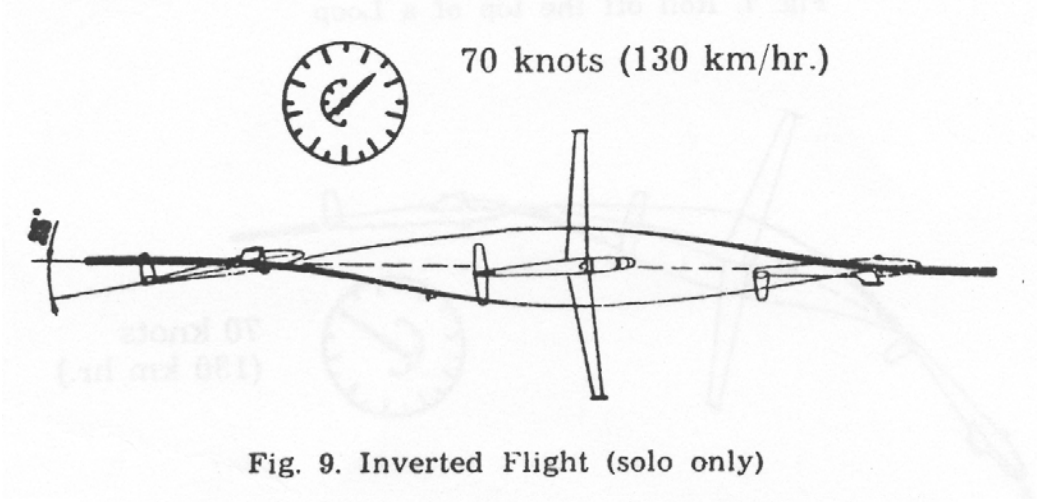


Fig. 9. Inverted Flight (solo only)

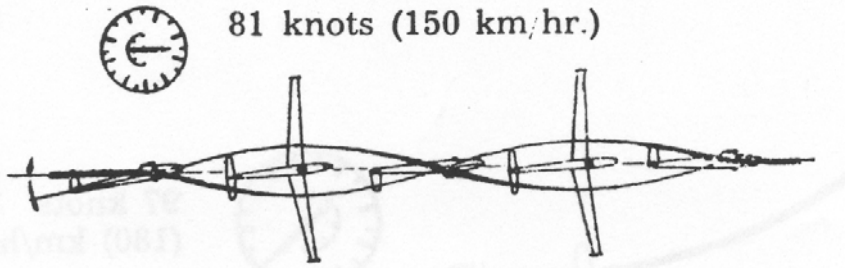


Fig. 10. Slow Roll (solo only)

h) SLOW ROLL

The slow roll may be attempted only when the sailplane is being flown solo and, being one of the most difficult acrobatic manoeuvres, should not be attempted until the pilot is fully proficient in the half roll and loop, roll off the top of a loop, and inverted flying.

Choose a point on the horizon on which to keep -straight and. having attained a speed of 81 knots (150 knr'hr.), raise the nose to a position about 25° above the horizon and hold it there- Apply full aileron in the required direction with a touch of rudder in (he same direction. Use the aileron to maintain a constant rate of roll, and the elevator and rudder as required to keep the nose on thy datum point. As the vertically banked position is reached, it will be necessary to apply some top rudder (generally not more than 25 % of its full travel) so as to prevent the nose from dropping. As the inverted position is reached, the control column should be eased forward to maintain the attitude, and the sailplane kept straight with rudder. Top rudder again will be required as the sailplane rolls once more into the vertically banked position, and the controls should be centralized smoothly as level flight is regained. Usually the nose will be about 15° below the horizon on completion of this manoeuvre.

9) AIR BRAKES

The air brakes should be selected if at any time the pilot looses control or if at any other time there is a possibility that the maximum permitted speed relative to the particular circumstances may be exceeded.

LIMITATIONS

a) AIRSPEEDS

Design diving speed (V_N) EAS	146 kts	272 km/h
Never-exceed speed (V_{NE}) IAS	136 kts	253 km/h
Aero-towing speed (V_T) IAS	76 kts	140 km/h
Maximum winch-launching speed (V_W) IAS	65 kts	120 km/h
Maximum wing-flaps extended speed (V_Y) IAS	60 kts	110 km/h
Design manoeuvring speed (V_A) EAS	78 kts	145 km/h
Stalling speed with extended wing flaps at 1040 lb (472 kp) AUW, IAS	30 kts	55 km/h
Stalling speed with retracted wing flaps at 1040 lb (472 kp) AUW, IAS	32 kts	60 km/h
Minimum rate of descent at 1040 lb (472 kp) AUW	160 ft/min.	0.82 m/sec.
Maximum gliding ratio at 1040 lb (472 kp) AUW	1:28 ± 5 %	

b) LIMIT LOAD FACTORS

Category	Load factor		
	n_1	n_2	n_3
Acrobatic 400 kp	6	5	-3
Acrobatic 500 kp	5	4	-2.5
Cloud-Flying	5	4	-2.5

c) MAXIMUM CROSS WIND COMPONENT

Maximum cross wind component **for safe** approach **and** landing **is 10 kts (5,5 m/sec.).**

(d) MAXIMUM PERMISSIBLE ALL-UP WEIGHT AND APPttOVED MANOEUVRES

Category	Maximum permissible all-up weight	Crew	Approved manoeuvres
Acrobatic	**880 Ibs (400 kp)**	**1 person*)**	**Spin, loop, roll off the top of a loop, stall turn, half roll and loop, slow roll, inverted flight**
Aerobatic	**1100 Ibs (500 kp)**	**2 persons**	**Spin, loop, roll off the top of a loop, stall turn, half roll and loop**
Cloud-Flying	**1100 Ibs (500 kp)**	**2 persons**	

*) **See Para. (e) - SOLO** FLIGHTS.

<e) SOLO PLIGHTS

If **the** sailplane **is** to **be** flown solo, **the pilot** must **be** sitting **on the front seat, and his weight must be minimum 150 Ibs (68 kp).**
The rear seat cushions and safety harness must be secured.

(t) MINIMUM BOPE LENGTH FORTHE AERO-TOW

Minimum rope length for the aero-tow is 50 ft (15 metres), but **it** is recommended to use a rope with a length of about 80 to 100 ft (25—30 metres).

11. LANDING

Normally **the landing** should **be made** with the **landing** wheel **down.** After **selection, check** for **correct locking** by a firm **reaward pull** on **the** operating lever without **turning** the handle **inboard-** However, no damage should occur if the landing is **made** with the wheel up and, indeed, this procedure is recommended **when** landing on **very** soft ground. **The** wheel may **be extended** after landing by lifting up the tail surfficiently high to allow the wheel to be extended fully, and this should **be done before** taking off again or it will **not be** possible to obtain the optimum **take-off** angle during the ground run-The normal approach speed **with** air brakes retracted and flaps **down** is **75—85** km/hr. **(40—45** knots) but if **air** brakes **are** used during the approach, the speed should **be 80—95** km/hr. **(43—51** knots) to allow for the increase in stalling speed. For a **steep approach,** full flap and full air brake should be selected and the approach made **at a speed of 95—110 km/hr (51—60 knots). In** this **case a longer float must be taken into** account.

The wheel **brake should** be **used with care after touch down. If applied too harshly at** high ground **speeds,** it **will** lock the wheel **and** cause **damage** to **grass surfaces. In order** to prevent **nose down** pitching, the **control column should be moved back**
progressively **as** the **wheel brake** is applied.

12. WEIGHT, CENTRE OF GRAVITY AND LOADING

(•) EMPTY WEIGHT WITH STANDARD EQUIPMENT

(includes on each instrument panel: — airspeed indicator, electric turn and bank, 5 m/sec. variometer, compass, and altimeter. Also **on front panel only: — 15 m/sec. variometer ..... 644 Ib. (282kp)**

(b) WEIGHT OF OPTIONAL EXTRA EQUIPMENT

(i. e. artificial **horizon** on both instrument panels; on rear panel only **15** m/sec. variometer; **AVHM** watch, **12 A10 battery, PAG-1FP in-**vertor, instrument flying curtains) **..... 50 Ib. (22,9 kp)**
<o) MAXIMUM PERMISSIBLE ALL UP WEIGHT HQ2 Ib. (500 kp) <d) CENTRE OF GRAVITY LIMITS 23%to38% MAC (e) LOADING

CHART WITH STANDARD EQUIPMENT ONLY:

Item No.	Item	Occupants Ib. (kp)								
		2 persons				1 person				
1.	Pilot in front seat	176	176	154	154	176	154	154	154	Ib.
		80.0	80.0	70.0	70.0	80.0	70.0	70.0	70.0	kp
2.	Front parachute or	22	22	22	4	22	22	22	4	Ib.
	cushion	10.0	10.0	10.0	1.8	10.0	10.0	10.0	1.8	kp
3.	Pilot in rear seat	176	176	154	154					Ib.
		80.0	80.0	70.0	70.0					kp
4.	Rear parachute or	22	22	22	4					Ib.
	cushion	10.0	10.0	10.0	1.8					kp
5.	Baggage or equipment	61				61	61			Ib.
		27.5				27.5	27.5			kp
Variable load		457 207.5	396 180.0	352 160.0	316 143.6	259 117.5	237 107.5	176 80.0	158 71.8	Ib. kp
Sailplane empty weight Operational weight		644 292.0	644 292,0	644 292.0	644 292.0	644 292.0	644 292.0	644 292.0	844 292.0	Ib. kp
		1101 499.5	1040 472.0	996 452.0	960 435.6	903 409.5	881 399.5	820 372.0	802 363.8	Ib. kp
Centre of Gravity position ("/„ of MAC)		27.5	25.8	28.7	30.7	32.4	35.3	33.7	36.2	°/.

(0 LOADING CHART WITH STANDARD AND OPTIONAL EQUIPMENT;

Item No.	Item	Occupants Ib. (Kp)							
		2 persons				1 person			
1.	Pilot in front seat	176 80.0	154 70.0	154 70-0	176 80.0	154 70.0	154 70.0	128 58.0	Ib. kp
2.	Front parachute or cushion	22 10.0	22 10.0	4 1.8	22 10.0	22 10.0	4 1.8	22 10.0	Ib. kp
3.	Pilot in rear seat	176 80.0	154 70.0	154 70.0					Ib. kp
4.	Rear parachute or cushion 1	22 10.0	22 10.0	4 1.8	—	—	—	—	Ib. kp
Variable load		396 180.0	352 160-0	316 143.6	198 90.0	176 80.0	158 71.8	150" •68.0	Ib. kp
Sailplane empty weight		694 314-9	694 314.9	694 314-9	694 314.9	694 314.9	694 314.9	694 314.9	Ib. kp
Operational weight									
Centre of Gravity position									
(% of MAC)		109.0 494.9	104.6 474.9	101.0 458.5	892 404.9	870 394.9	852 386.7	844 382.9	Ib. kp
		22.5	^5.5	28.3	29.5	32-7	35-5	37.6	°/.

*** Minimum load on front seat when flown solo.**

13. ABANDONING THE SAILPLANE

(a) Cockpit hood installations not fitted with an emergency release lever (refer to Fig. H).

I. Release the hood lock.

II. Open the hood fully.

III. Force the hood **forward** until the **locking** wire **on the** centre **hinge is cut and the hood** falls away.

IV. Release the **safety belt** and abandon the sailplane.

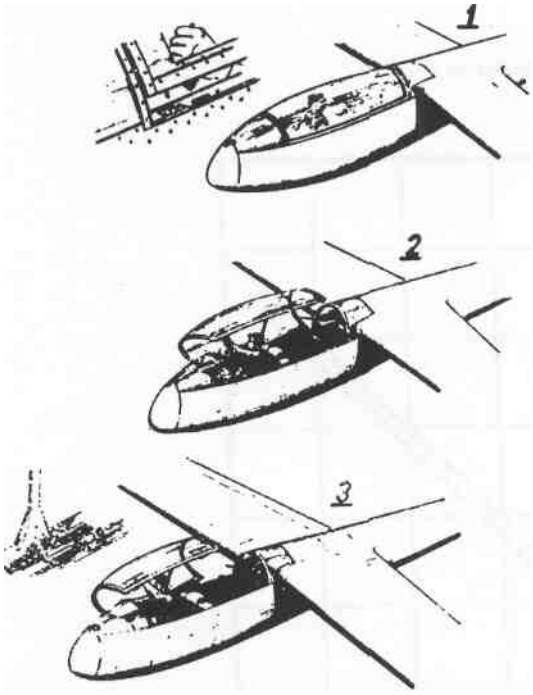
(b) Cockpit hood installations fitted with emergency release **lever** (refer to Fig. 12).

I. Rotate through 180° in the direction marked by the **arrow** the emergency **release lever** installed on **the** right hand side of the cockpit hood towards the front (the **emergency** release **lever** is retained in the normal position by means of 0.5 mm **locking** wire fitted with a seal and **an** aluminium shear pin of 2 mm diameter **both** of which will **be** cut when **the** release lever is moved).

II. Holding **the release lever** at the end of its travel with the **left** hand, **force the right** hand **side** of the **cockpit hood upwards** when the airflow will carry **it away.**

III. Release the safety **belt** and abandon **the sailplane. 18**

WARNING: After emergency release of the cockpit hood, it may damage the tailplane and so on no account should it be released while airborne unless the sailplane *is* about to be abandoned.



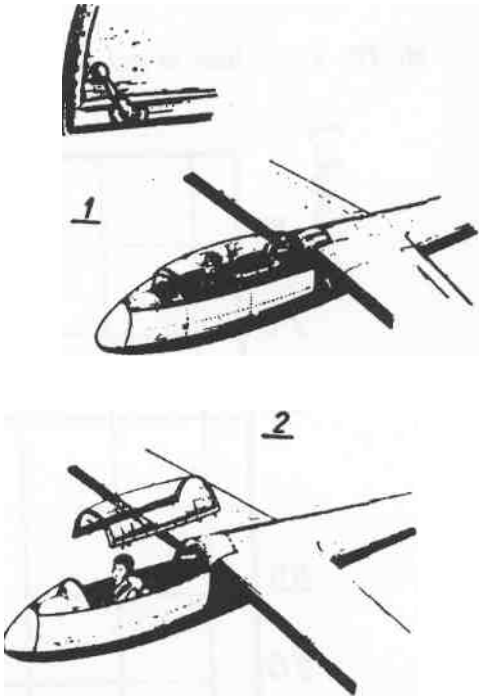


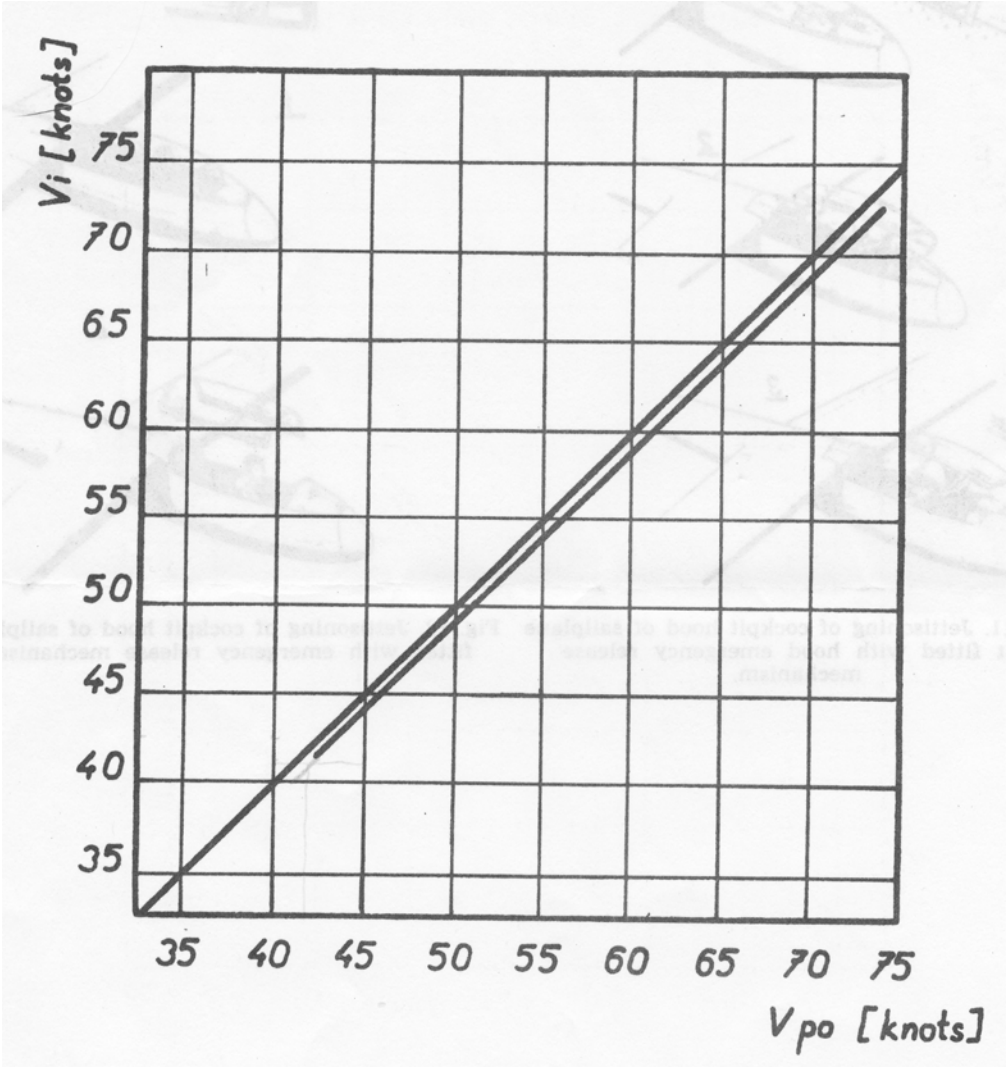
Fig. 11. Jettisoning of cockpit hood of sailplane not fitted with hood emergency release

Fig. 12. Jettisoning of cockpit hood of sailplane fitted with emergency release **mechanism. mechanism,**

Annex 1 **AERODYNAMIC CORRECTION** TO AIRSPEED **INDICATOR**

(British System of Units)

NOTE: This chart is not applicable when a **pot** pilot **is fitted.**

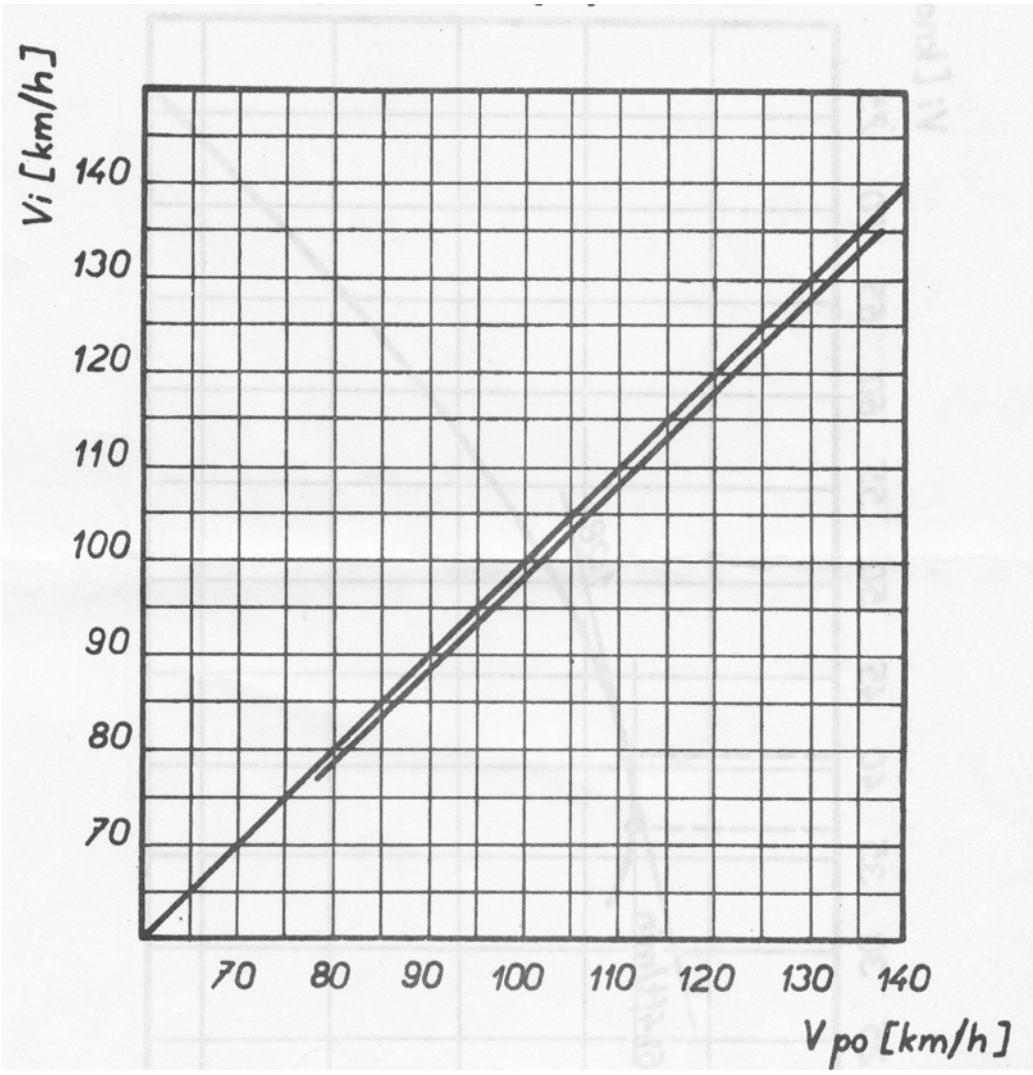


Annex 1

AERODYNAMIC CORBECTION TO AIRSPEED INDICATOR

(Metric System of Units)

NOTE: This chart is not applicable when a pot pilot is fitted.



Annex 2

PERFORMANCE CHARACTERISTICS

(British System of Units)