

## 2.4. PREFLIGHT INSPECTION OF THE GLIDER

2.4.1. Check that the lock of the bottom front wires is secured by the clevis pin and the safety ring / quick pin.

Keel batten must stay on the keel tube (Fig.33).

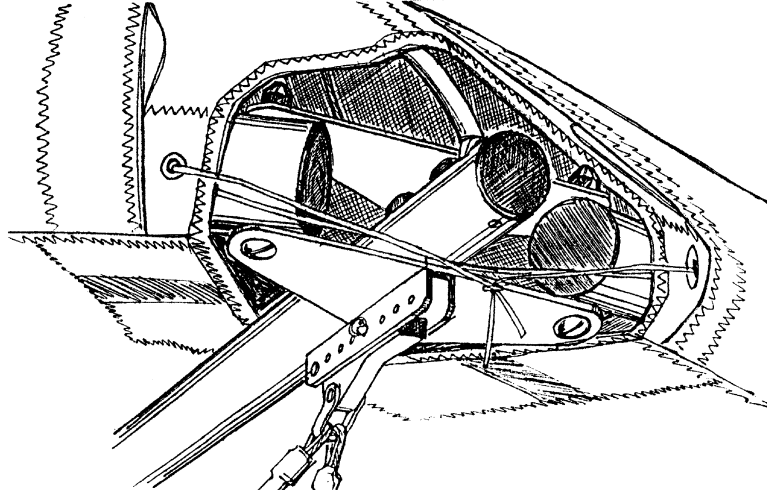


Fig.33

2.4.2. Check that the mylars have no bends.

2.4.3. Look through the open bottom surface pockets near the crossbar/leading edge junction and check that this junction is safely secured with the nut and the safety ring. Check that side wires are attached to the junction properly, that wires are not twisted and are not caught up (Fig.34).

Look through the same hole and inspect each leading edge. Make sure that the spring buttons in the telescopic connectors protrude from the tube surface.

Check for any evidence of dents, deep scratches, cracks or bends in the leading edge tubes (look for signs of crystallization of the material: a brighter, fuzzy spot on the aluminium).

Zip the zipper near the crossbar/leading edge junction.

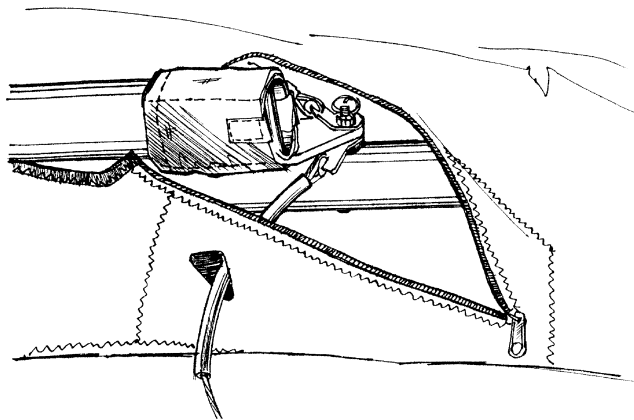


Fig.34

2.4.4. Look into the sail at each wing tip. Check that the tip battens are properly seated and fixed with the leech lines.

Be sure that the sail mount webbing is safely and correctly secured in the end cap slot (Fig.35).

To provide an equal tension to the left and right part of the sail, the mountable sections of the consoles (N4) must be installed symmetrically.

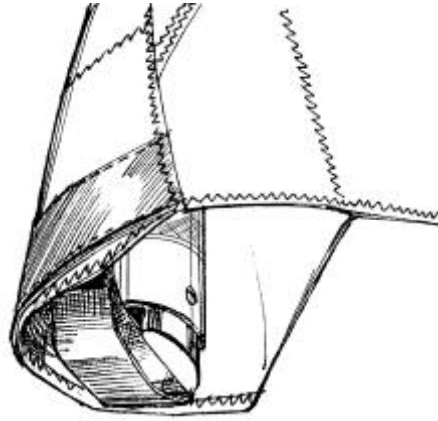


Fig.35

2.4.5. Check the trailing edge for any cuts, tears or broken stitching. Check that the top surface battens are fixed with the batten tension leech lines.

2.4.6. Check that each of the luff lines is free from the batten tension leech lines and the luff line safety ring is flush with the bottom of the sail (Fig.36).

Check that no luff line wire is looped underneath a more inboard batten.

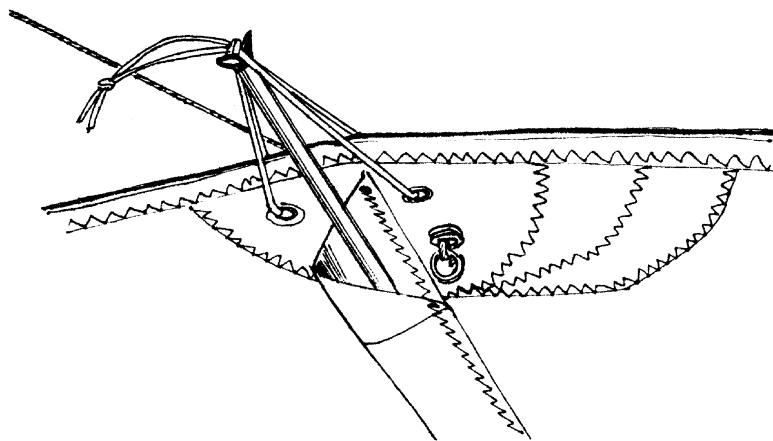


Fig.36

2.4.7. Check that the top rear wire is going properly through the tape loop on the sail and check that this wire, the keel mount webbing and bottom rear wires are safely secured to the N2 keel tube using the bolt, the nut and the safety ring (Fig.37).

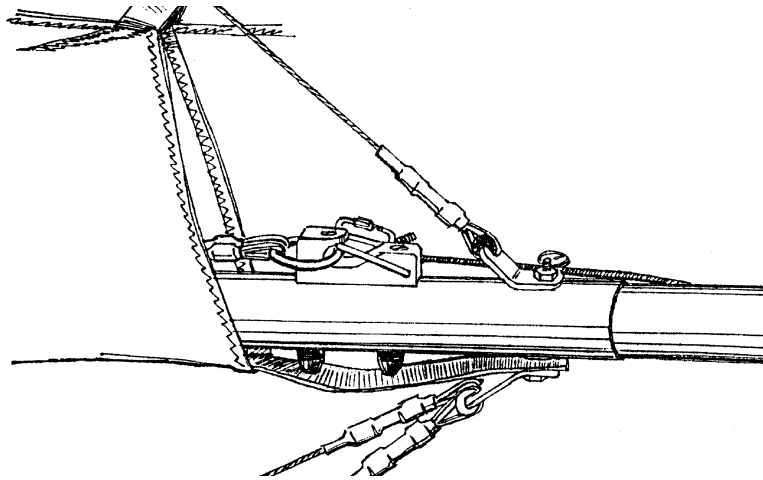


Fig.37

2.4.8. Check that the bolt, the castle nut and the safety ring which secure the downtubes to the channel are secured.

2.4.9. Check the kingpost mounted main and safety hang loops for wear at the kingpost junction, between the kingpost and spreader bar, at the knots, and the hang point.

Check that spreader bar is below the keel tube and back of the uprights (Fig.38).

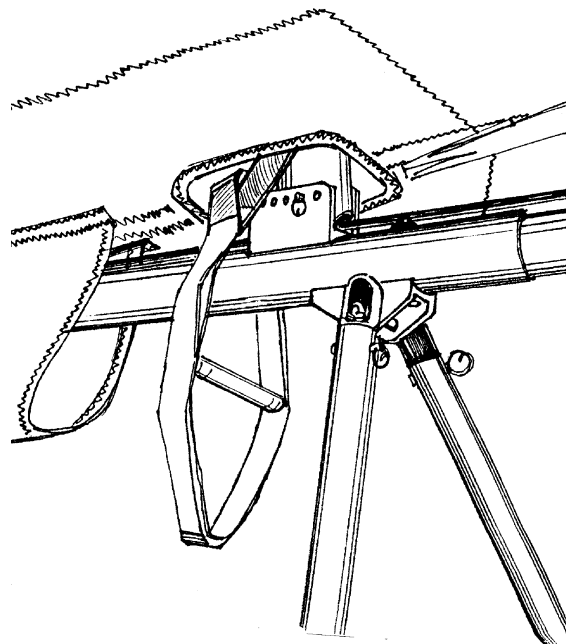


Fig.38

2.4.10. Check that crossbar tensioning wires are secured in the lock on the keel tube and that reeded spring closes metal ring in the hook (See fig.37). Kingpost tensioning wires must go through the kingpost channel and must not be twisted. Maillon with the rubber rope attached must be closed.

2.4.11. Check the thimble fittings at the control bar corners for any cocked or twisted thimbles and tangs. If you find any, detension the crossbar and straighten them out.

**NOTE:** If you find a kink in the cable, you must replace it, or there is a danger it will fail after repeated loading and unloading.

New wires you may buy from your local dealer or from manufacturer.

Check the selflocked nuts, the wing nuts and the safety rings at the lower control bar corners (Fig.39).

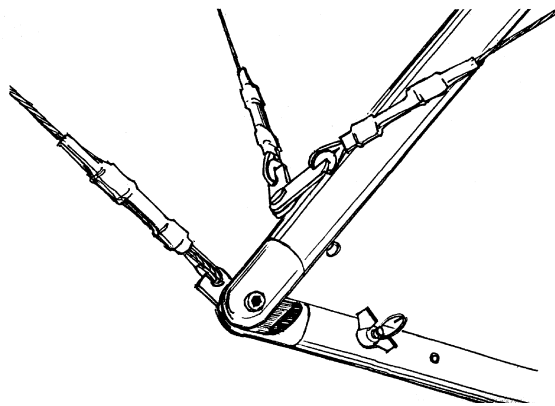


Fig.39

2.4.12. Check that washout tips are secured in the sockets in the leading edge tubes (Fig.40).

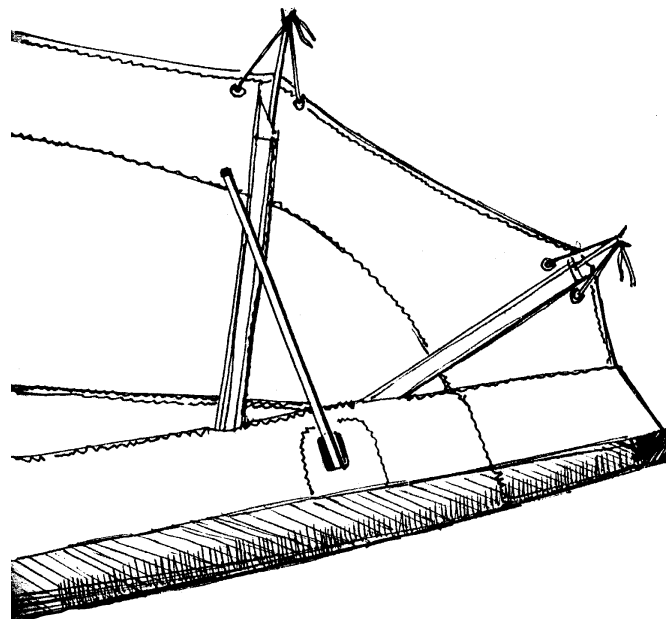


Fig.40

2.4.13. Now the preflight inspection is completed. Attach the nose cone.

2.4.14. Don't fly with bent or kinked downtubes.

## 2.5. LAYING THE GLIDER FLAT

Once you have the glider set up, you can lay it flat on the ground. If there is more than 8 m/s (18 mph) of wind, however, you should have assistance to do it.

2.5.1. Remove the nose cone from the nose of the glider. Remove the safety ring from the clevis pin which is on the channel of the nose junction. Take away the clevis pin, then disconnect the swan catch of the bottom front wires from the channel while pulling down on the top of the nose.

2.5.2. Lay the glider on the ground nose into the wind. If the wind is more than 8 m/s (18 mph) disattach the hook of the top rear wire, move the kingpost forward and attach the hook to the hole in the sail for the kingpost (Fig.41).

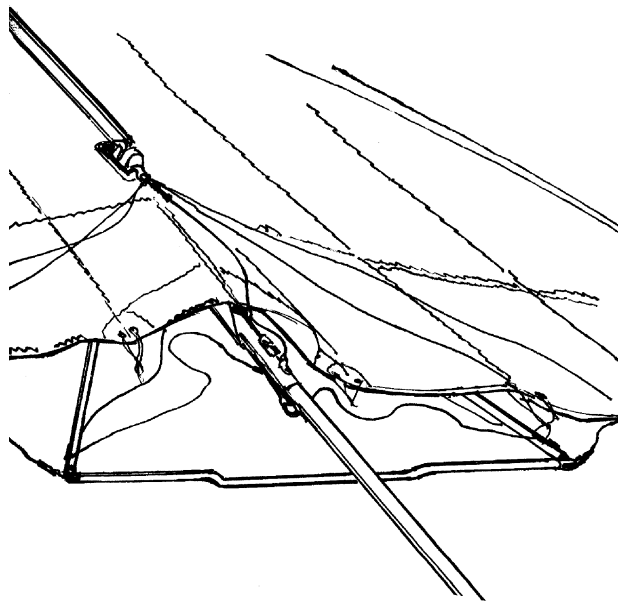


Fig.41

2.5.3. Remove the washout tips from the sockets and fix tips with the velcro.

2.5.4. Remove the ring of the crossbar tensioning wires from the hook on the keel tube and detension the crossbar.

## **Section 3. PERFORMANCE AND FLIGHT CHARACTERISTICS**

### **3.1. PREPARATION FOR FLIGHT**

3.1.1. Lift the glider up if it is laid on the ground. To do this you must perform the procedure reverse to that described in the point 2.5 ("Laying the Glider Flat").

3.1.2. Check and adjust your harness. The best position of pilot is 3 - 4 inches from speedbar. Be sure that no part of the harness touches with the speedbar while pilot moves over the all range of displacements.

### **3.2. TAKE OFF**

Make sure you are hooked in and check your position hanging in the control bar.

If the wind is more than 8 m/s (18 mph) or is gusty, you should have at least one assistant, on the nose wires.

Before you will run the nose of the glider must be slightly elevated, wings level. Check the wind direction. Begin a good aggressive run in to the wind. After some steps you will feel that glider wants to fly, but you have to continue swift run and you will really take off.

### **3.3. FLIGHT**

Make your first flights from a familiar site in mellow conditions.

The trim speed of regulated glider is approximately 28 - 30 km/h (16-18 mph), position of speed bar - before pilots face.

When flying in turbulence you should cruise at a speed just over that of trim. To do this you should hold the basetube between your chin and your chest.

"Target" is controllable at speeds well below that of minimum sink. In this case you will be flying in a partial stall, and you will not be getting your best sink rate.

### **3.4. TURNING**

Perform a smooth turn by the simple side displacement of your body. When the glider begins to turn, decrease the pressure on the control bar and let your body return to the middle of the speedbar. Don't pull the speedbar before the turn if your speed is slightly more than the speed of trim.

### **3.5. LANDING**

Landing should start with a straight final approach into wind.

Keep the wings level, cruise at speed wich just over that of trim and fly the glider right down till you rich the altitude of 1 - 2 m. At this altitude decrease descent rate by

pushing slightly the control bar. Before your feet touch the ground, slow glider until signs of stall become apparent quickly ease the bar out all the way. If you made this procedure correct, air resistance will decrease the speed of glider and you will land safely.

The “Target” lands very easily.

**We wish you soft landings !**

## **Section 4. B R E A K D O W N**

Breakdown of the “Target” is simply the reverse of the set up procedure. While performing the breakdown leave the quick-mountable fasteners on one of the components of the frame.

### **4.1. BREAKDOWN INTO THE PACKAGE 6 METRES LONG**

4.1.1. Detach the nose cone.

4.1.2. Remove the washout tips and attach them by velcro (Fig.42).

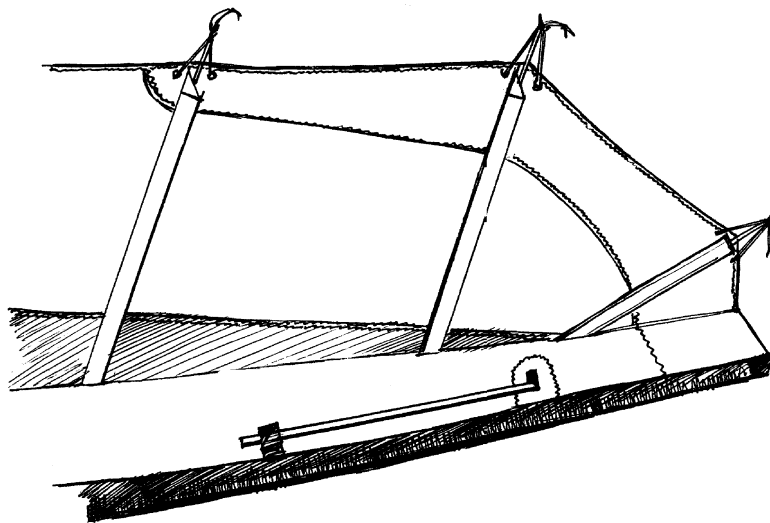


Fig.42

4.1.3. Rest the glider on the control bar and the tail. Undo the lock of the bottom front wires.

4.1.4. Tension slightly the crossbar sweep wires by your hand and remove the ring of these wires from the hook on the keel tube.

4.1.5. Pull in the wings slightly and remove all battens. Put the battens into the bags. Fit the tip bags over the wing tips.

4.1.6. Detach the hook of the top rear wire from the kingpost and attach it to the kingpost hole in the sail. Move the kingpost down. Fit the protective bag over the keel tube/rear wires junction (Fig.43).

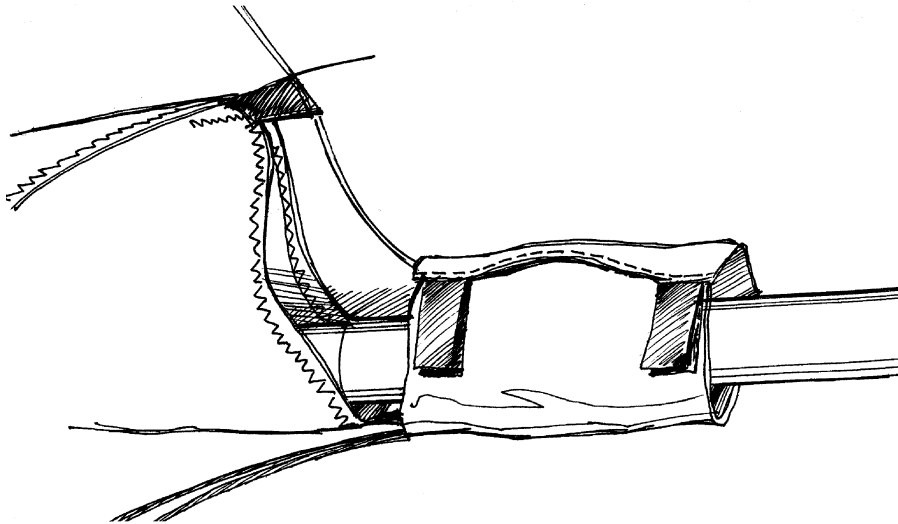


Fig.43

4.1.7. Fold the wings. Spread the sail so that both the top and bottom surfaces of the sail are equally taut, roll the sail and place it along the leading edge (Fig.44). Place the bags with the battens between the leading edges of the sail at the glider nose. Fix the sail with the tighten tapes. Put the nose cone under the tighten tape nearest to the nose (Fig.45).

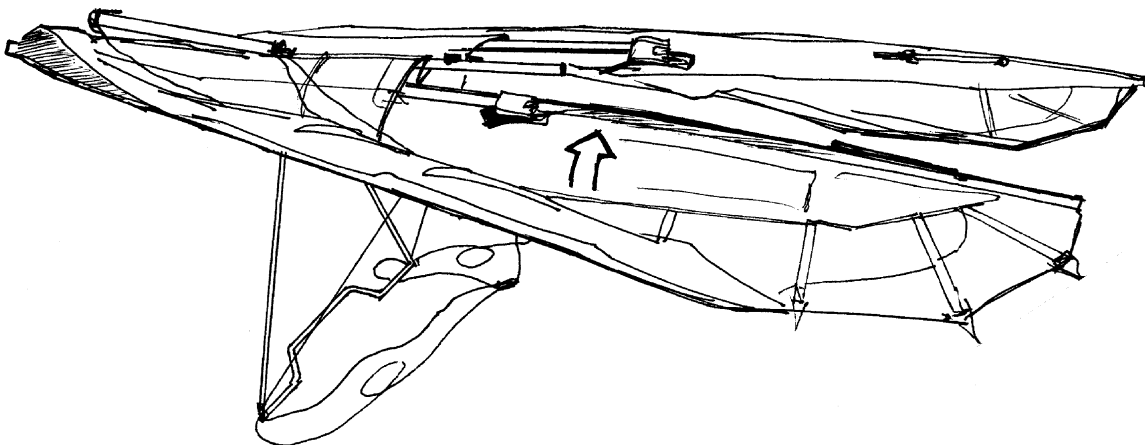


Fig.44

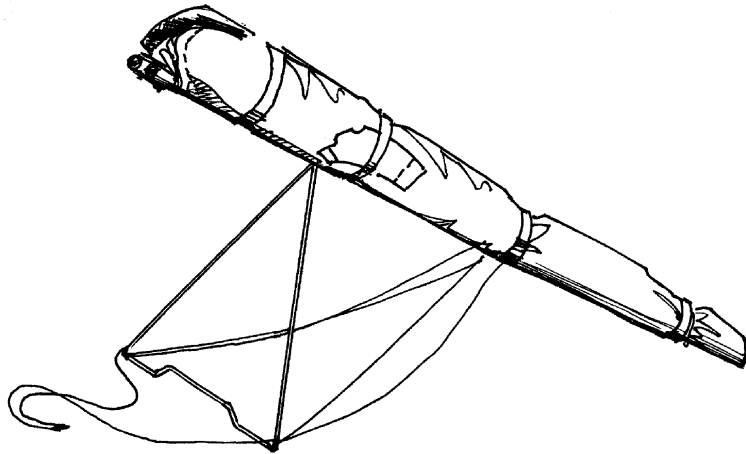


Fig.45

4.1.8. Fit the bag over the glider (from the top) and lay the glider in the bag on the ground. Detach the speedbar and place it between the leading edges.

4.1.9. Place the spreader bar of the hang loop between the uprights. Cover the control bar/keel tube junction by a protective padding (Fig.46). Bring all wires forward along tubes and place uprights inside the folded sail. Zip the zipper.

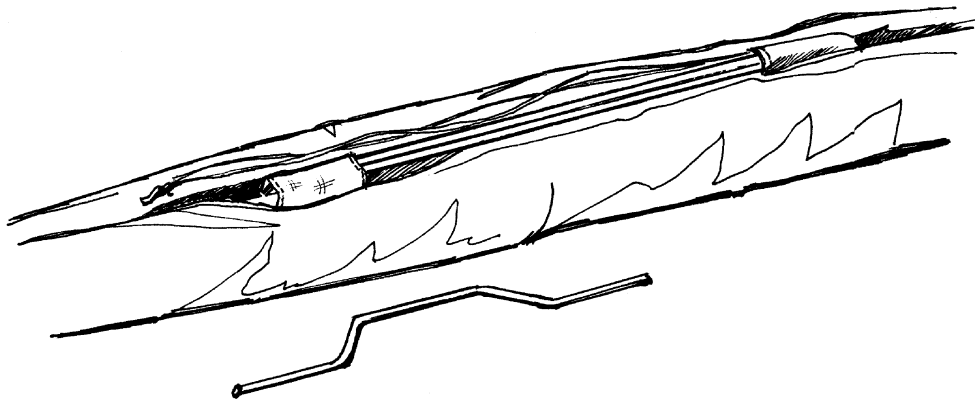


Fig. 46

## **4.2. BREAKDOWN INTO THE PACKAGE 4 METRES LONG**

4.2.1. Perform the procedure as described in the paragraph 4.1, except last point.

4.2.2. Remove the sail mount webbing from the leading edges end caps. Detach the consoles.

4.2.3. Place the leading edge of the sail over the other one and bend the sail to the nose (Fig.47). Attach it by a tighten tape in the direction the mylar wants to fold.

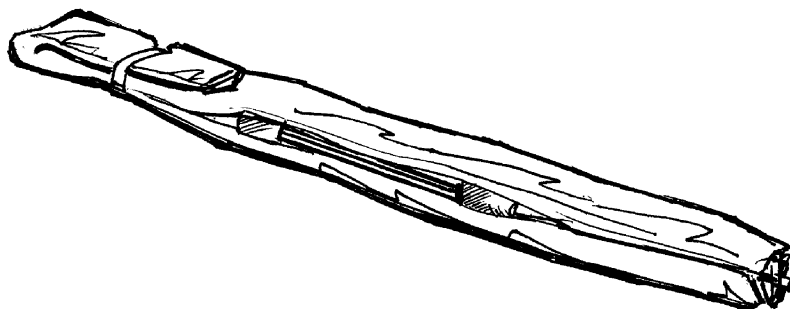


Fig.47

4.2.4. Place the consols into the bag. Zip the zipper. Tuck the excess of the bag into the package (Fig.48).

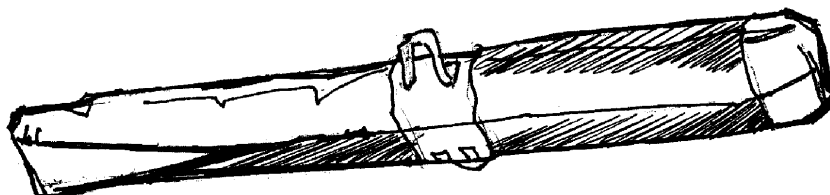


Fig.48

## **4.3. BREAKDOWN INTO THE PACKAGE 2 METRES LONG**

While performing the breakdown leave the quick - mountable fasteners on one of the components of the frame (best of all - on the wires).

4.3.1. Perform the procedures according to the points 4.1.1. - 4.1.4.

4.3.2. Detach the maillon of the rubber rope from the crossbar tensioning wires.

4.3.3. Disconnect the luff-lines wires from the sail. Roll them in a coil.

4.3.4. Lay the glider on the ground and pull in the wings slightly.