

N132SS

- Chock the wheels (both wheels)



- Open the tail door and secure in place using the arm on the right side of the trailer.
- Place the two stands on both sides of the tail of trailer. Make sure the jacks are sitting under the frame and not under sheet metal. Using second or third notch on the stands works pretty well.



- Raise the front crank-jack until the tail of the trailer is sitting on the stands.



- Remove the locking pin and lower the ramp.

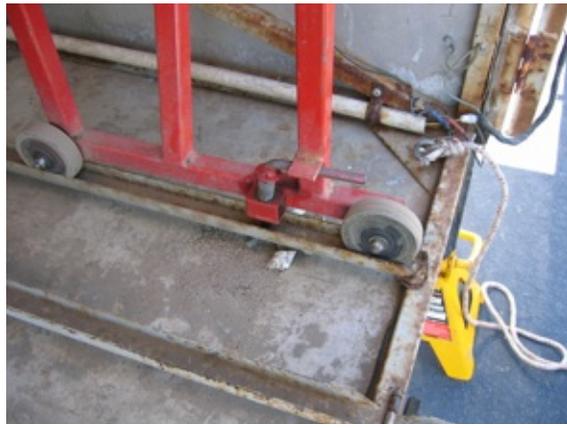




- Roll out the fuse dolly all the way to the end of the ramp and secure in place by putting the pins in on both sides of the rail.



- Roll out the wing dollies all the way to the end of the wing rails and secure in place by locking the pin in the rail.



- Remove the horizontal stabilizer holder from the trailer and place it on the left side of the trailer. If it is a windy day, make sure it is secure in place.
- Check the rails in the trailer to make sure there is no obstructions and nothing is laying on the rails that could interfere with the operation of dollies.



- Line up the glider with the trailer (make sure it is on the center line of the trailer) and push it in until the fuse is resting on the cradle. Make sure the wings are level

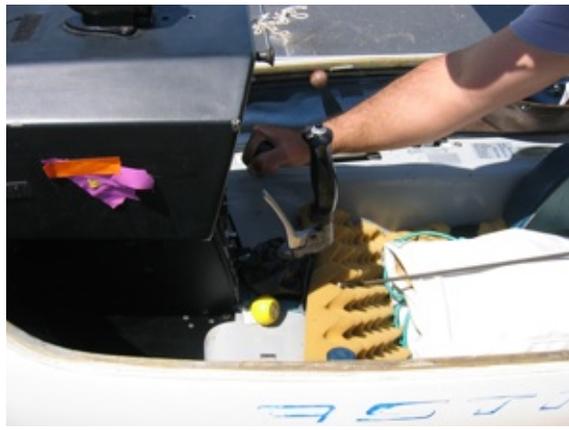




- Push the fuse on the cradle until the gear doors have about an inch of clearance from the fuse cradle.



- Make sure the wings are level and secure in place by wing stands.
- Raise the gear.
- Remove wing tapes from wings and tail.



- Unlock the 4 locking sleeves on wing retaining sockets (two behind the seat, two accessed through the access hatch on top of the fuse).

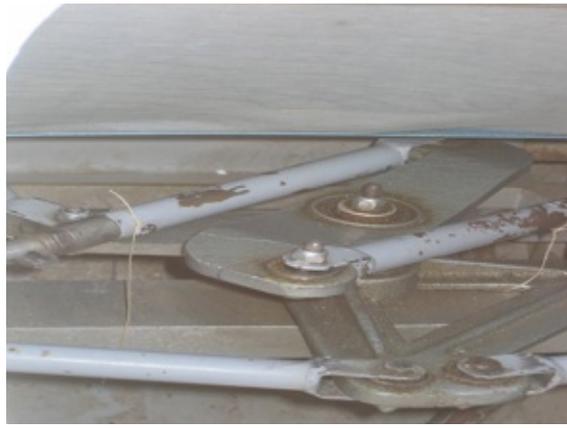


- Install the two wing cradles (the red sleeves). These are marked on top for both Right and Left wings.
- Tape over the spoiler to ensure it won't come open while traveling.





- Reach through the access panel and remove the safety pin from all 4 connectors (two for spoilers and two for ailerons)
- Disconnect the control rods



- With someone holding the tail, loosen the screw on the vertical fin a few turns (right below the horizontal stabilizer) and pull it down
- Pull the horizontal stabilizer forward and it should pop out of place
- Remove the safety pin from the elevator connector and disconnect
- Place the stabilizer in its cradle and store it in a secure place for now



- With two people at both wing tips and you at the wing root, pull the right wing out
- Rotate and place the spar on the wing dolly
- Unlock the dolly and slowly push the wing into the trailer
- Be extremely careful not to scrape the wing against top of trailer, or side of fuselage.



- Repeat the same process for the left wing
- Make sure the wings are completely in the trailer (there should be about an inch of clearance for the trailer door)





- After the right wing is in, make sure the right wing cradle is moved to the parallel channel on the right side to provide more clearance for the fuselage and horizontal stabilizer



- Make sure the cockpit is secure, all equipment in place
- Put the canopy cover on
- close and lock the canopy and side window
- Remove the pins on the ramp to allow the fuselage cradle to move



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- Be very careful not to scrape the bottom of fuselage as you are rolling it in. Once you have pushed about half of the fuselage in, you MUST pick up the tail and walk it in.





- As you get closer to getting the tail in, be very careful not to hit the top of the trailer with the top of the vertical fin.



- Once the fuse is in, the tail wheel should just roll into the depression in its rail and lock in place



- Connect the "car seat" fastener around the tail boom and make sure it is secure



- Tie the wing tips down. Make sure the tie down is very secure

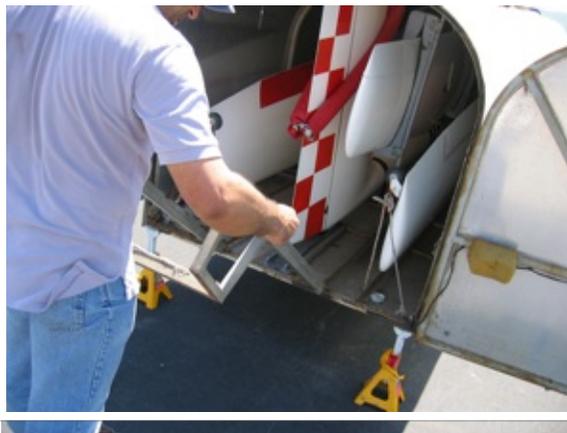




- Roll in the horizontal stabilizer bracket in and secure in place using the pin
- Note that the pin does NOT go through the rails and the bracket, but rather it goes behind the bracket to secure it [there are two holes on the bracket that adds to the confusion]



- Raise the ramp and lock it in place using the safety pin. Make sure there is sufficient clearance between the ramp and the rudder
- If possible, put some foam or soft towel between the rudder and the ramp crossbar



- Check the glider again and make sure it is secure inside the trailer
- Back up your vehicle to the trailer and lower the socket over the hitch ball
- Lock it by moving the lever down



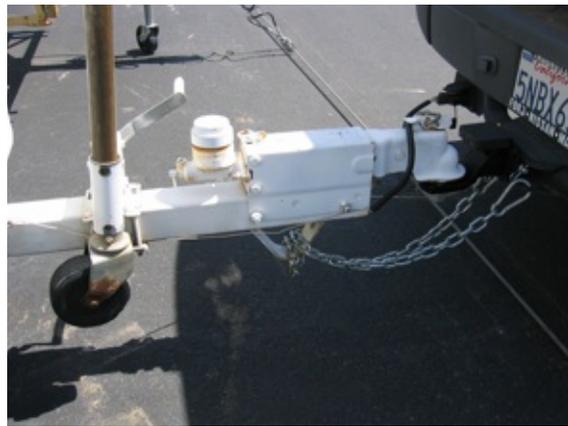
- Raise the jack ALL the way up



- Connect the two safety chains; break cable
- Connect the trailer electrical connector



- This is what it should look like once you are done



Before driving away, double check the connections between trailer and your car. Also check on the glider and make sure everything is secure. More gliders are damaged while on the road than any other type of operation.

Once you are sure everything is in order, head out. Make sure you stop after a few miles and check everything again. After the initial check, pull over every 50 miles and check on everything again.

If you have any corrections to above or think this page can be improved, please contact [Morteza Ansari](#).