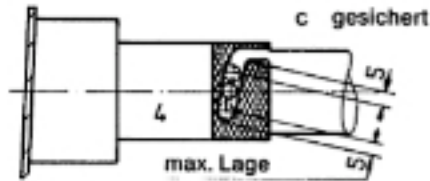


N132SS Grob 102

Critical Assembly Checklist – after assembly, verify:

Wing Installation -

Locking sleeves on wing retaining sockets (4) correctly positioned (as illustrated; sleeve must cover the red ring, pin must lie near middle of diagonal cutout).



Aileron push-rods (2) positively connected and locked, safety pin inserted.

Spoiler push-rods (2) positively connected and locked, safety pin inserted.

NOTE: When the ball is correctly inserted in the Hotellier quick-lock socket, the internal spring holds the wedge-shaped locking slide so that its long edge is flush with the connecting rod and its short edge is maximally far from the rod. In this configuration, the safety pin may be inserted in the SMALL, ROUND hole in the slide between the short edge and the connecting rod. With the pin in place, the slide cannot be moved enough to free the ball. After locking and pinning, CHECK the connection by gently (using less than 10 lbs force) twisting the spocket back and forth, attempting to free the ball.

Tail Surface Installation –

Elevator push-rod positively connected, locked, and safety pin inserted. (Hotellier fastener, see above).

Horizontal stabilizer securely seated; check that the two retaining pins on the top of the fin engage the sockets in the stabilizer; check that the leading forward portion of the stabilizer is tight against the fin, and that the metal pin at the front of the fin has sprung full upward and covers the long narrow slot.

Canopy –

Canopy installed. Canopy jettison handle in full forward position.

Canopy open-limit cord connected.

General –

Positive control check completed.

Thorough pre-flight inspection completed.

N132SS Grob 102

Pre-Flight Preparation

Before opening, inspect canopy for damage, check that canopy jettison handle (right side of cockpit) is in full forward position. Check gear down and locked.

Check glider squawks and logbook. REVIEW CRITICAL ASSEMBLY CHECKLIST. Check AROW.

Remove static and dynamic port covering tapes (8 ports on fuselage, 2 tubes on fin), install TE probe in lower tube. Remove rudder and aileron locks.

Free stick from seatbelt restraint, make sure that safety harnesses are not damaged and are securely attached to glider. Install and secure battery, check radio (send and receive). Inspect the cockpit, including all instruments, for proper condition.

Moving systematically around the airplane, check yaw string, check tow hook, check for obstruction of pitot or static ports, check for external damage (structural deformity, skin damage), check ailerons, spoilers (water in spoiler housing), elevator, rudder (hinges, activators, lubrication, smooth operation), check wheels (main, tail, wingtip; tread, mechanism, inflation (main tire 36 lbs/in². (2.5 kp./cm²)).

Check controls (ailerons, elevator, rudder, spoilers, trim) for full and free movement and operation in the correct sense. Test tow release. Test wheel brake.

Inspect parachute. If necessary clean and demist canopy. Remove all loose articles not wanted in flight.

Make sure water balast state is what you want.

DO POSITIVE CONTROL CHECK.

Remove tail tie-down, remove wing tie-downs, remove main wheel chocks. Check for water in wings (lower one tip at a time, and wait until it stops running out).

Tie-Down Procedure

Align aircraft on the painted centerline, wing tips over cable. Chock main wheel.

Secure wing ties with MODERATE TENSION, tying ropes as as illustrated on knot board in clubhouse.

Lift tail, position tail support tire under tail wheel (make sure that tail wheel will not contact ground when support tire sags). Secure tail tie with MODERATE TENSION.

Install rudder and aileron locks. Secure stick with seatbelt to immobilize elevator.

Remove battery and parachutes.

Secure O2 system if used, removing and properly storing masks.

Remove TE probe, store on left cockpit ledge, tape all static ports (8 total) and place plastic caps on TE & Pitot openings.

Sign off logbook. Squawk any problems.

Secure canopy and install canopy cover.