

NOTE: *In case the glider limit loadings have been exceeded, the glider must be de-rigged, and a detailed inspection of the structure performed, and in particular:*

- *condition of wing spar protruding portion (spar root), of root rib and the connection between these (against white spots in composite),*
- *condition of fuselage sleeve to which the extending spar roots are inserted, check against possible cracks of lacquer coat - especially at wing root and fuselage central part,*
- *condition of tailplane / fuselage connection,*
- *possible plays, stiffness deterioration or excessive friction in control systems, not stated before.*

To make sure, measure the control surfaces deflections and compare these with previously measured ones.

In case of any doubts, contact with producer is necessary.

3.3 Periodic works

1. Check the structure condition, with a special attention paid to elements heavily stressed during take-off, flight and landing.
2. Check the condition of main fittings and bolts mating surfaces, and the assembly plays.
3. Check the reliable securing of the glider main components connecting elements, and control systems.
4. Check the reliable operation of canopy locking and emergency jettison systems.
5. Check the condition and correct operation of the towing hook, when pulling on the towing cable by hand.
6. Check the condition of control surfaces and hinges of elevator, rudder, aileron and air brake, as well as correct operation of control systems.
7. Check the friction forces in control systems and devices actuating force.
8. Check the undercarriage condition - main wheel, tail wheel and wheel brake operation.
9. Check the condition and correct operation of board instruments.
10. Check the condition of metal details protective coat, especially of these exposed to mechanical damages and corrosion (cables, undercarriage elements).
11. Clean, and lubricate with the special grease the bearings and connecting elements acc. to the lubrication plan (Fig. 15). In case of bearing seizure, rinse this with e.g. WD-40 penetrant agent until regaining its correct operation.
12. Check the deflection angles of control surfaces (Fig. 1).
13. Check technical condition of aileron-drive fitting connected with actuating push-rod according to Bulletin No BO 11/98.