

HANG GLIDER **STALKER**

MANUAL

Size: 14 sqm

Manufactured by :

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Date of production: _____

Serial number: _____

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1. INTRODUCTION

The Stalker hang glider is a product of the Aeros Ltd. It is the result of an extensive design and development program aimed at optimizing your level of safety and satisfaction as a pilot through its high performance and simplicity of construction.

The glider is safely controllable and stable over a wide range of operating speeds. Therefore the Stalker is one of the best footlaunched soaring flex-wings manufactured today.

Please read and be sure you thoroughly understand this manual before flying your Stalker. Be sure you are thoroughly familiar with the set up, break down, preflight and maintenance procedures as described in this manual.

2. TECHNICAL INFORMATION

The Stalker hang glider - is a high-performance machine designed for foot-launching, soaring and cross-country flights.

MAIN DATA

Sail area, sq.m	14,0
Wing span, m	10,3
Aspect ratio	7,6
Nose angle, deg	129
Glide ratio	10+
Breakdown length, m	5,8/3,9/2,2
Weight (without bag), kg	34
Rang of operating overloading	+4 - -2
Pilot weight max, kg (pounds)	85(187)
Pilot weight min, kg (pounds)	65(143)

After structural, aerodynamic and flight tests, the Stalker has been shown to comply with BHPA requirements which is confirmed by BHPA certificate No 9306091.

Your hang glider was tested _____

The Stalker was not designed to be motorized, nor flown at angles of bank beyond 60 degrees or angles of pitch beyond 30 degrees. Operation in any of these modes may severely compromise your safety.

The flying any hang glider in the presence of turbulence or gusty wind can result in flight inversion , structural failure of the glider, and possibly fatal injuries.

The Stalker will strongly resist spinning, and will tend to recover quickly from a spin once control pressures are relaxed. Deliberate attempts to spin the glider may result in the glider becoming inverted and suffering a structural failure.

The Stalker should not be flown at speeds in excess of 85 km/h.

Maximum airspeed	- 85 km/h (53 mph)
Stall speed (with max pilot weight)	- 32 km/h (20 mph)
Speed of maximum glide angle (with 75kg (165 pounds) pilot weight)	- 45 km/h (28 mph)
Wind speed max	- 36 km/h (22.4 mph)
Wind speed min	- 0

The structural technical data are described in "The Hang Glider Certificate", which is an inseparable part of present manual.

A of pilot proficiency of or higher is required to fly the Stalker safely. Safe operation of this glider requires a high level of knowledge and understanding of those wind and weather conditions which may compromise the pilot's safe control of the glider.

Please be advised that manufacturer can in no way be responsible for the airworthiness or applicability to any specific purpose of any its glider, except as described in the BHPA Airworthiness Standards.

3. SET UP PROCEDURE

Having used the specific techniques described in this manual you will perform the set up and break down procedures without any difficulties.

But the following procedural descriptions are not intended to be a substitute for the familiarisation procedure of your dealer at the time the glider is delivered.

The set up procedure should be carried out on a clean, not abrasive surface.

Performing the set up procedure you must place the glider nose into the wind. If the wind is more than 5 metres per second, place the glider at right angles to the wind direction.

Performing the set up procedure you must do a preflight inspection of the glider!



FIG. 3.1.2.

3. Undo and remove the retaining tapes, untie the bag & neck line (FIG. 3.1.3, FIG. 3.1.4).



FIG. 3.1.3.



FIG. 3.1.4.

3.1. SET UP PROCEDURE FROM THE PACKAGE
2 METRES LONG.

(Set up procedure from the delivery condition.)

1. With the glider in the bag (2.2 metres long in the delivery condition) lay the glider on the ground with enough space to easily perform the set up procedure to the flight condition (Fig. 3.1.1).



Fig. 3.1.1.

2. Undo the cord securing the package. Remove the bag 2 metres long (Fig. 3.1.2).

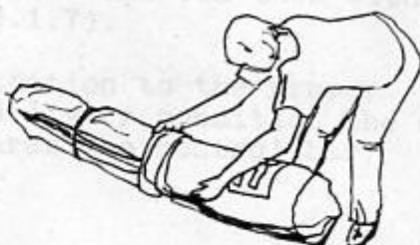


Fig. 3.1.2.

3. Undo and remove the securing tapes, unfold the bag 2 metres long (Fig. 3.1.3, Fig. 3.1.4).



Fig. 3.1.3.



Fig. 3.1.4.

4. Place completing parts of the frame with comfort. Undo the zipper on the bag (Fig. 3.1.5).

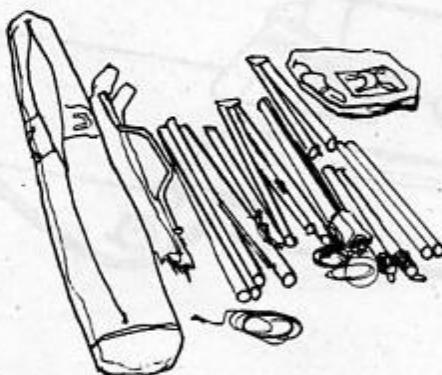


Fig. 3.1.5.

5. Lay the N1 keel tube so that the channel which secures the control bar is above. Remove the protective bag from the uprights.

Attach the uprights to the channel using the bolt which is put through the channel, through the tops of the downtubes and through the crossbar leech line and fix them with the nut and safety ring (Fig. 3.1.6, Fig. 3.1.7).

NOTE: Pay attention to the proper installation of the downtubes. In the delivery condition the downtubes are secured with the bolt which secures the control bar.

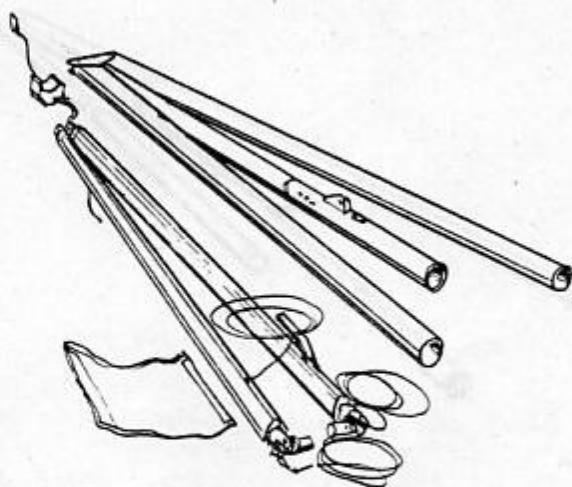


Fig. 3.1.6.

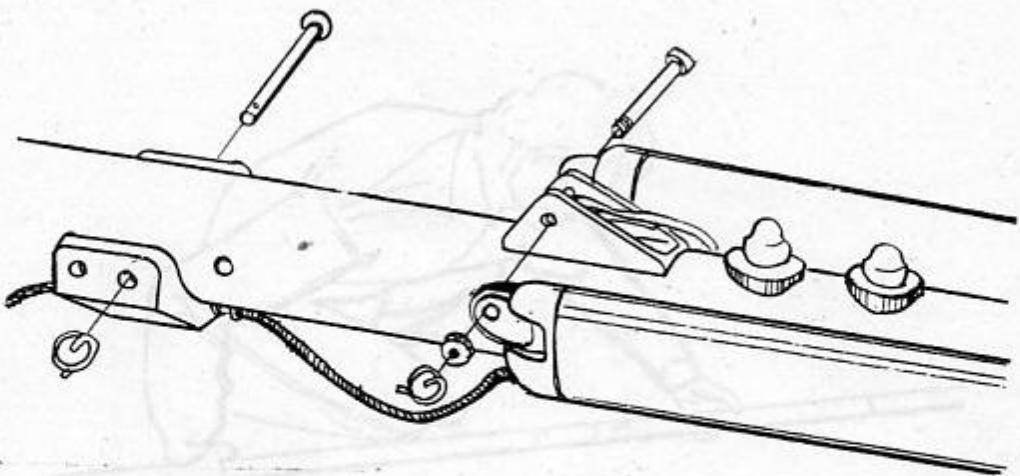
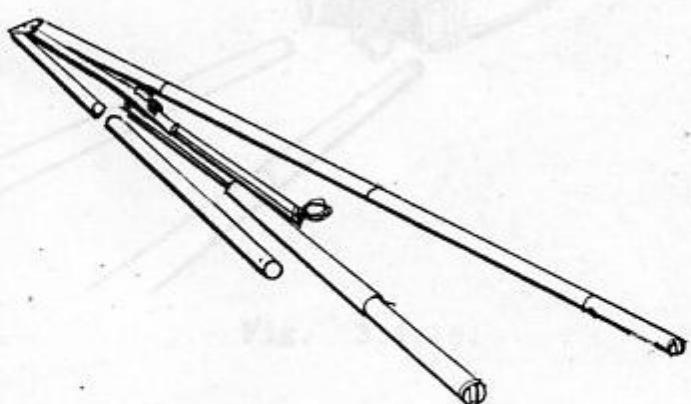


Fig. 3.1.7.

6. After the N1 keel tube is mounted turn it so that the channel which secures the kingpost is on top. Attach the N2 part and the N3 part of the leading edge using the telescopic connectors which are fixed with button springs. While performing the set up procedure of the leading edge keep to the following marking : L-left, R-right (Fig. 3.1.8).

NOTE: On the N3 tube of the leading edge there is the demountable section on which is placed the stop for the tip batten.

Check that the tube junctions in the telescopic connectors are secure.



8. Spread the leading edge of the sail so that there are no folds and bends in it. Pull the sail by both edges insert it into the leading edge pocket (Fig. 3.1.11, 3.1.12). Make sure that the sail in the pocket aligns with the top side wire hole in the sail.

Fig. 3.1.8.

NOTE: Remember, that the bottom edge of the sail must lie on the side of the sail which joins the top and bottom surface and the leading edge of the sail.

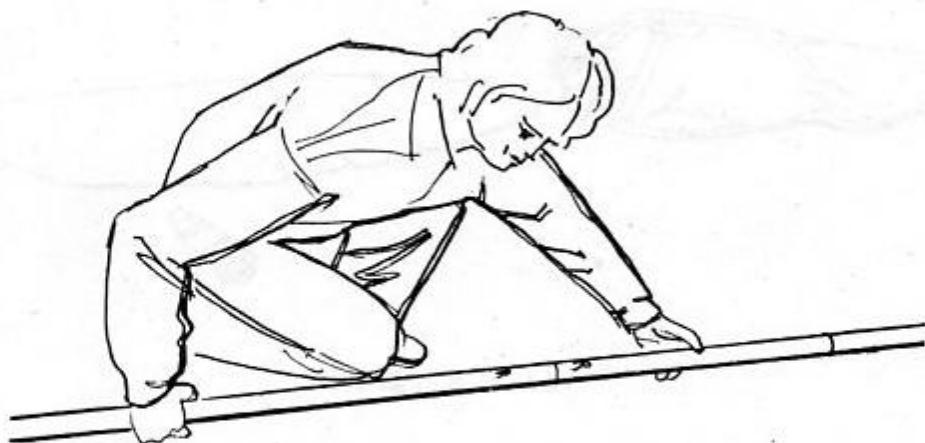


Fig. 3.1.9.

7. Lay the sail nose to the console ends (to the N3 tubes). Spread the sail (Fig. 3.1.10). Undo the sail-nose zipper.

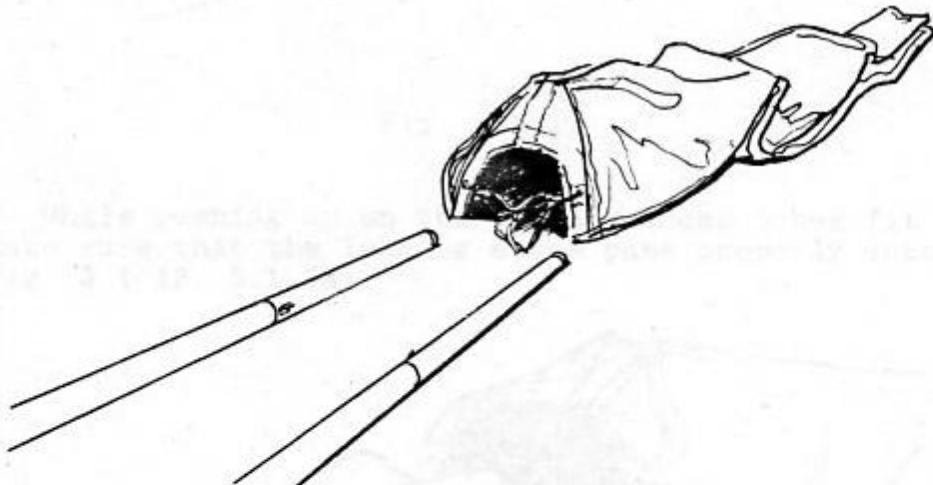


Fig. 3.1.10.

8. Spread the leading edge of the sail so that there are no folds and bends in it. Pushing the mylar by both edges insert it into the leading edge pocket (Fig. 3.1.11, 3.1.12). Make sure that hole in the mylar aligns with the top side wire hole in the sail.

NOTE: Remember, that the bow-shaped edge of the mylar must pass on the side of the seam that joins the top and bottom surface and the leading edge of the sail.

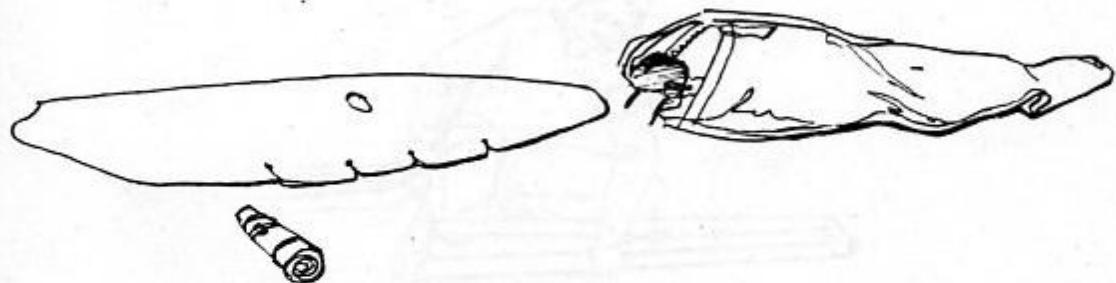


Fig. 3.1.11.

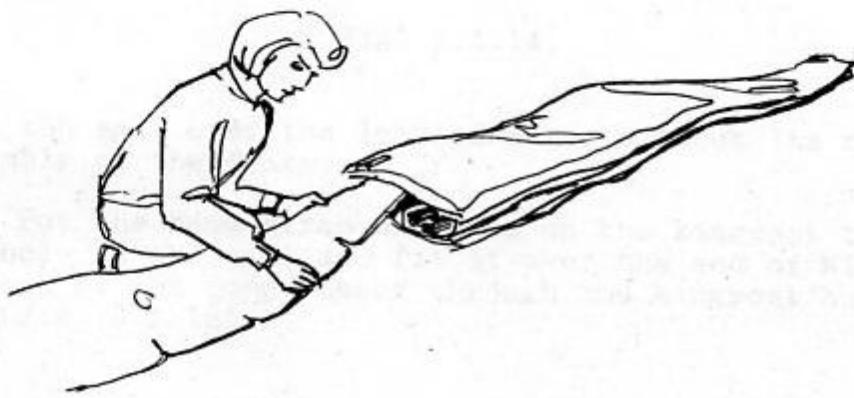


Fig. 3.1.12.

9. While pushing up on the leading edges tubes fit the sail over them. Make sure that the leading edges pass properly into the sail (Fig. 3.1.13, 3.1.14).

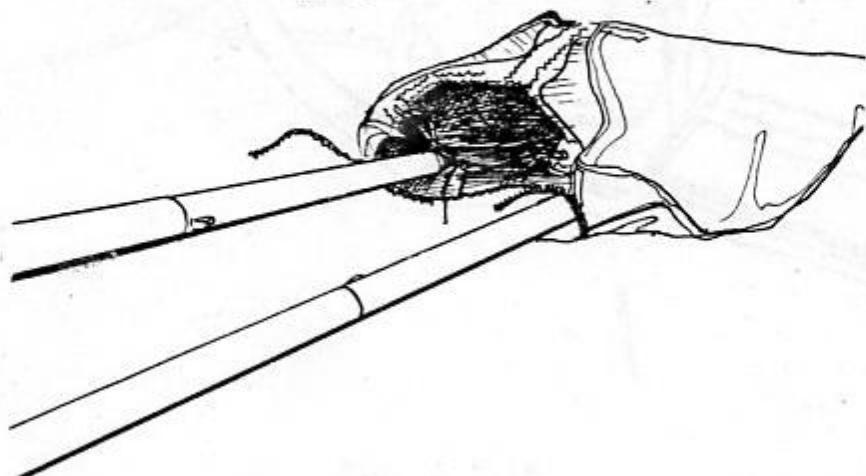


Fig. 3.1.13.

11. Fit the keel pocket over N1 keel tube (Fig. 3.1.14).



Fig. 3.1.14.

Fit the sail over the leading edges without its reaching the nose assembly of the frame.

10. Put the hang-strap which is on the kingpost through the kingpost hole in the sail and fit it over the end of N1 keel tube. Put the rope of the compensator through the kingpost hole of the sail (Fig. 3.1.15).

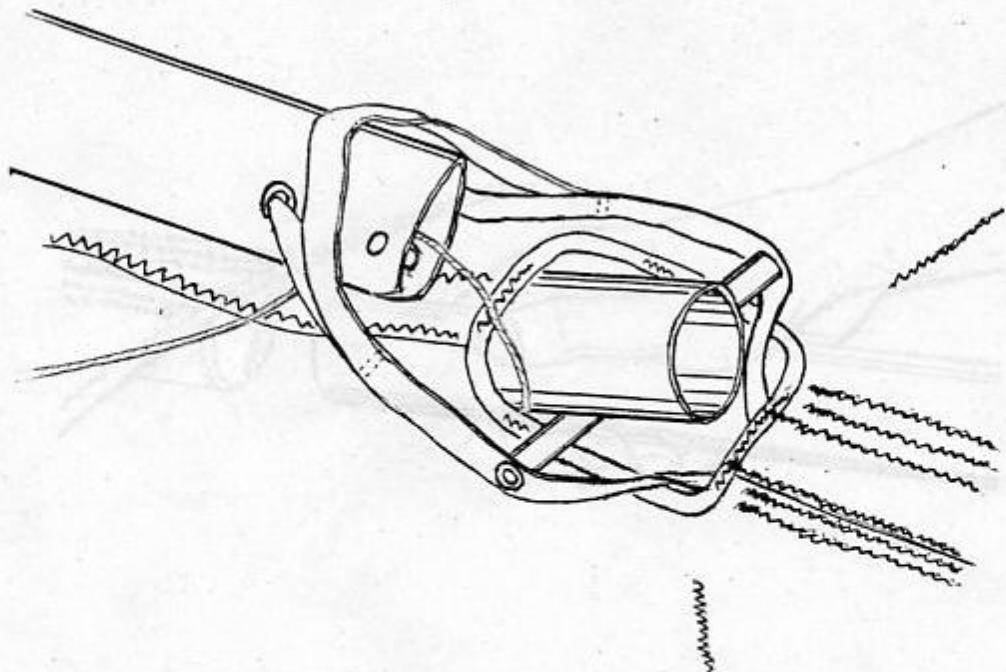


Fig. 3.1.15.

11. Fit the keel pocket over the N1 keel tube (Fig. 3.1.16).

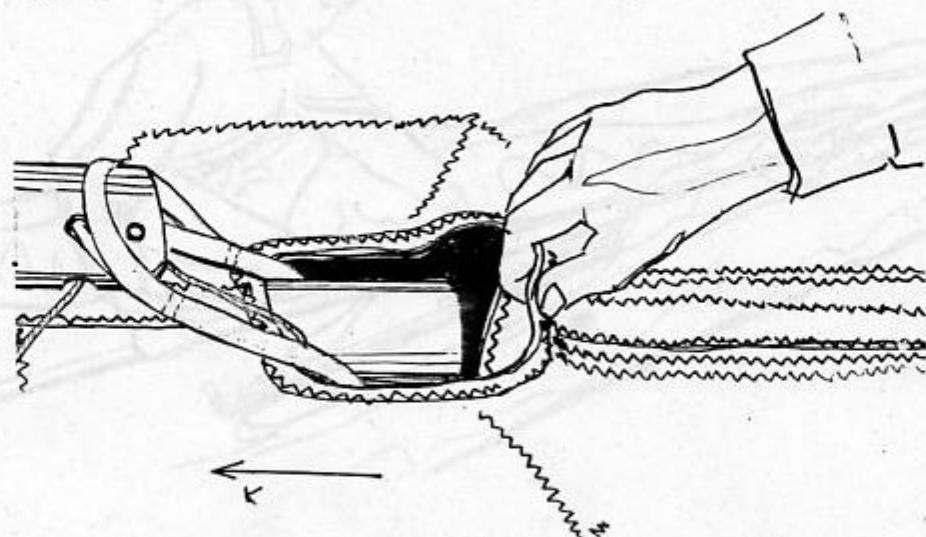


Fig. 3.1.16.

12. Insert the N2 keel tube into the keel pocket and attach the N2 and N3 keel tube to the N1 part, pressing on the button spring and pushing the tube (Fig. 3.1.17, 3.1.18).

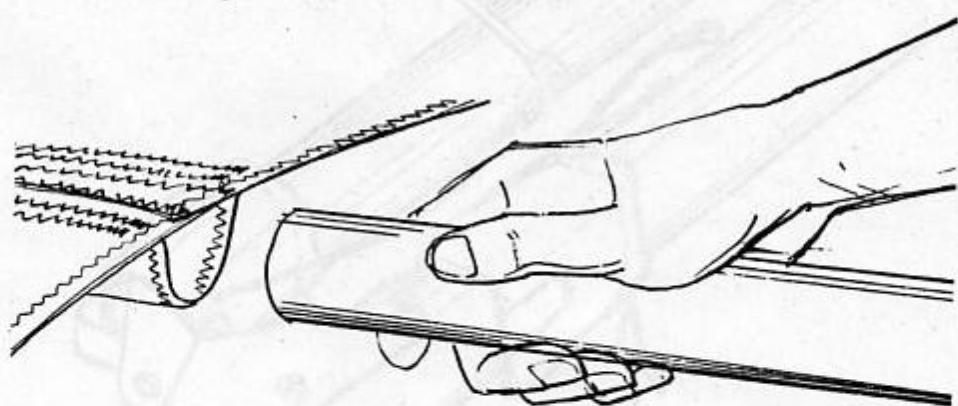


Fig. 3.1.17.



Fig. 3.1.18.

13. Set up the crossbar: attach the N2 tubes to the N1 tube of the crossbar, keeping to the following marking: L-left, R-right. Fix the junction with the button springs (Fig. 3.1.19, 3.1.20, 3.1.21).

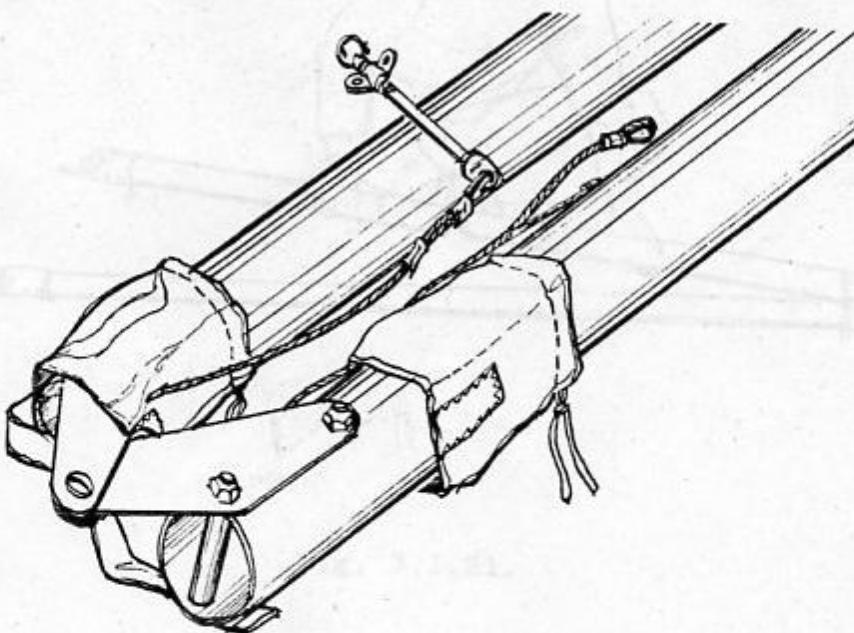


Fig. 3.1.19.

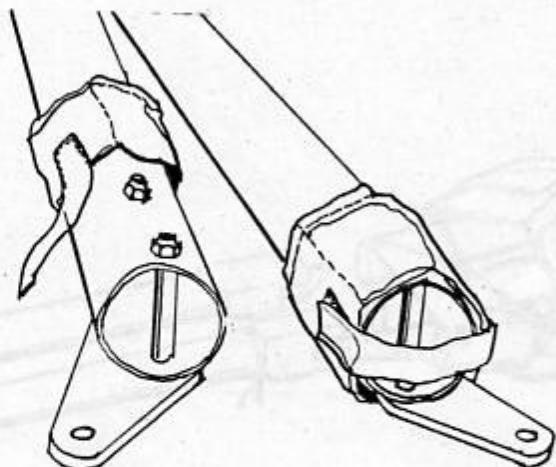


Fig. 3.1.20.

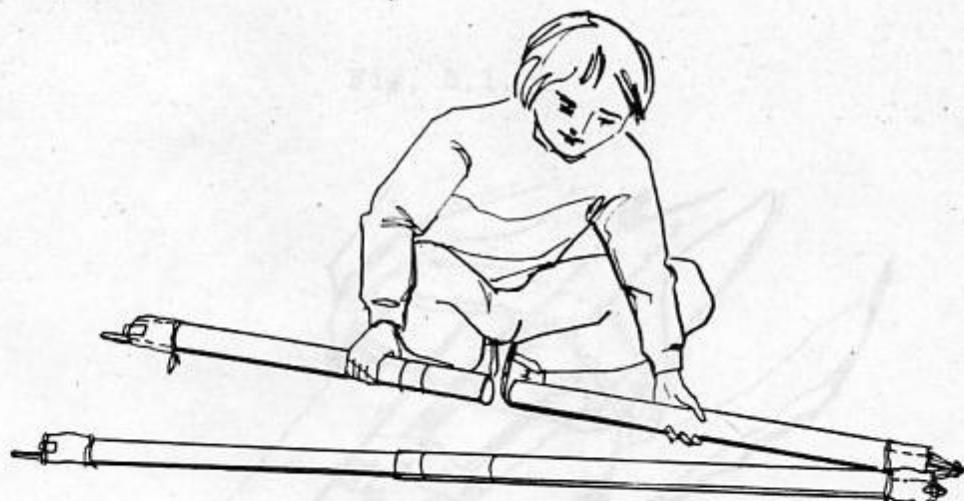


Fig. 3.1.21.

14. Insert free ends of the crossbar into the nose hole of the sail. Make sure that the crossbar tubes pass properly into corresponding pockets. Insert the crossbar until the crossbar plates on the ends of the crossbar tubes come up against the holes of the crossbar/leading edge junctions in the N2 tubes of the leading edge (Fig. 3.1.22, 3.1.23, 3.1.24, 3.1.25).

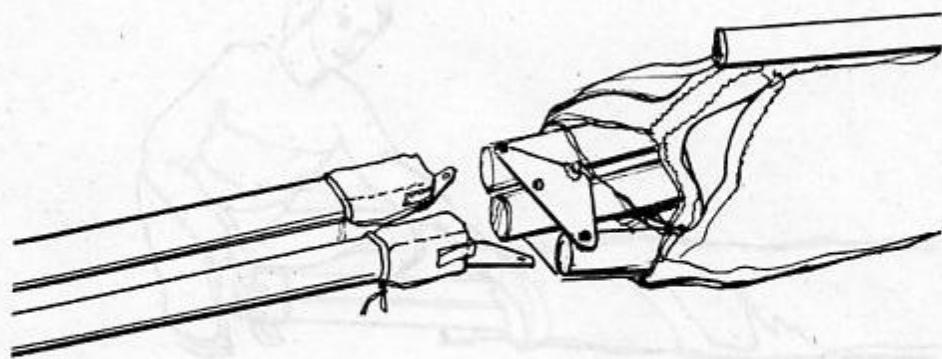


Fig. 3.1.22.

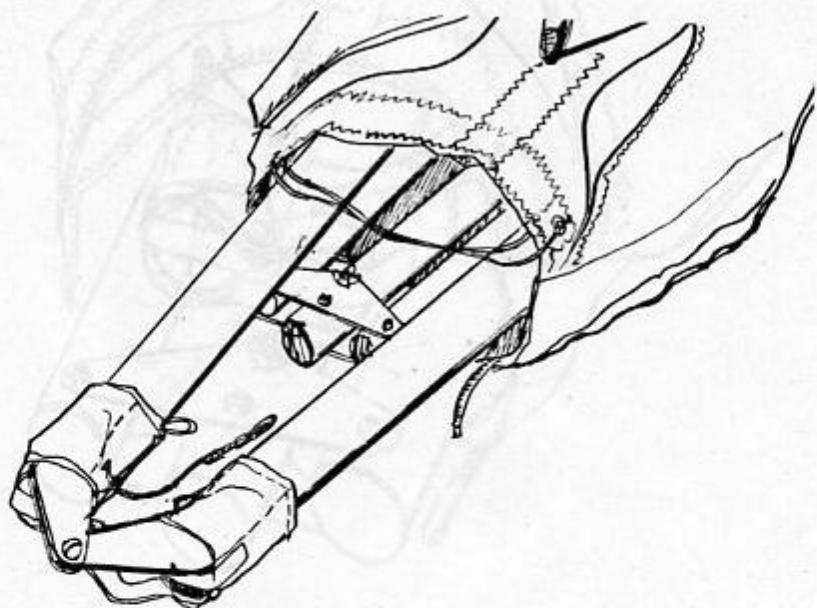


Fig. 3.1.23.

16. Install the boom into the kingpost channel. Secure kingpost with two nuts per pin. Fix the cable pinning the boom to the fuselage.

NOTE: Insert the boom into a marked hole in the kingpost channel.

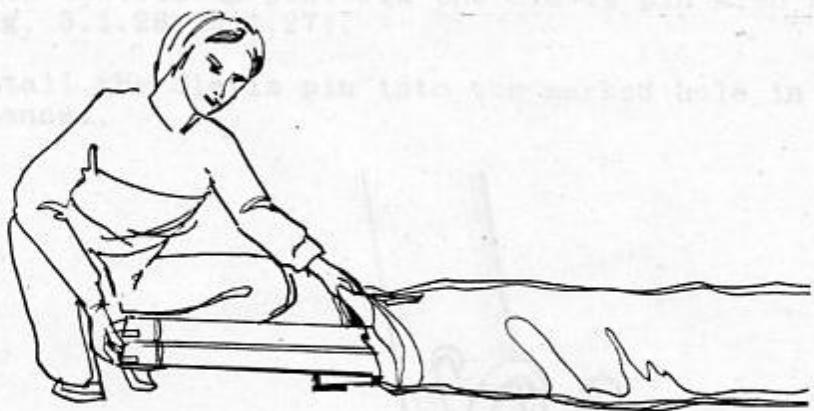


Fig. 3.1.24.

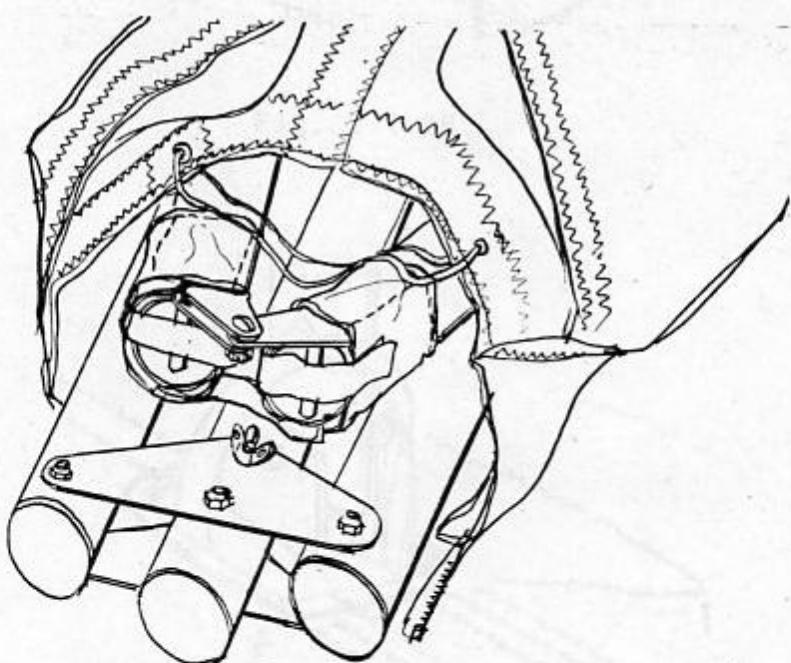


Fig. 3.1.25.

15. Install the kingpost into the kingpost channel. Secure the kingpost with the clevis pin. Fix the clevis pin with the safety ring (Fig. 3.1.26, 3.1.27).

NOTE: Install the clevis pin into the marked hole in the kingpost channel.

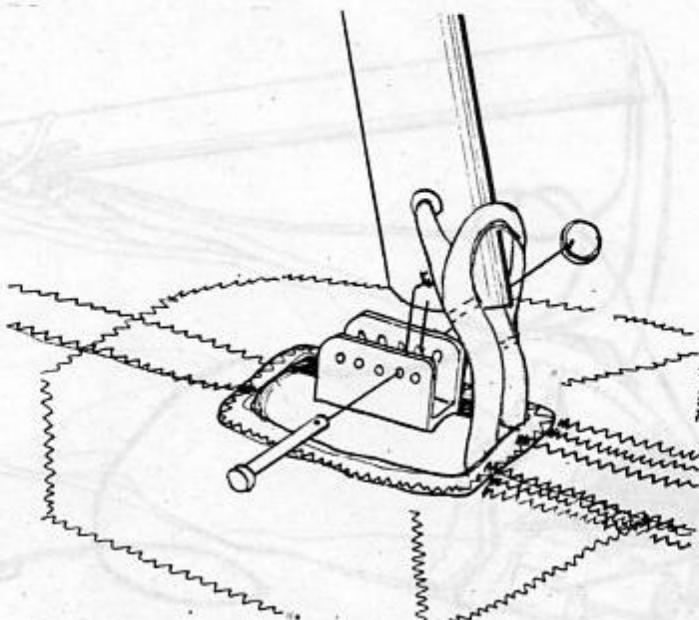


Fig. 3.1.26.

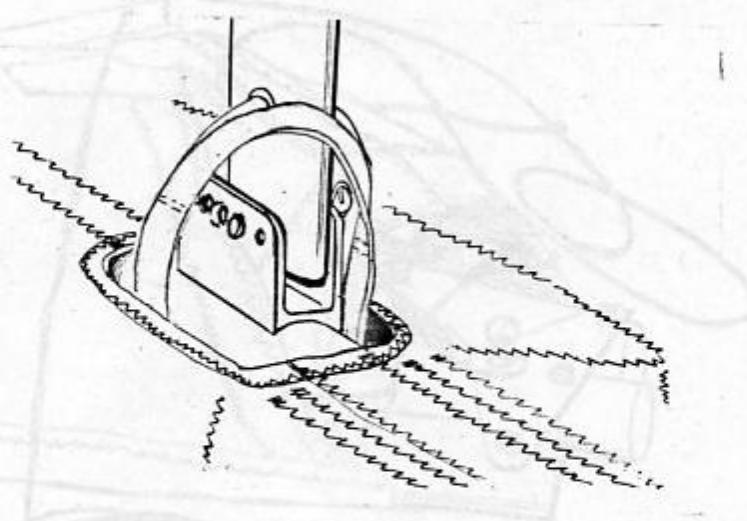


Fig. 3.1.27.

16. Spread the top wires. Put the top front wire through the nose hole in the sail and secure the lug to the bolt of the nose junction using the wing nut and the safety ring (Fig. 3.1.28, Fig. 3.1.29).

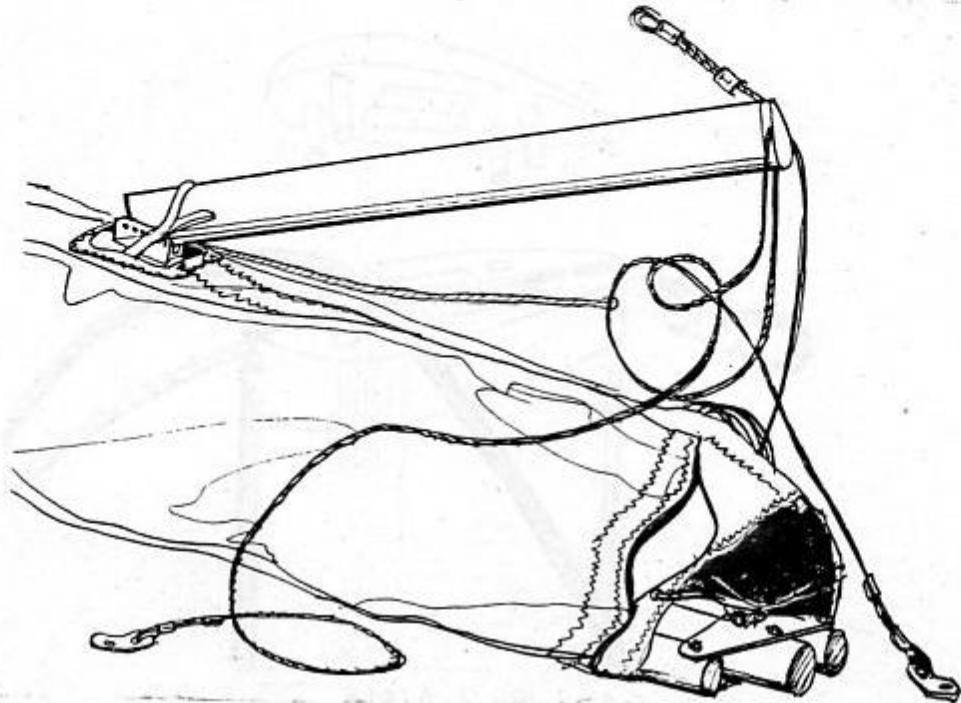


Fig. 3.1.28.

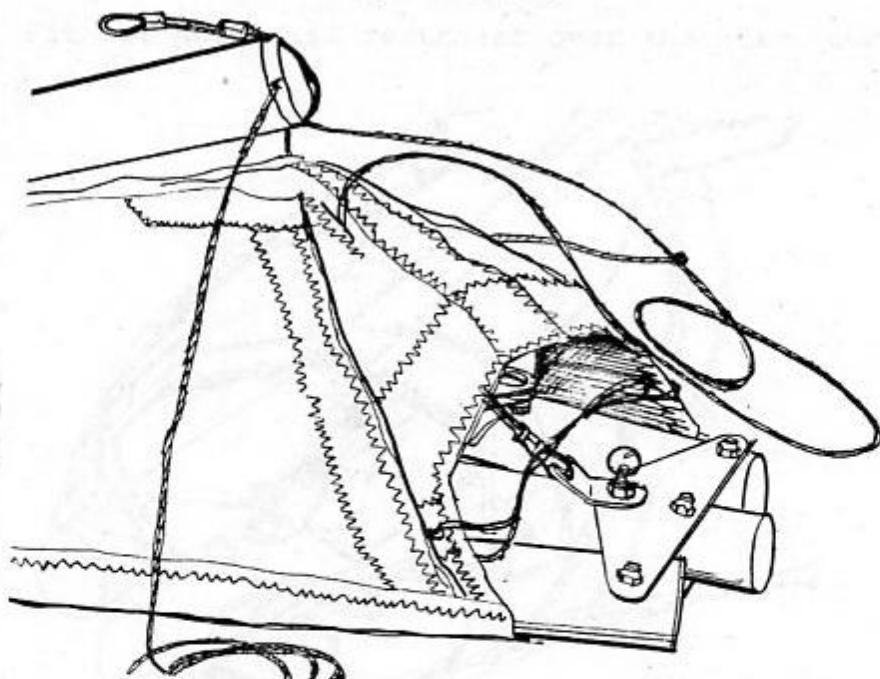


Fig. 3.1.29.

NOTE: If the top wires are separated from the kingpost, fit them over the kingpost. At first insert the top side wire in the cap slots, then the top front wire. Install the cap cover which fixes the wires (Fig. 3.1.30).

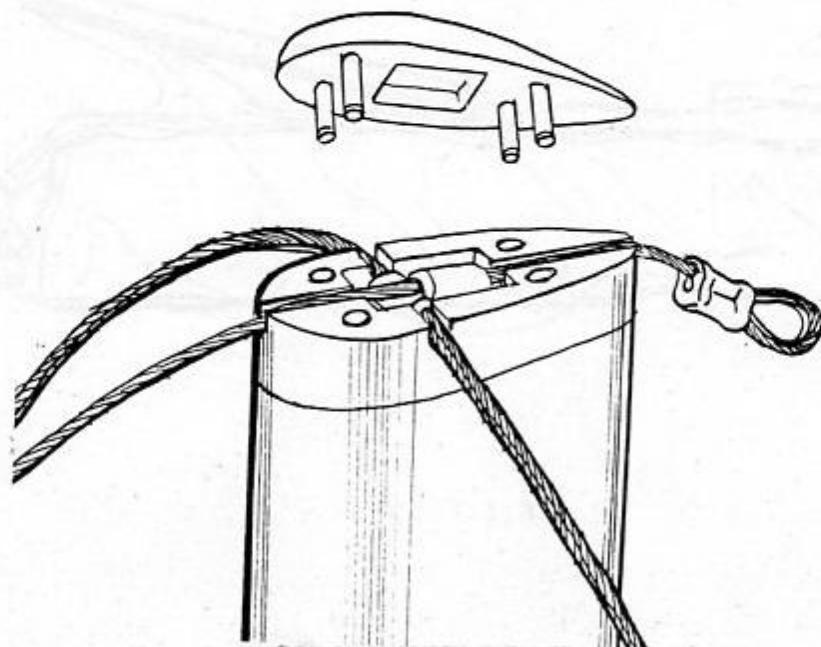


Fig. 3.1.30.

17. Fit the nose sail restraint over the nose junction (Fig. 3.1.31).

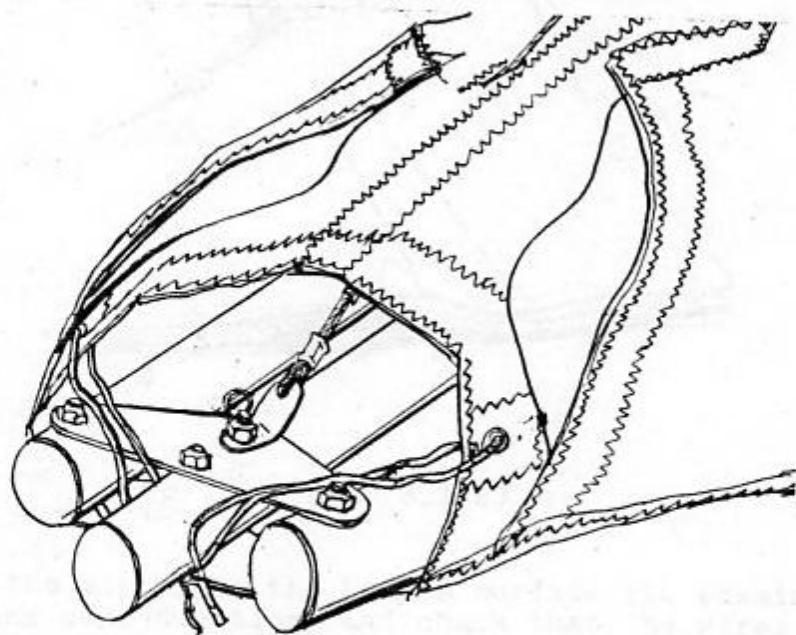


Fig. 3.1.31.

18. Spread the wings about half way. Put the top side wires through the corresponding holes in the leading edge of the sail (Fig. 3.1.32, 3.1.33).

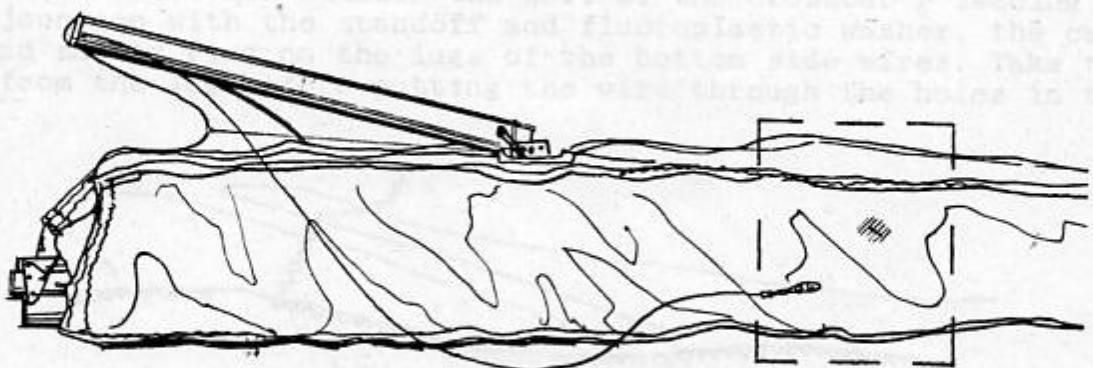


Fig. 3.1.32.

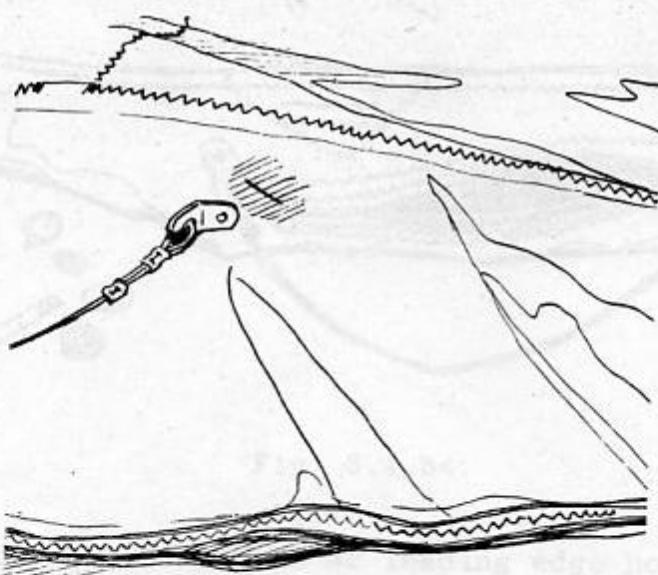


Fig. 3.1.33.

Undo the zipper in the bottom surface (to examine the cross-bar / leading edge junction) and check that the wires pass through the holes.

19. Spread the bottom wires. Put the bottom side wires through the corresponding holes in the bottom surface (Fig. 3.1.34)

NOTE: There are usually the bolt of the crossbar / leading edge junction with the standoff and fluoroplastic washer, the castle nut and safety ring on the lugs of the bottom side wires. Take them away from the lug before putting the wire through the holes in the sail.

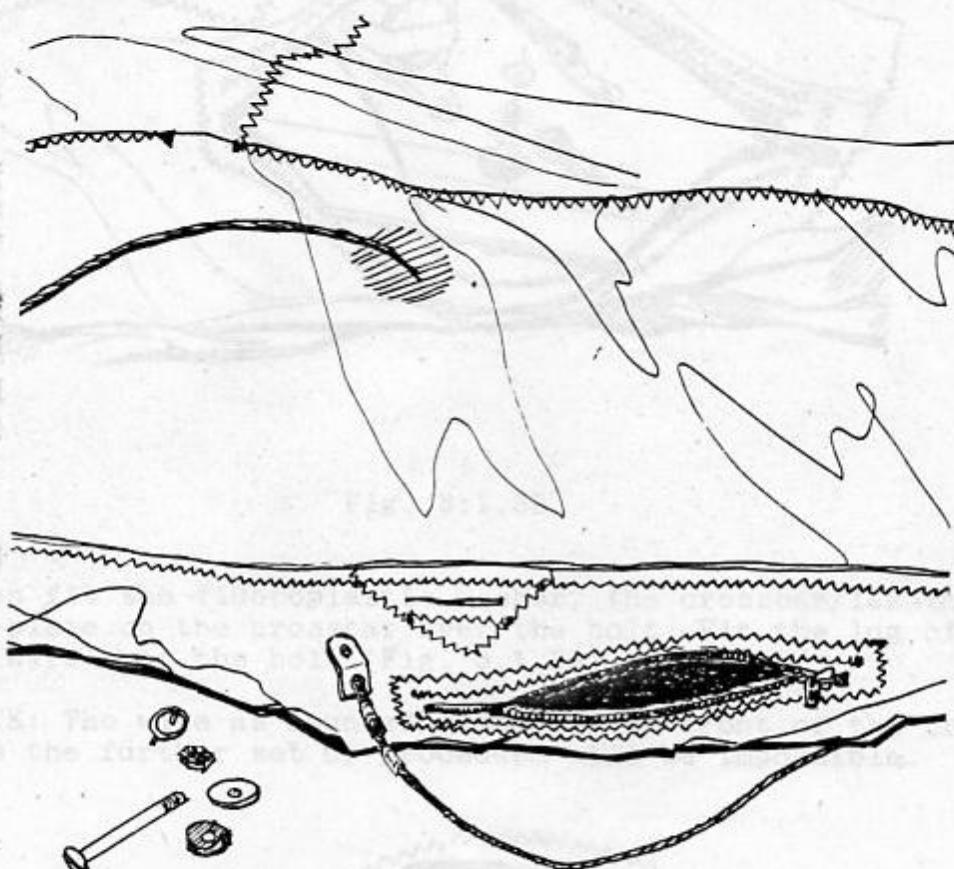


Fig. 3.1.34.

20. Insert the bolt into the N2 leading edge hole of crossbar/leading edge junction from the underside. Install the standoff on the bolt from the top side. The concave part of the standoff must lie on the tube. Fit the lug of the bottom wire over the bolt (Fig. 3.1.35). The wire part of the lug must be turned to the keel section of the glider. The bent part of the lug must point downwards.

NOTE: The bottom wire as mounted must not pass in front of the leading edge and must not be wrapped around the leading edge. Otherwise the further set up procedure will be difficult.

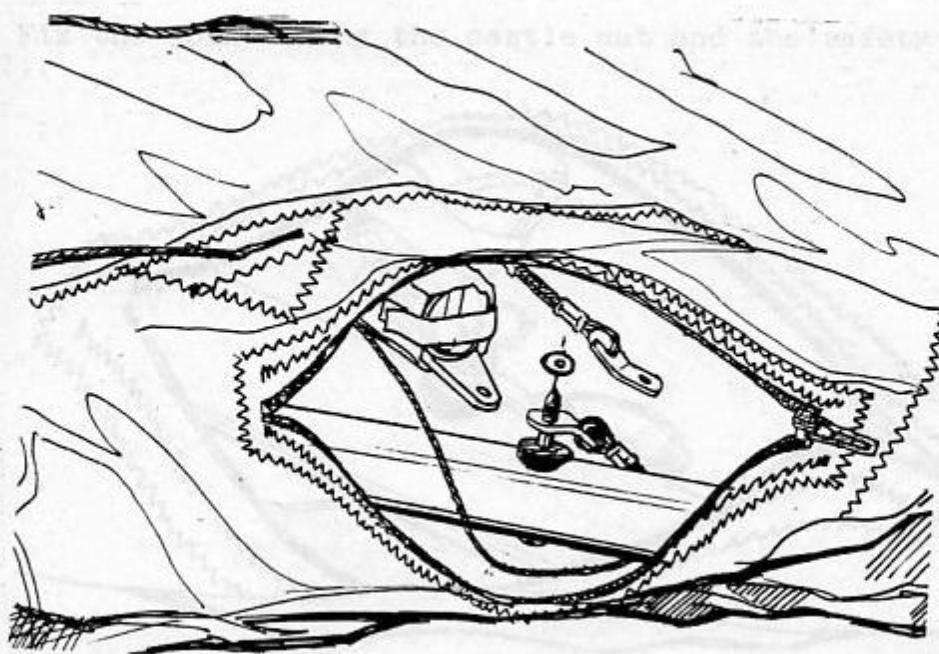


Fig. 3.1.35.

Then fit the fluoroplastic washer, the crossbar/leading-edge junction-plate on the crossbar over the bolt. Fit the lug of the top side wire over the bolt (Fig. 3.1.36).

NOTE: The wire as mounted must pass in front of the crossbar. Otherwise the further set up procedure will be impossible.

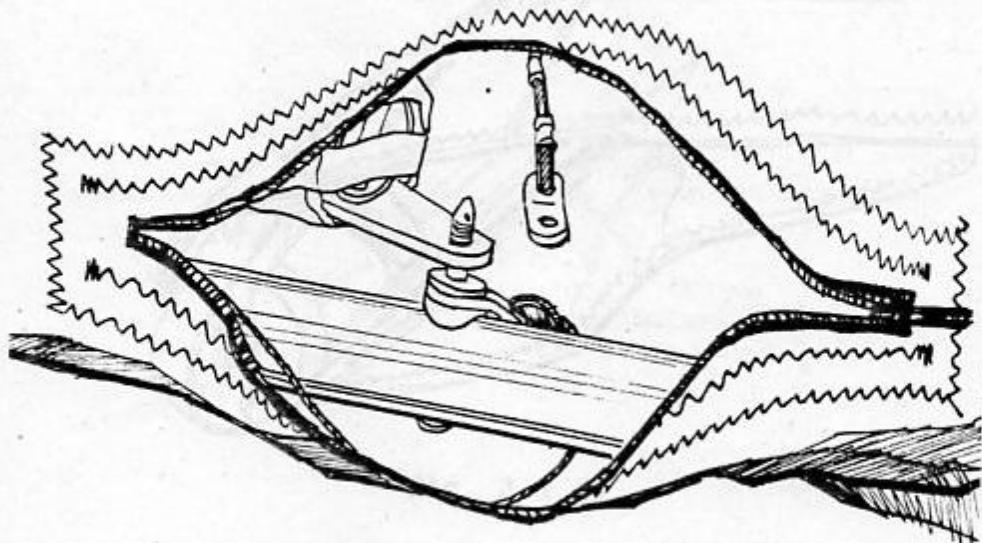


Fig. 3.1.36.

Fix the joint using the castle nut and the safety ring (Fig. 3.1.37).

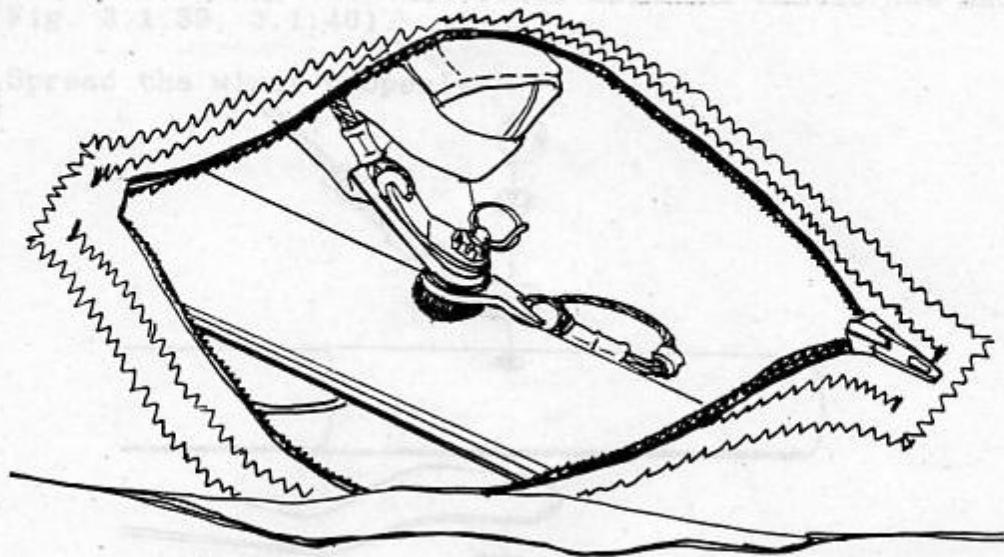


Fig. 3.1.37.

Check the junction once more taking into account its maximum loading while in flight.

21. Check that the sail mount webbing is seated squarely and securely in the slot in the endcap (Fig. 3.1.38).

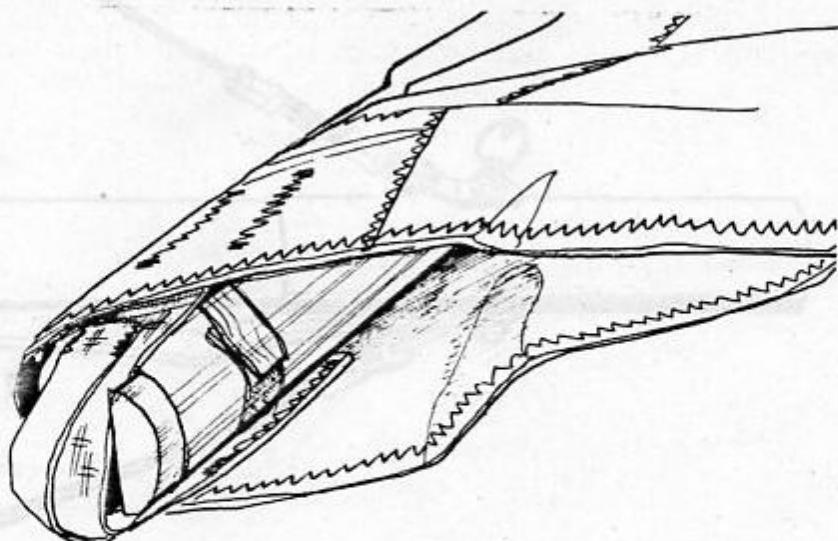


Fig. 3.1.38.

22. Secure the lug of the bottom rear wires, the keel mount webbing (from the underside) and the lug of the top rear wire (from the upper side) using the bolt fixed with the castle nut and the safety ring (Fig. 3.1.39, 3.1.40).

Spread the wires properly!

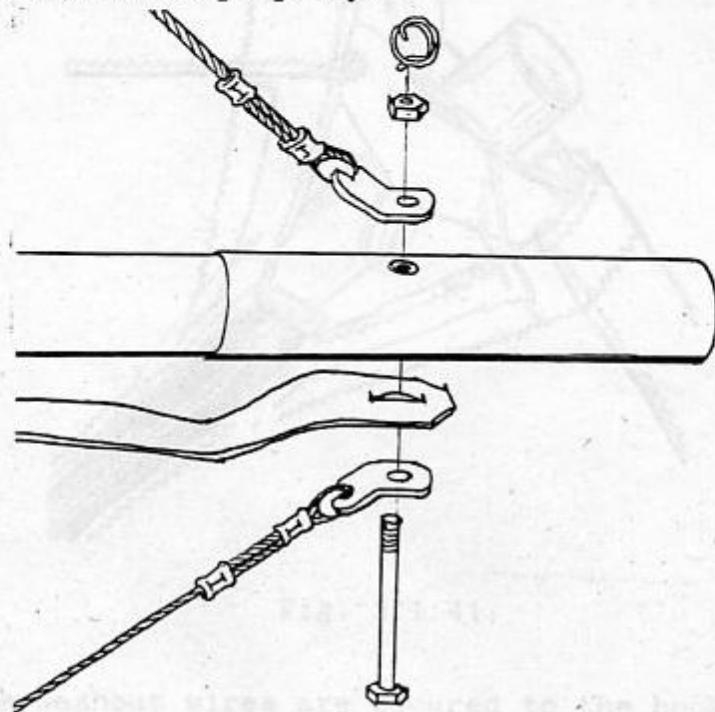


Fig. 3.1.39.

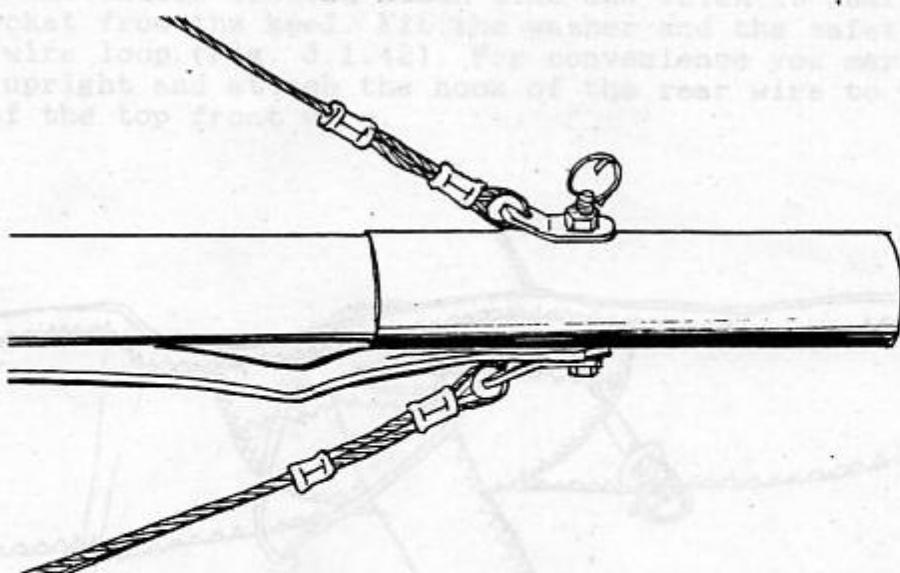


Fig. 3.1.40.

23. Zip up the bottom surface front zipper at least about half way. Tie up the cord which protects a zipper from the destruction because of opening of leading edges (Fig. 3.1.41).

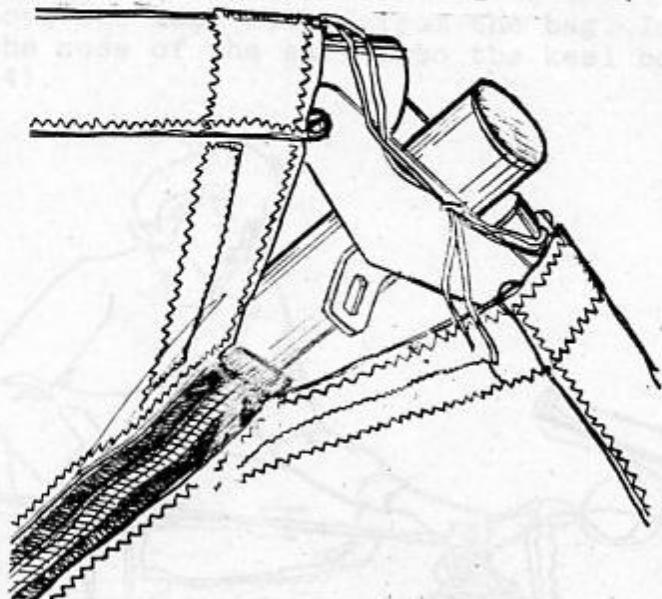


Fig. 3.1.41.

24. The washout wires are secured to the hook of the top rear wire. Push the shortest washout wire through the grommet which is free from the batten tension leech line and which is near the 5th batten pocket from the keel. Fit the washer and the safety ring over the wire loop (Fig. 3.1.42). For convenience you may lift the kingpost upright and attach the hook of the rear wire to the thimble of the top front wire.

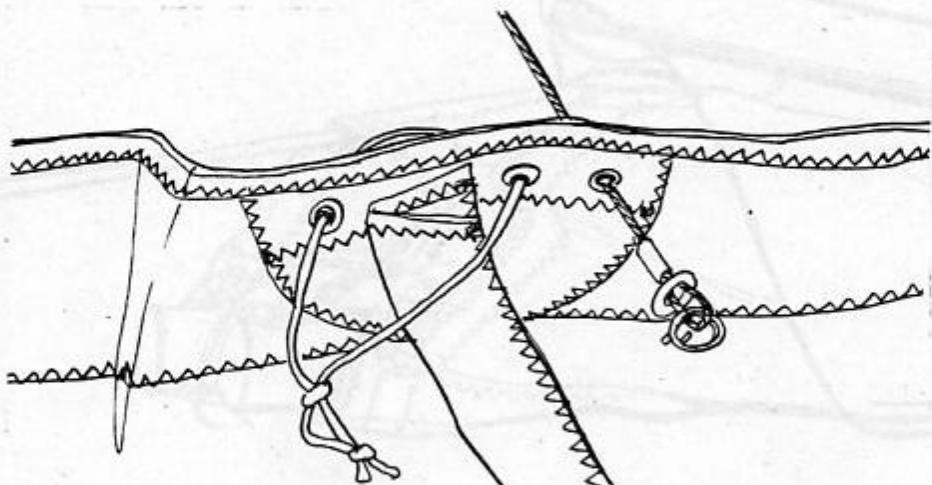


Fig. 3.1.42.

Perform the same procedure with three longer washout wires after their installation through the free grommets near the next batten pockets from the nose (Fig. 3.1.42).

25. Remove the keel batten from the bag. Insert the keel batten from the nose of the sail into the keel batten pocket (Fig. 3.1.43, 3.1.44).

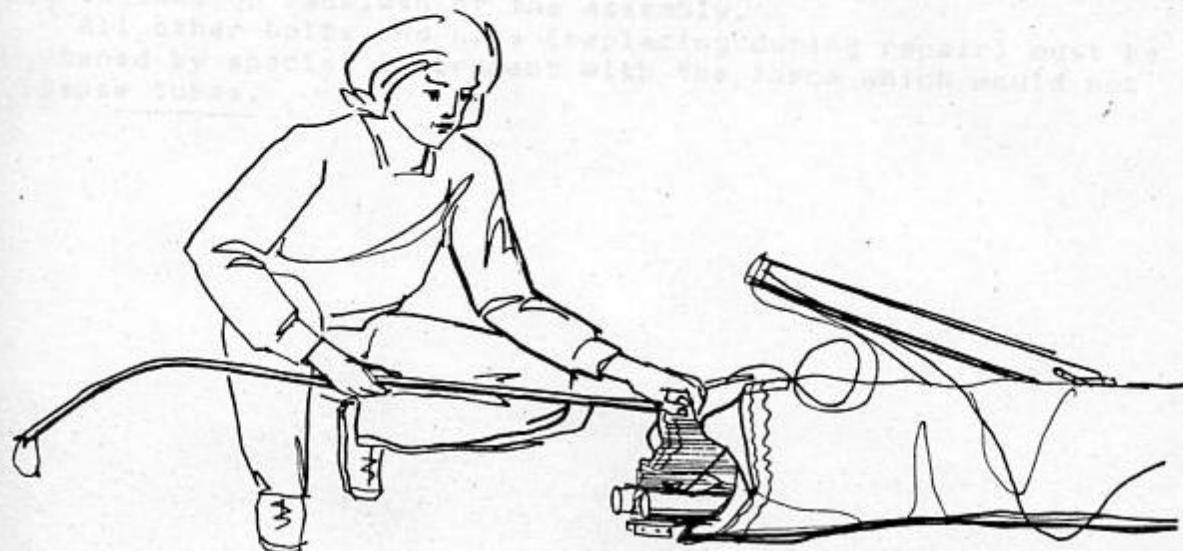


Fig. 3.1.43.

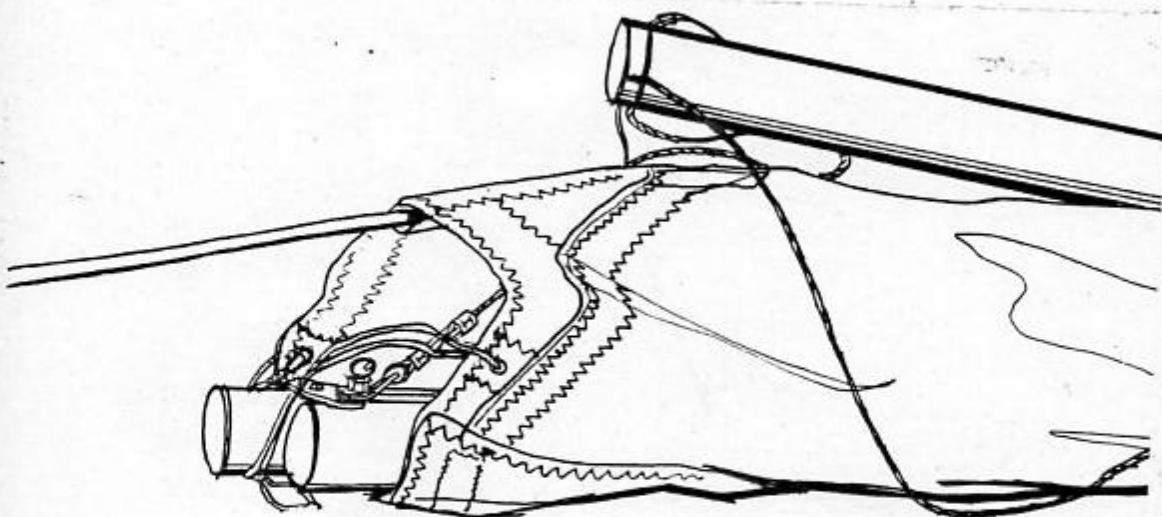


Fig. 3.1.44.

26. The glider is set up in the bag 6 metres long to the transportation condition. The further set up procedure is analogous to one from the bag 6 metres long (Section 3.2, except 1, 2 points).

NOTE: All bolts and nuts which are tightened during set up procedures from the packages 2m, 4m, 6m long must be tightened by hand to take up backlash of the assembly.

All other bolts and nuts (replacing during repair) must be tightened by special instrument with the force which would not collapse tubes.

3.2. SET UP PROCEDURE FROM THE PACKAGE
6 METRES LONG.

1. With the glider in the bag (6 metres long) lay the glider on the ground (Fig. 3.2.1).

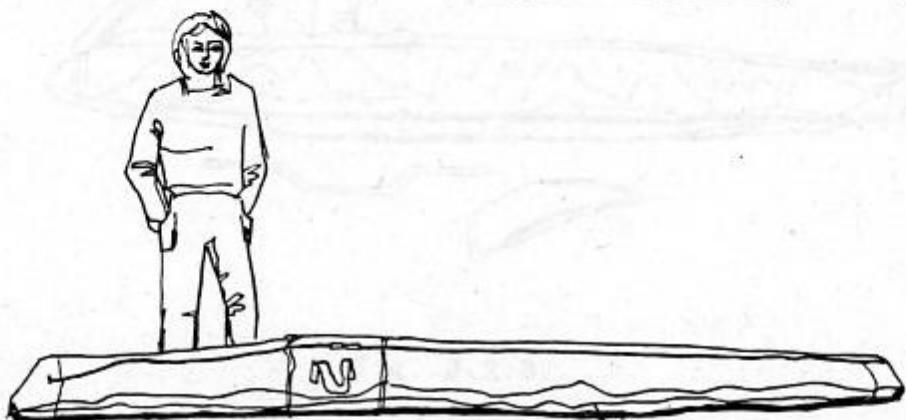


Fig. 3.2.1.

2. Undo the zipper (Fig. 3.2.2).

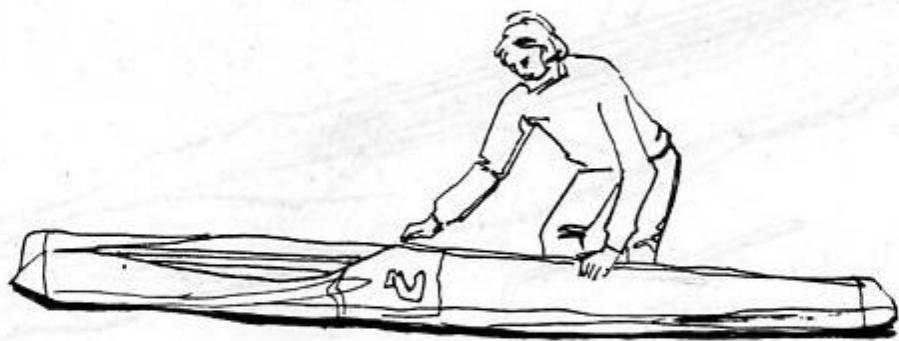


Fig. 3.2.2.

Remove the battens in the bags, the speedbar and the nose cone from the bag (Fig. 3.2.3).

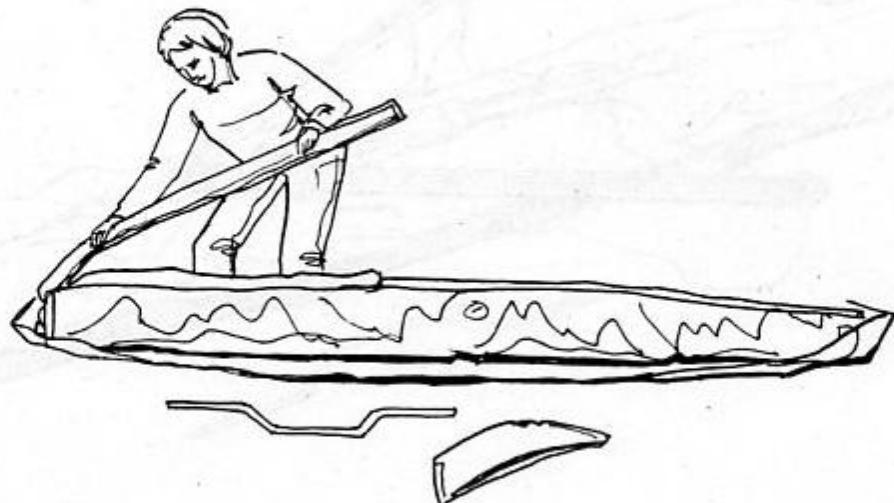


Fig. 3.2.3.

3. Turn the glider so that the down tubes packed into the safety bag are on top. Remove the safety bag. Spread the downtubes. Install the speedbar so that off-set of the speedbar is directed forward and upwards to the flight direction. Fix the speedbar using the wing nut and the safety ring (Fig. 3.2.4, 3.2.5, 3.2.6, 3.2.7, 3.2.8).

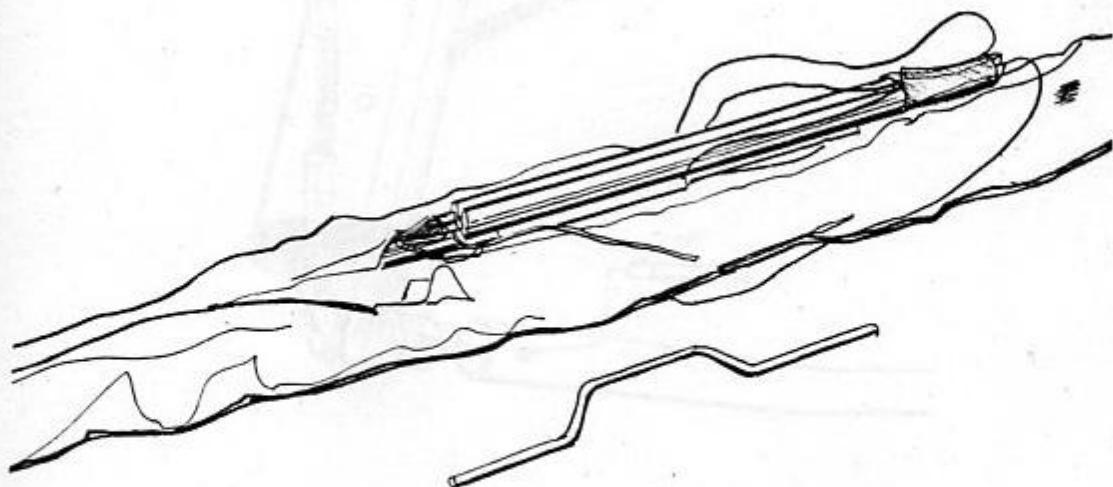


Fig. 3.2.4.

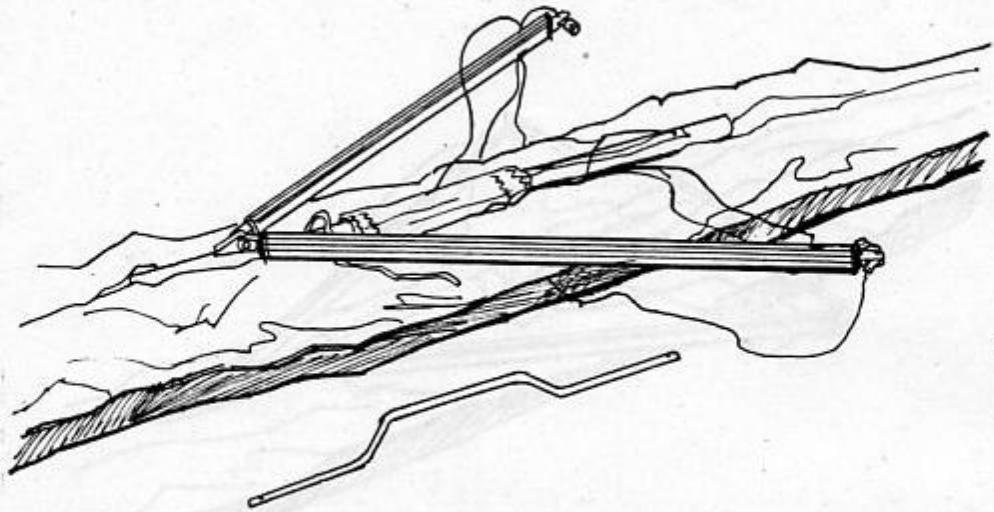


Fig. 3.2.5.

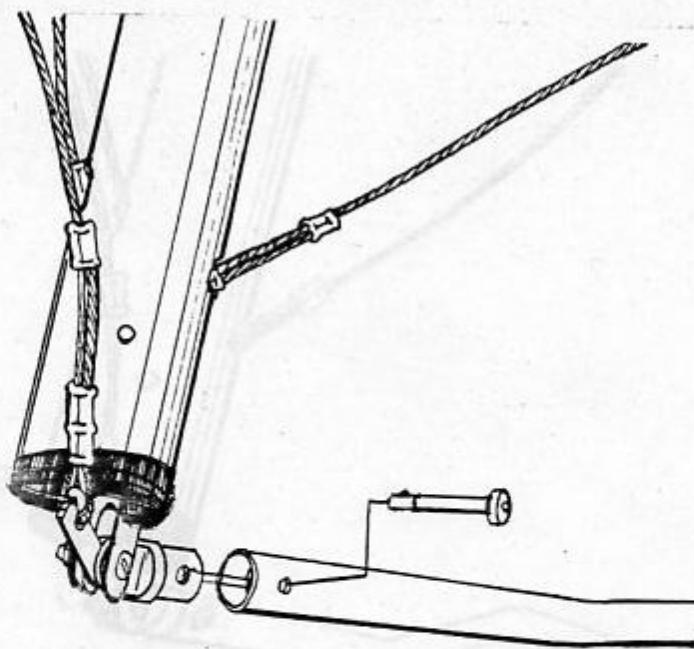


Fig. 3.2.6.

4. Rest the slider on the control bar (Fig. 3.2.7.) & tie.

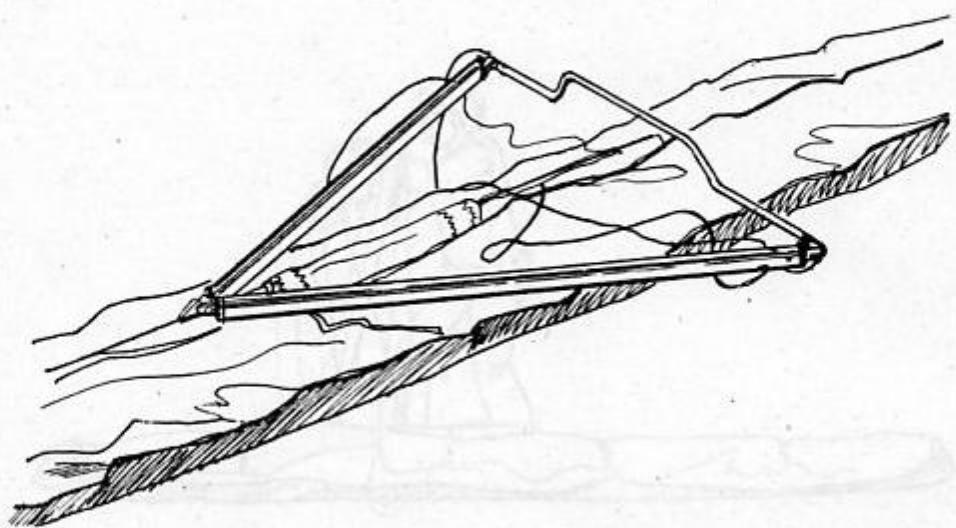


Fig. 3.2.7.

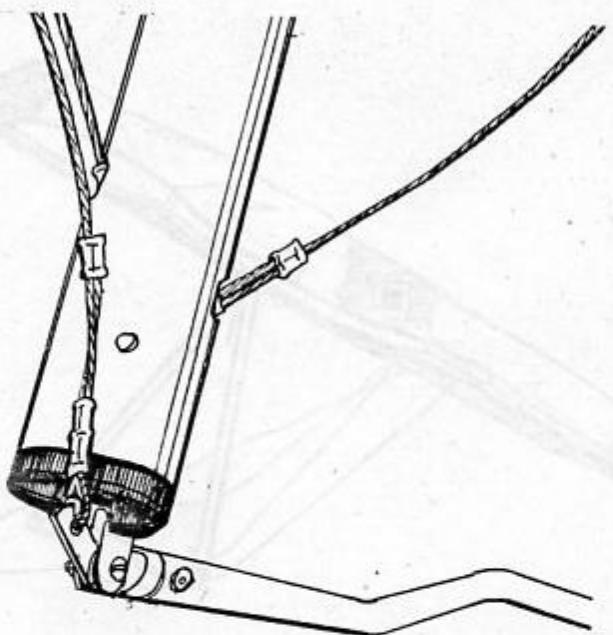


Fig. 3.2.8.

4. Rest the glider on the control bar (Fig. 3.2.9, 3.2.10).

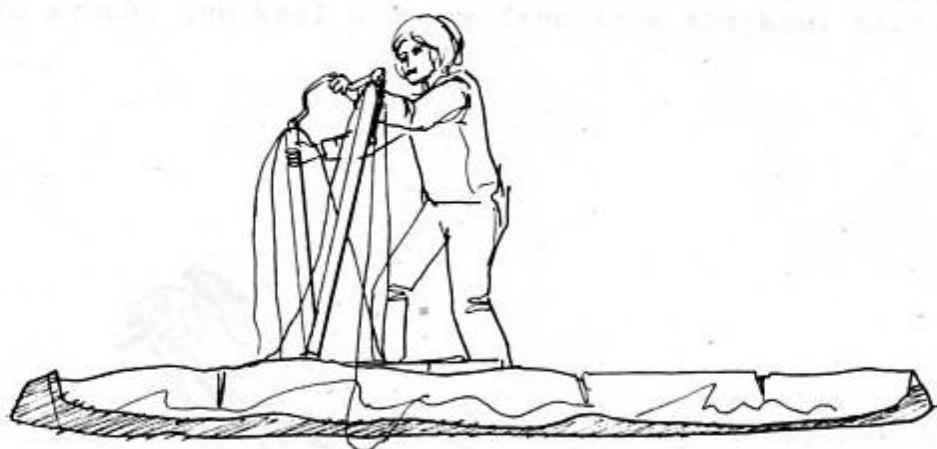


Fig. 3.2.9.

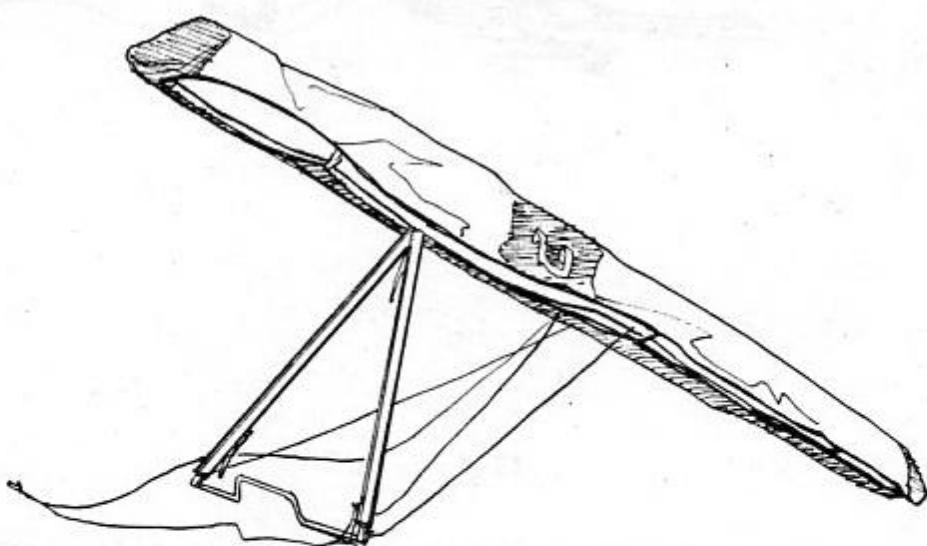


Fig. 3.2.10.

5. Remove the bag and the velcro straps. Spread the wings so, that sail is a little sagged and the glider is resting on the consoles and on the keel tube (Fig. 3.2.11).

NOTE: Take care that the washout wires and the top wires are not wrapped around the keel and are free from the keel hardware.

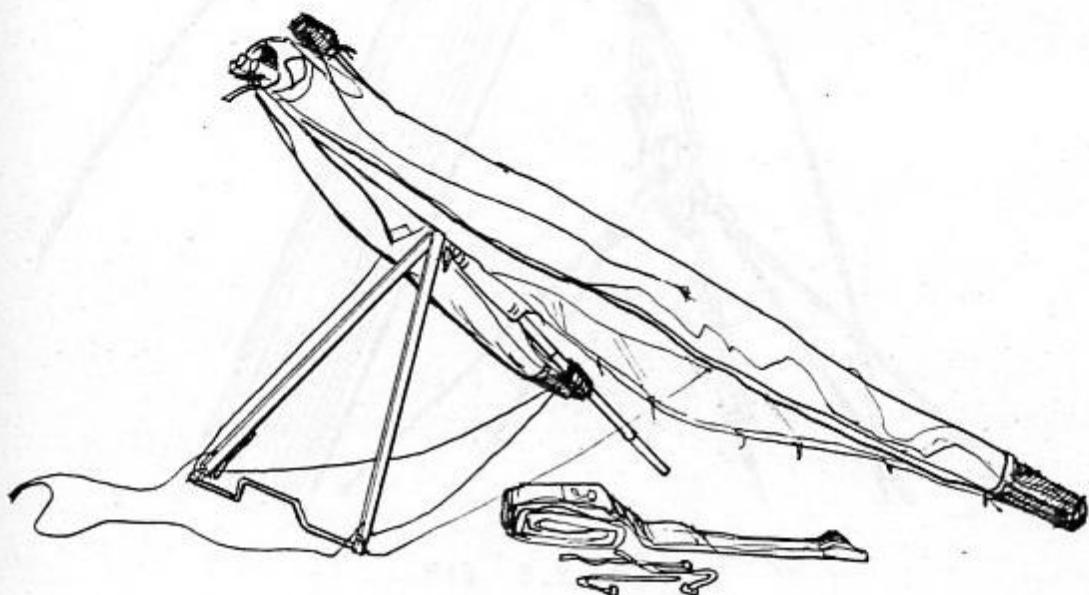


Fig. 3.2.11.

6. Check that the nut which secures the downtubes to the keel channel and the nut which secures the channel to the keel are secure. Check also the nuts which secure the kingpost channel to the keel.

NOTE: The kingpost channel is used for the adjustment of the position of the pilot hang point.

7. Attach the hook of the bottom rear wire and the washout wire to the thimble of the top front wire (Fig. 3.2.12, 3.2.13). Make sure that the hook for the wires is not inverted and the washout wires or top wires are not twisted.

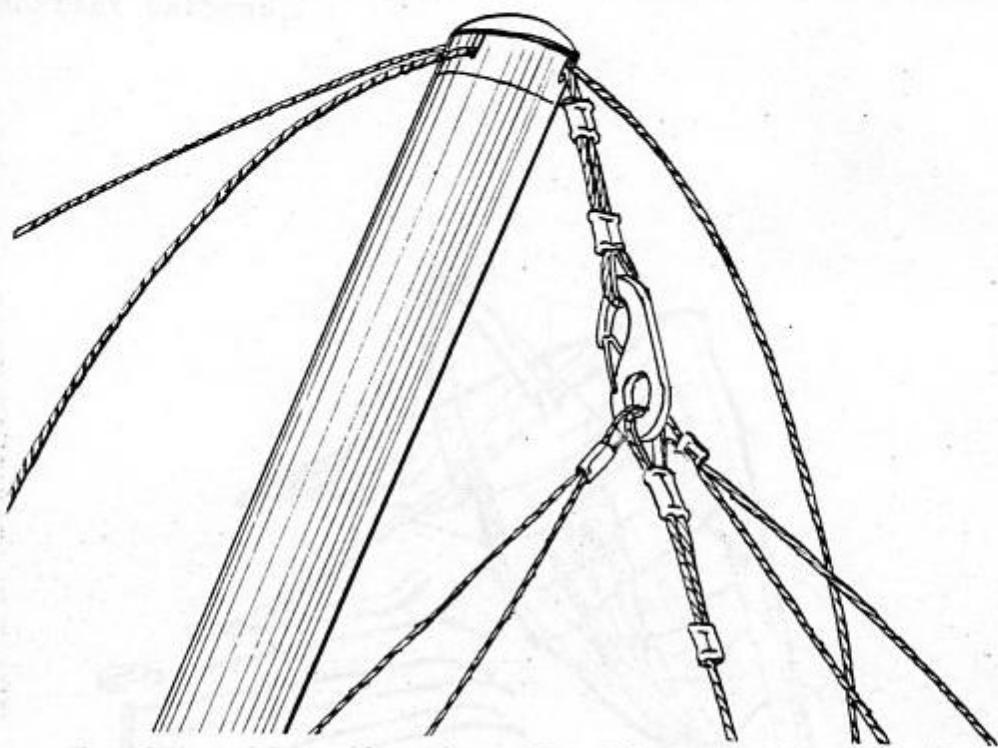


Fig. 3.2.12.

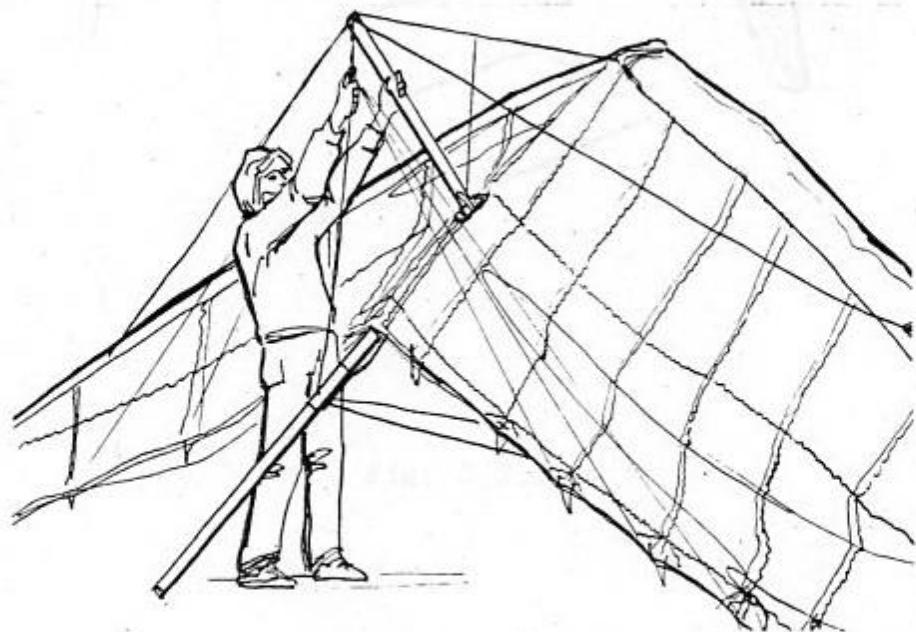


Fig. 3.2.13.

8. Remove the battens from the bag and lay them on the ground for each wing separately in decreasing order of length. Check them for symmetry. Correct any that are assymetric using the template (Fig.3.2.14, 3.2.15).

Remove the bags from the wing tips before the installation of the shortest battens.

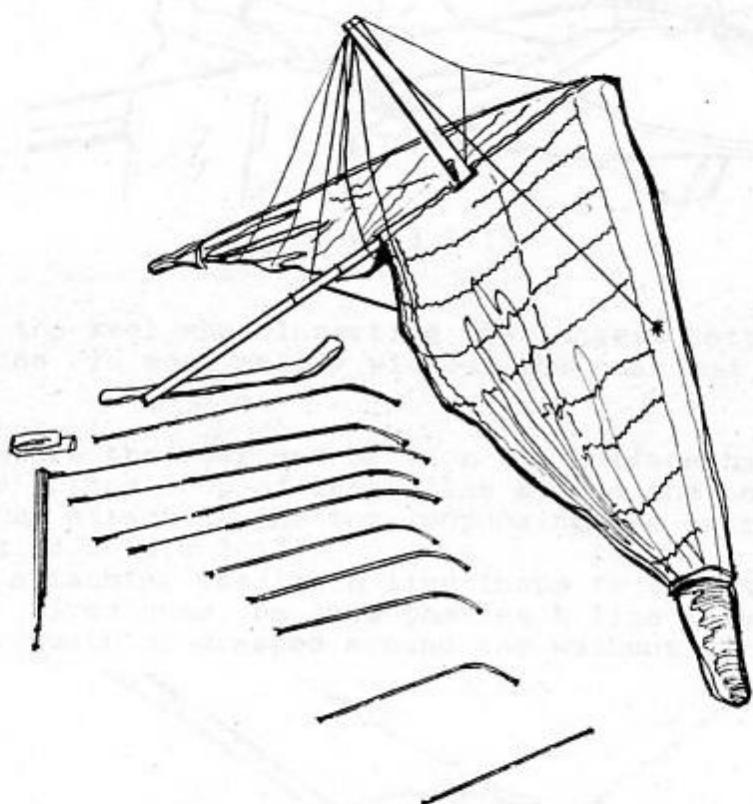


Fig. 3.2.14.



Fig. 3.2.15.

Lift the keel when inserting the longest batten so that the batten slides in more easily without the rear end scraping the handle.

9. Secure the rear end of each top surface batten by first looping the bottom loop of leech line around the notched batten end, and then attaching the top loop using the extra loop as a handle (Fig. 3.2.16, 3.2.17).

When attaching the leech line loops to the battens to which the washout wires come, be sure the leech line loops are not caught underneath or wrapped around the washout wires.

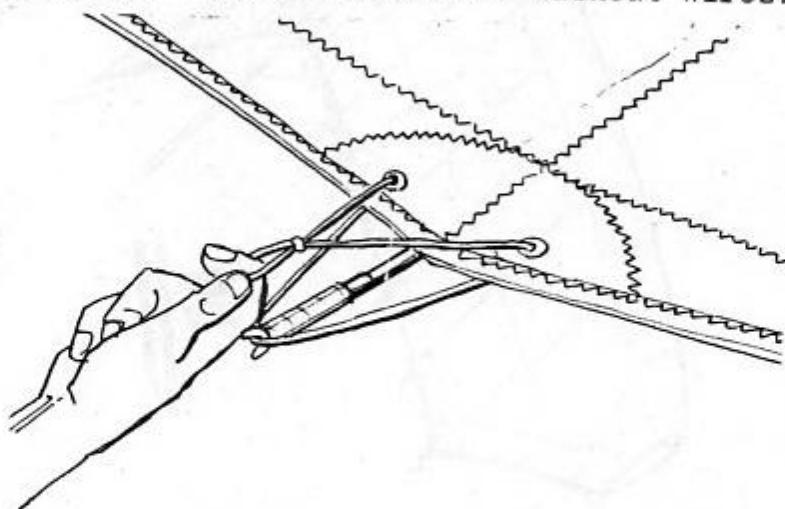


Fig. 3.2.16.

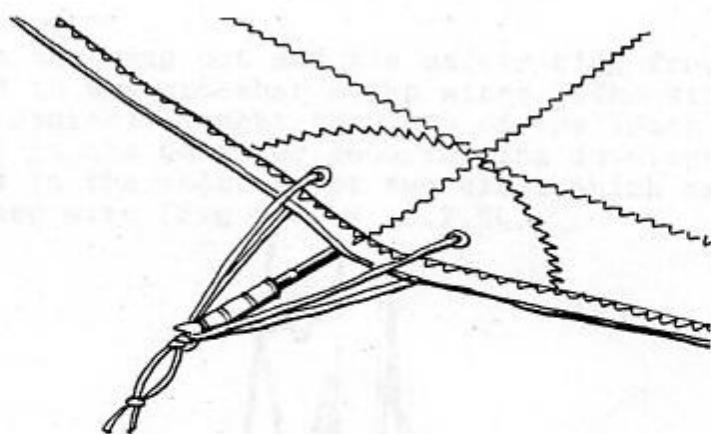


Fig. 3.2.17.

NOTE: The top surface battens must be installed before the crossbar is tensioned, otherwise you will decamber the battens and may ruin the sail. When inserting top surface battens, avoid allowing the batten tip to ride hard against the stitching on the side of the pocket.

10. Spread the wings all the way and check all wires for twisted thimbles or tangs (Fig. 3.2.18).

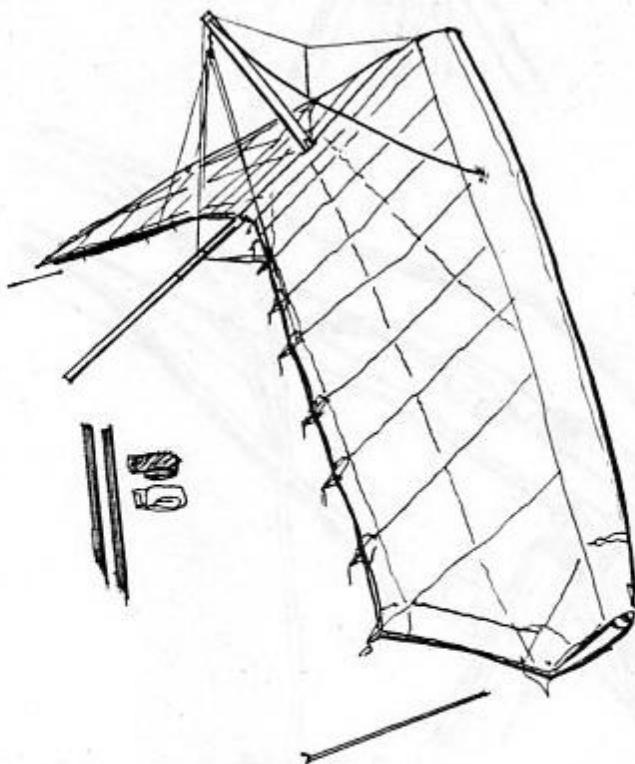


Fig. 3.2.18.

11. Remove the wing nut and the safety ring from the bolt which is secured to the crossbar sweep wires. (The wires attached to the crossbar center). Insert the loop of the leech line, which is secured on the bolt for securing the downtubes to the channel through the ring in the shortest of two wires which make up one of the crossbar sweep wire (Fig. 3.2.19, 3.2.20).

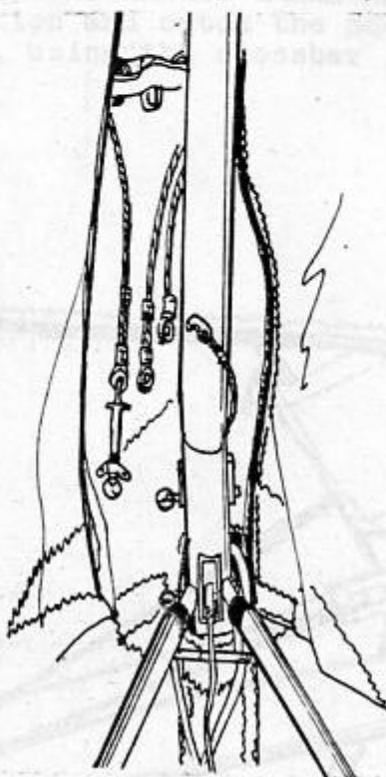


Fig. 3.2.19.

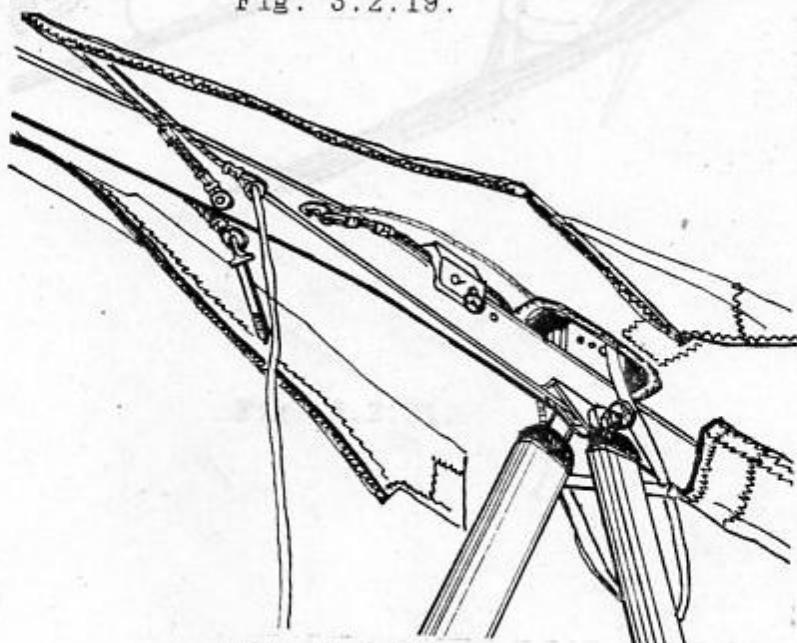


Fig. 3.2.20.

Pull down the line. This will allow you to pull back the crossbar center. Insert the bolt which is placed on the crossbar wire through the hole in the stop detail of the mechanism changing the leading edge sweep. Fit the ring of the other wire over the bolt and secure the assembly with nut and safety ring (Fig. 3.2.21).

Move the lever of the mechanism changing the leading-edge sweep in the upper position and catch the hook of this mechanism on the lug of the crossbar, using the crossbar leech line.

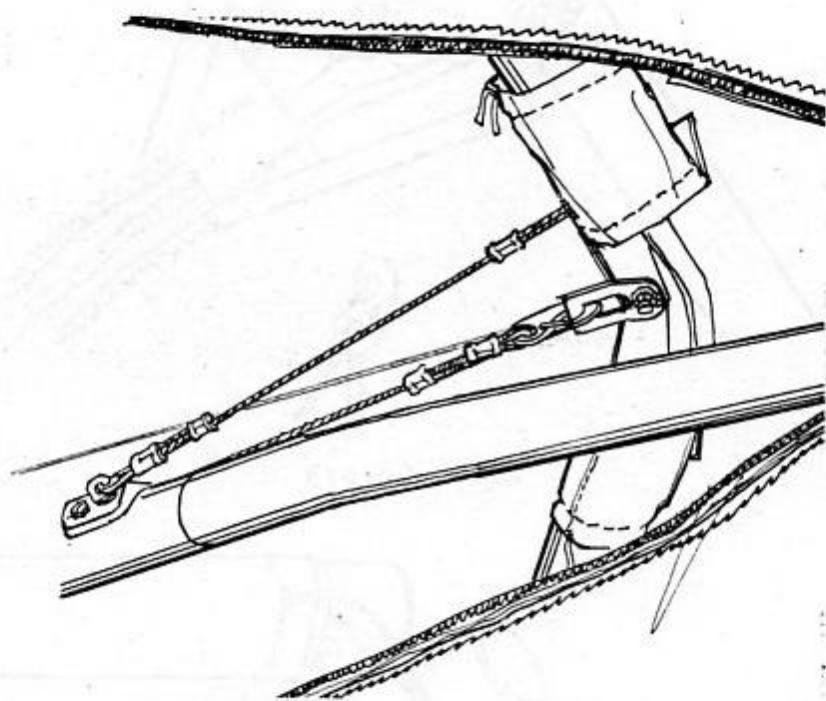


Fig. 3.2.21.

12. Make the glider to sit as level as possible so that neither wing tip is resting hard on the ground and the bottom rear wires are completely tensioned. Secure the hook of the bottom wires to the lug on the nose junction (Fig. 3.2.22, 3.2.23).

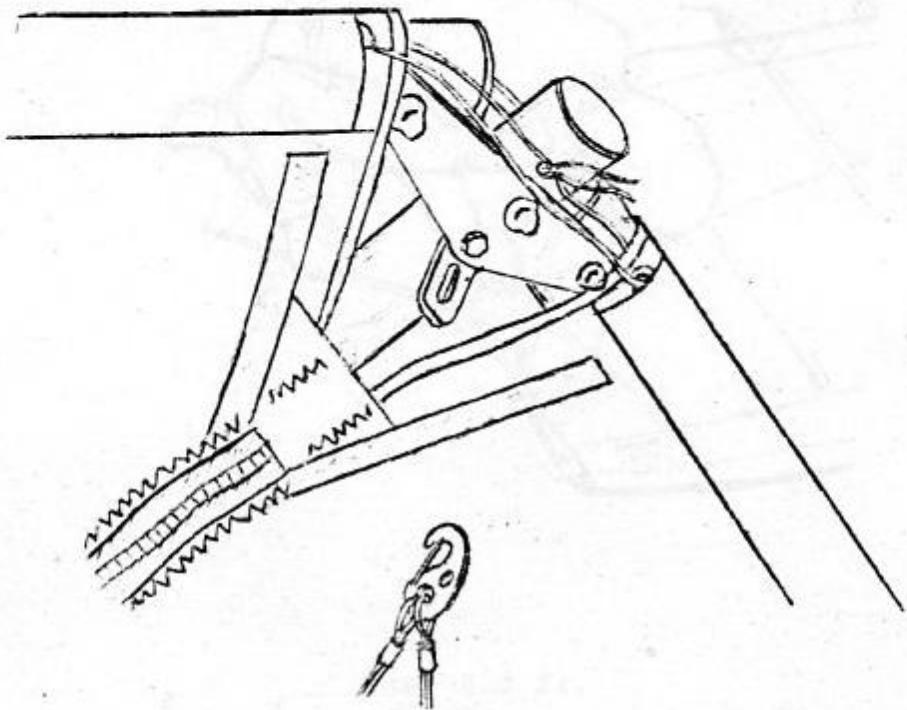


Fig. 3.2.22.

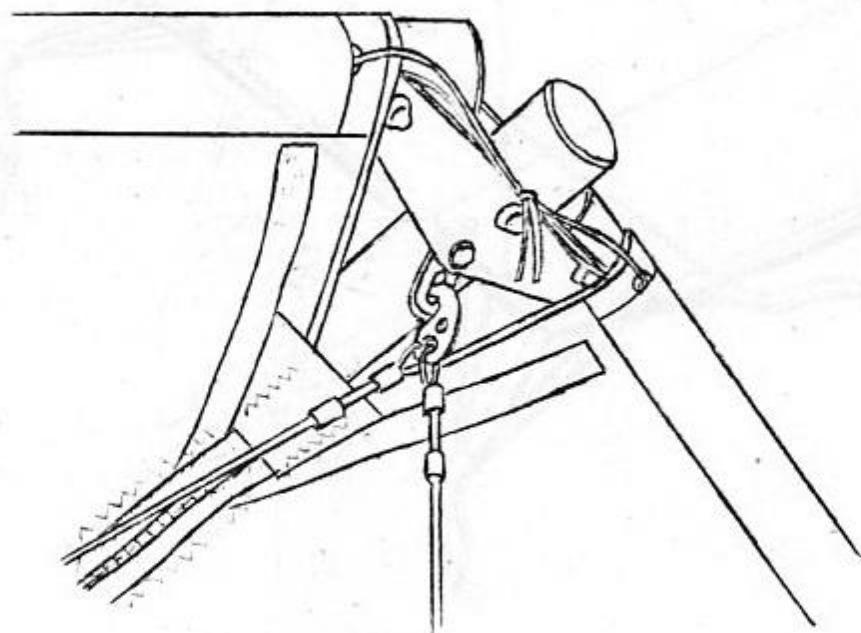


Fig. 3.2.23.

13. Insert the tip battens until they are stopped on the N3 leading edges and fix them using the leech lines (Fig. 3.2.24, 3.2.25).

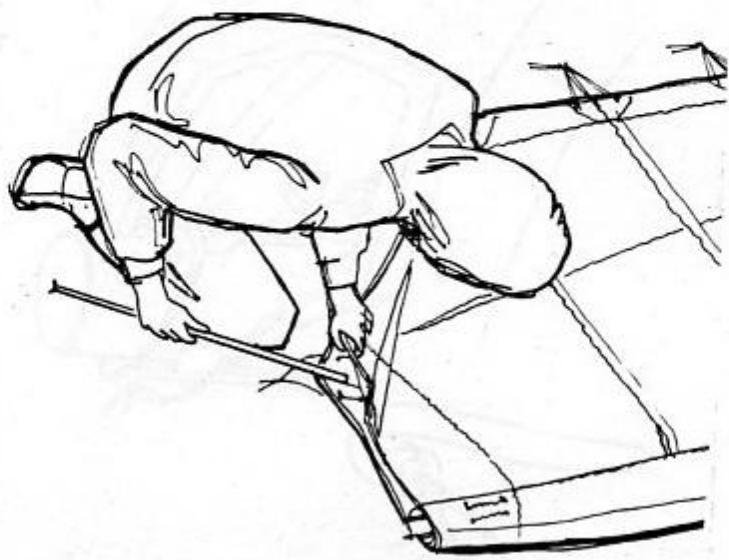


Fig. 3.2.24.

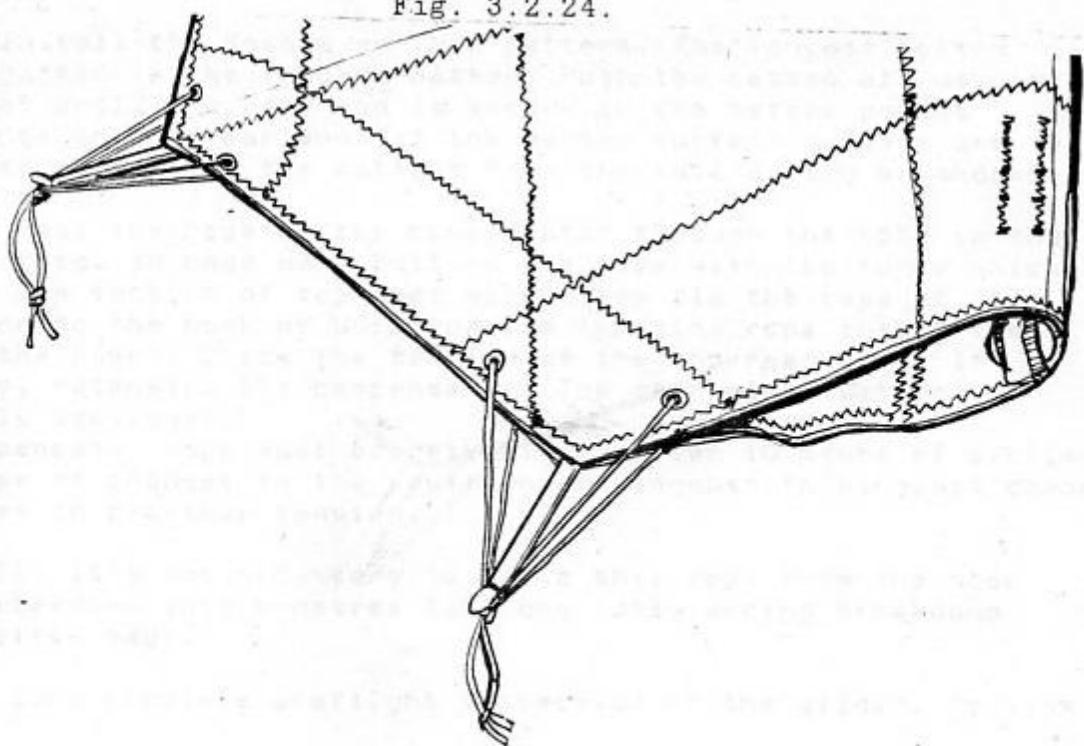


Fig. 3.2.25.

14. Set the glider nose into the wind, and pull the nose down. Grasp the string loop at the front of the nose batten and pull the forked batten-end up over until it sits on top of the keel tube (Fig. 3.2.26).

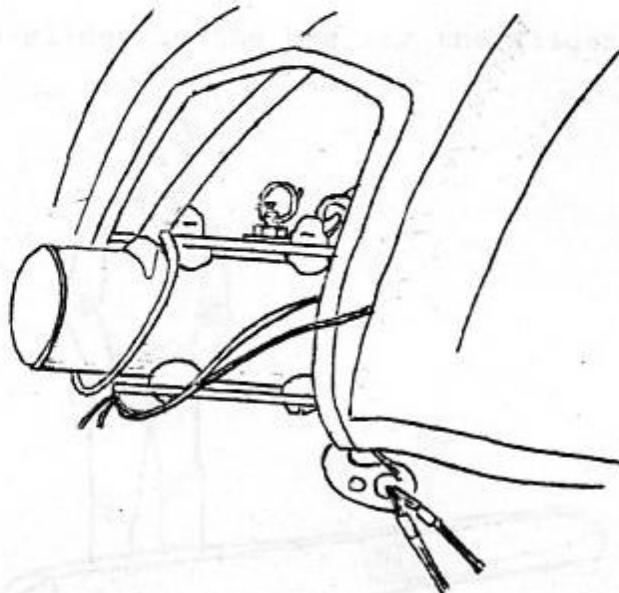


Fig. 3.2.26.

15. Install the bottom surface battens. The longest bottom surface batten is the inboard batten. Push the batten all way into the pocket until the rear end is secure in the batten pocket. The strings on the rear ends of the bottom surface battens are to facilitate removal of the battens from the sail during breakdown.

16. Pass the rope of the compensator through the hole in the kingpost (fig. on page 82), pull on the rope with the force which provides the tension of top rear wire. Then tie the rope of the compensator to the hook of VG-mechanism (passing rope into a free hole in the hook). Check the tension of the top rear wire. If necessary, retension the compensator. Top rear wire must be completely tensioned.

Compensator rope must be retensioned after 10 hours of airtime or in case of changes in the position of kingpost in kingpost channel or changes in crossbar tension.

NOTE: it's not necessary to untie this rope from the hook during breakdown into 6-metres long bag (only during breakdown into 2-metres bag).

17. Do a complete preflight inspection of the glider, Section 2.4.

3.3. SET UP PROCEDURE FROM THE PACKAGE

4 METRES LONG.

1. With the glider in the bag lay the glider on the ground (Fig. 3.3.1).

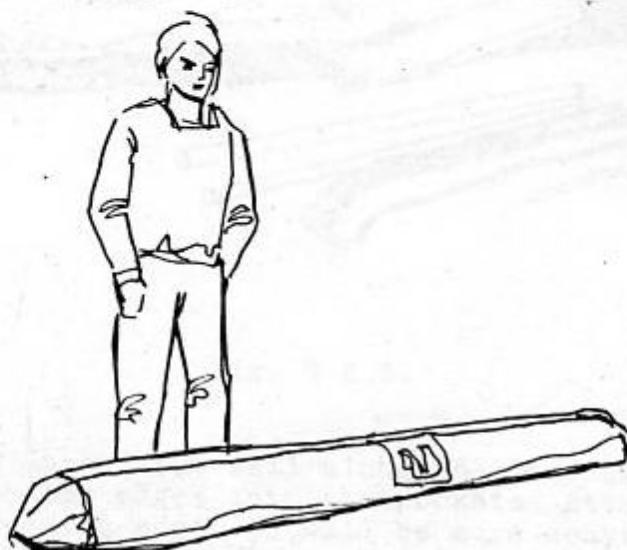


Fig. 3.3.1.

2. Undo the zipper. Remove the velcro straps. Remove the battens in the bags, the speedbar, the nose cone and the N3 leading edges (Fig. 3.3.2).

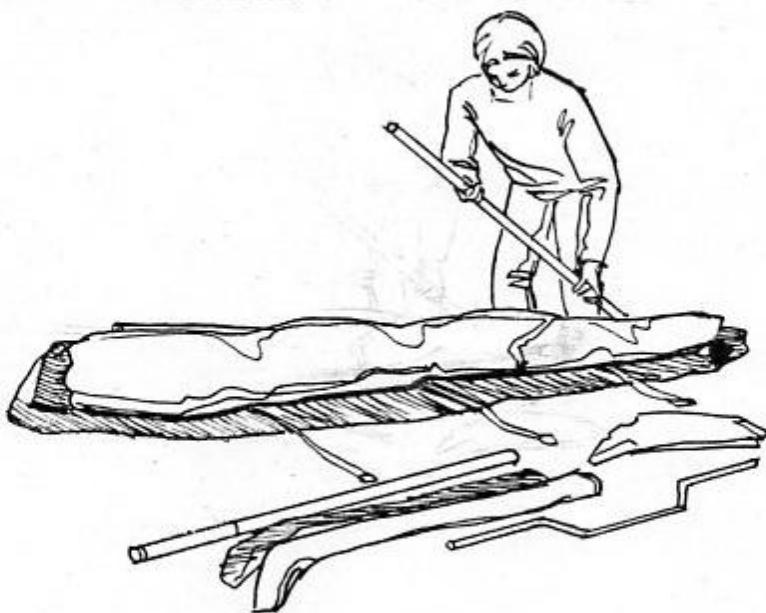


Fig. 3.3.2.

3. Unfold the free part of the bag. Spread the leading edges slightly (Fig. 3.3.3).

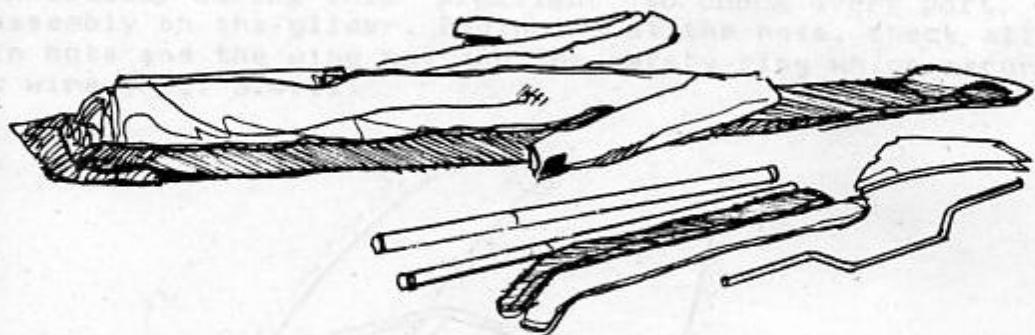


Fig. 3.3.3.

Unfold and spread the sail along the leading edge of the sail. Insert the N3 leading edges into the pockets. Attach the N3 leading edge to the N2 leading edge. It will be more convenient if you slightly move the sail to the nose until the junction part of the N2 leading edge is free. Fix the consoles using the spring button.

4. Pull the sail out completely.

5. Then follow the points 3 ... 15 of Section 3.2.



3.4. PREFLIGHT INSPECTION OF THE GLIDER.

1. Do a complete preflight inspection of the glider. It is your responsibility during this "preflight" to check every part, component and assembly on the glider. Beginning at the nose, check all self-locking nuts and the wing nut and the safety ring which secure the top front wire (Fig. 3.4.1)

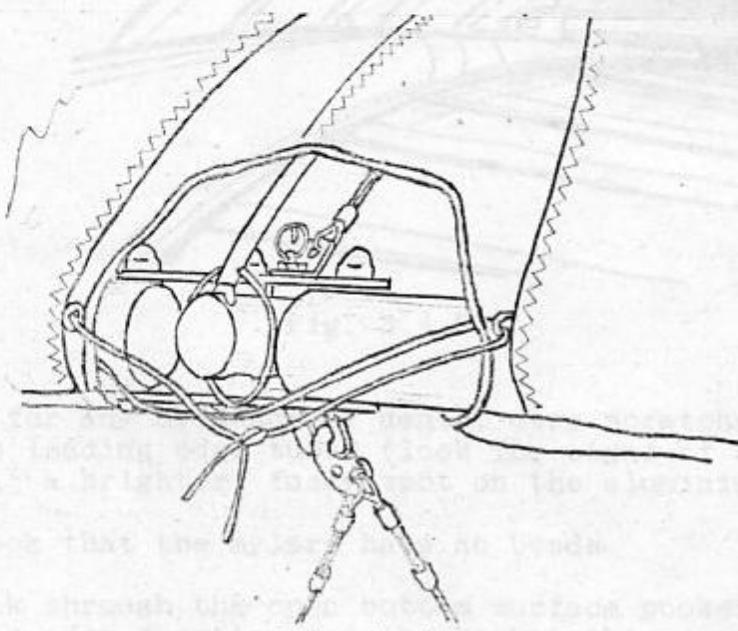


Fig. 3.4.1.

2. Look through the nose hole and inspect each leading edge. Check that all bottom surface battens are under the leading edge (Fig. 3.4.2).



Fig. 3.4.2.

Make sure that the spring buttons in the telescopic connectors come forward from the tube surface (Fig. 3.4.3.).

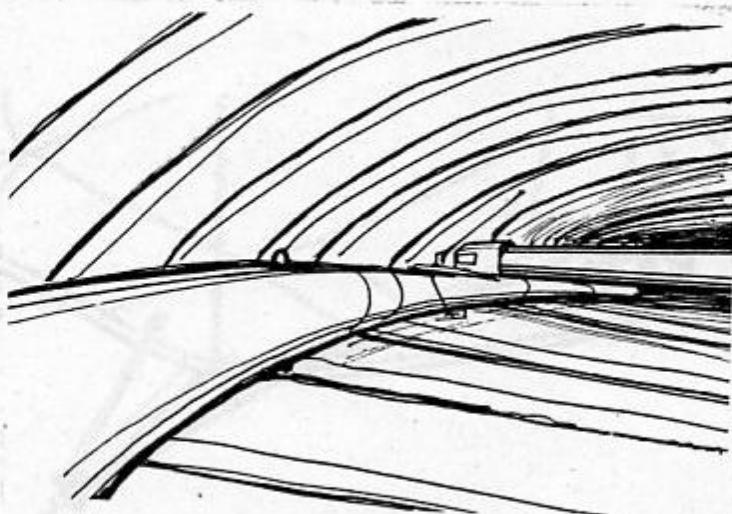


Fig. 3.4.3.

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).

3. Check that the mylars have no bends.

4. Look through the open bottom surface pockets near the crossbar / leading edge junction and check that this junction is safely secured with the castle nut and the safety ring. Check that the bottom side wire is attached to the crossbar / leading edge junction properly. Check that the wire is not twisted and is not caught up (Fig. 3.4.4.).

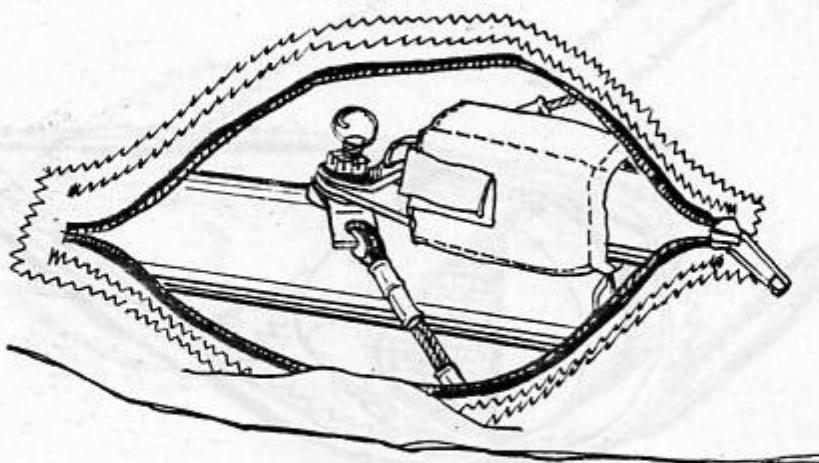


Fig. 3.4.4.

Zip the zipper near the crossbar / leading edge junction.

5. Look into the sail at each wing tip, and check that the tip battens are properly seated and fixed with the leech lines (Fig. 3.4.5).

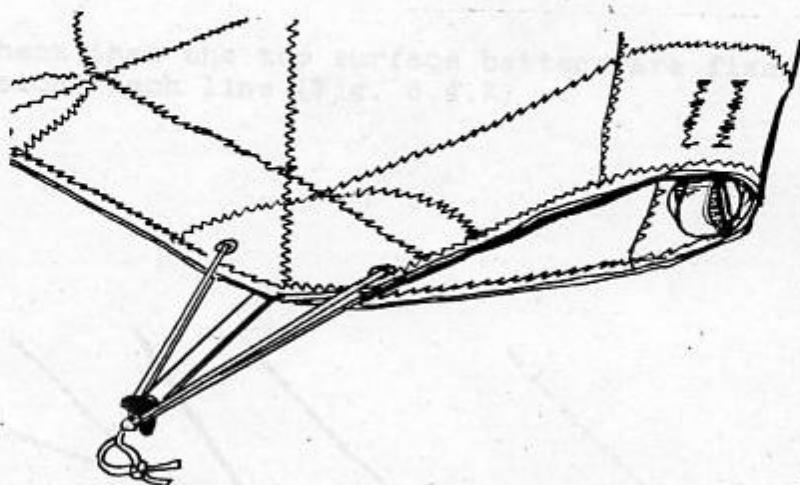


Fig. 3.4.5.

Be sure that the batten tension leech lines are equally tensioned. Be sure that the sail mount webbing is safely and correctly secured in the end cap slot (Fig. 3.4.6).

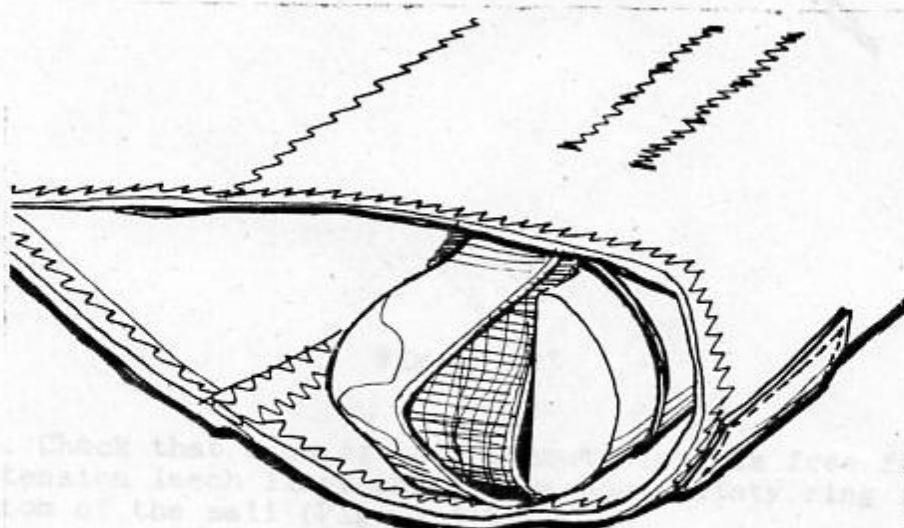


Fig. 3.4.6.

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

6. Check the trailing edge for any cuts, tears or broken stitching.

7. Check that the top surface battens are fixed with the batten tension leech line (Fig. 3.4.7).

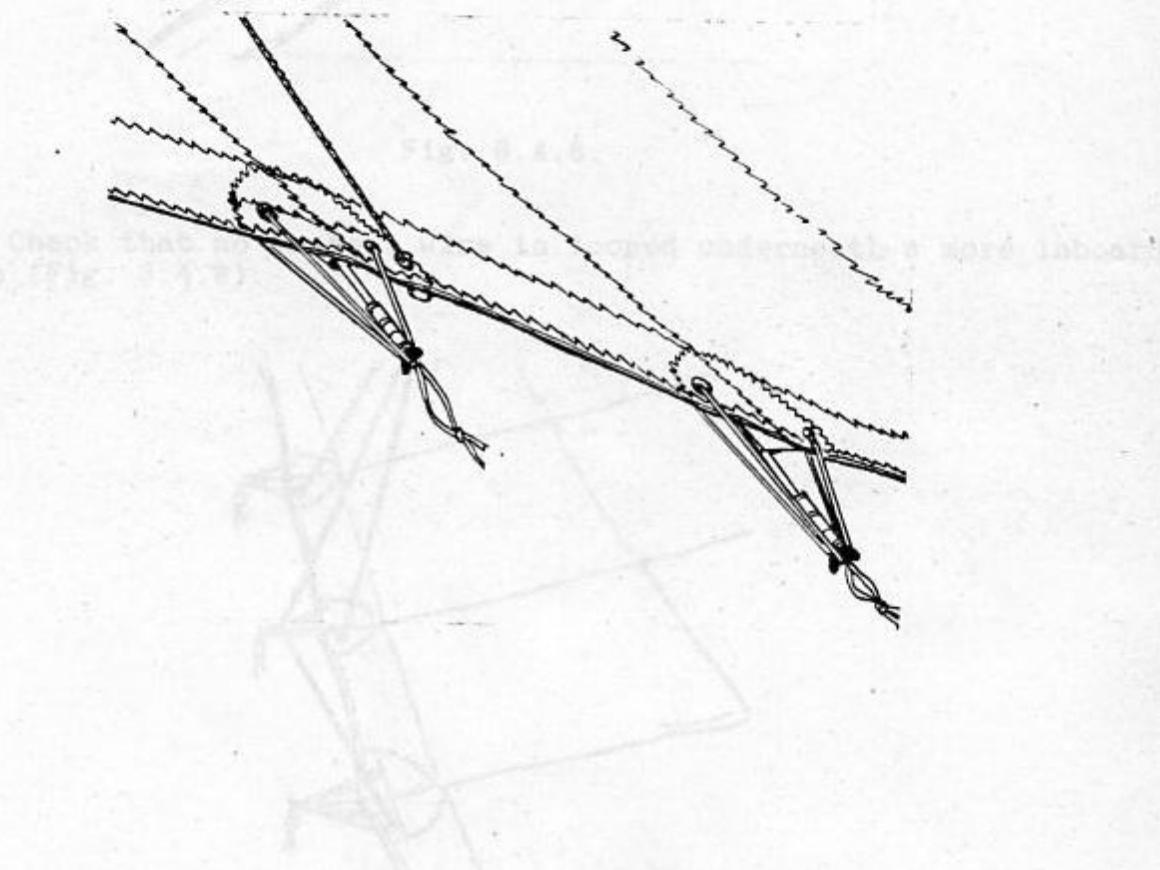


Fig. 3.4.7.

8. Check that each of the washout wires is free from the batten tension leech lines and the washout safety ring is flush with the bottom of the sail (Fig. 3.4.8).

9. Check that the top two washout wires are safety secured to the batten, the nut and the safety wire.

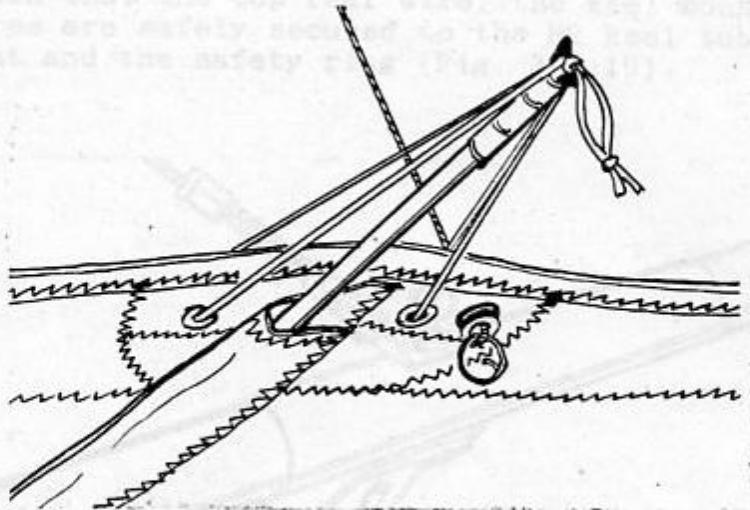


Fig. 3.4.8.

Check that no washout wire is looped underneath a more inboard batten (Fig. 3.4.9).

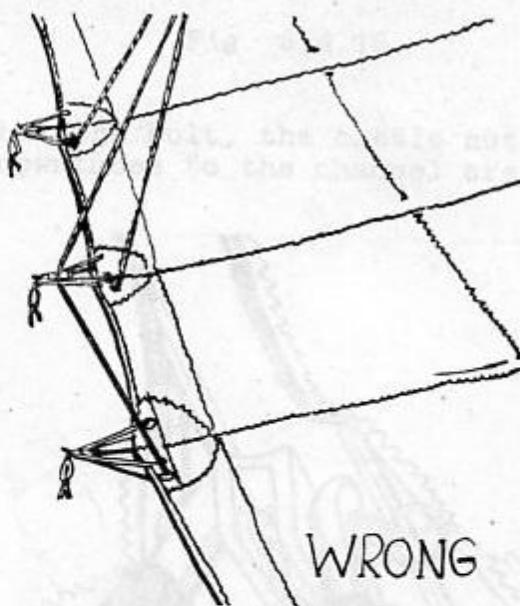


Fig. 3.4.9.

9. Check that the top rear wire, the keel mount webbing, bottom rear wires are safely secured to the N2 keel tube using the bolt, the nut and the safety ring (Fig. 3.4.10).

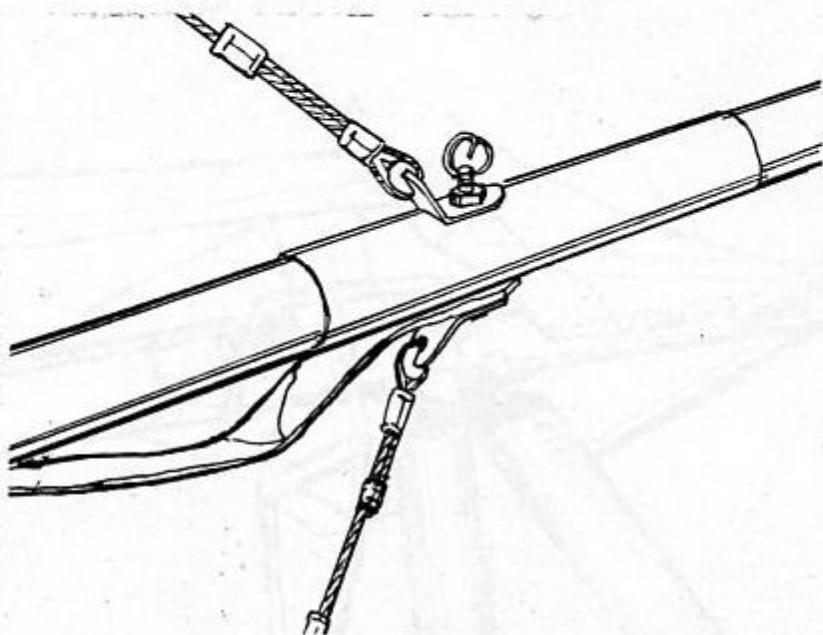


Fig. 3.4.10.

10. Check that the bolt, the castle nut and the safety ring which secure the dpwntubes to the channel are secured (Fig. 3.4.11).

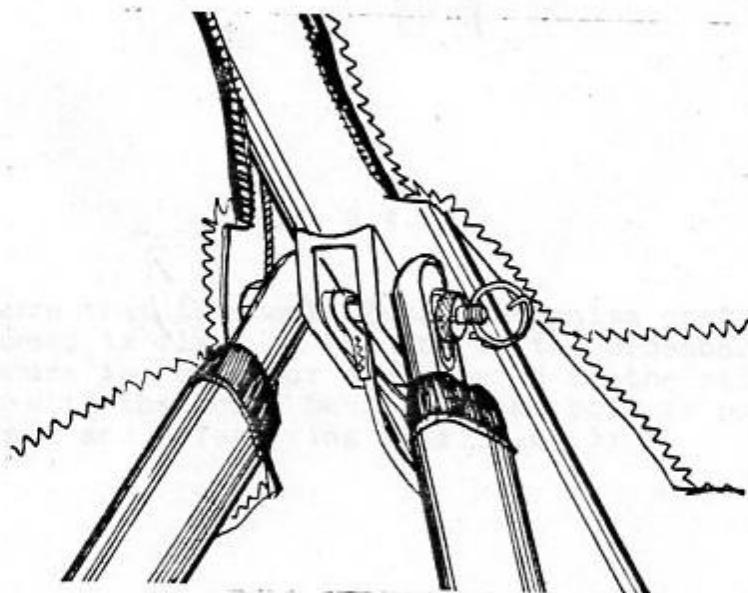


Fig. 3.4.11.

Check the kingpost mounted hang loop for wear at the kingpost junction, between the kingpost and spreader bar, at the knots, and the hang point. Check that spreader bar is just below the top of the streamlined section of the downtube.

The kapron loop system has been tested to for the pilot weight of (Fig. 3.4.12).

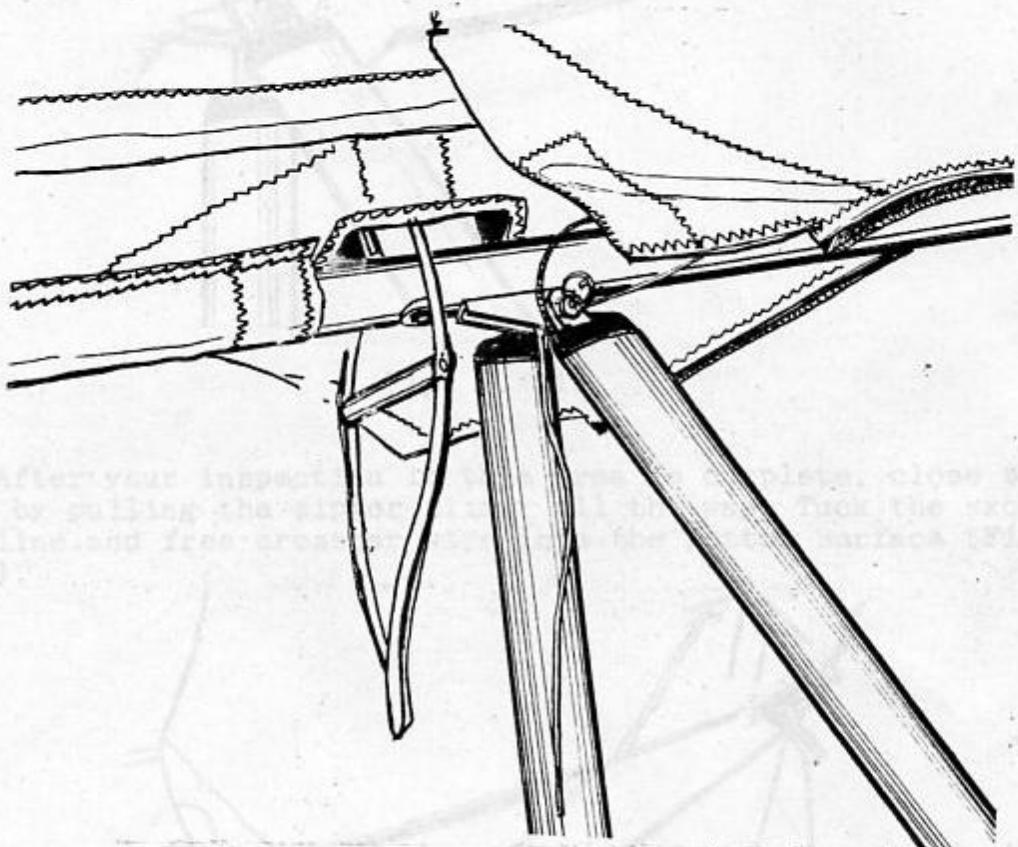


Fig. 3.4.12.

11. Be sure that the hook of the mechanism changing the leading edge sweep is fixed on the lug of the crossbar and the wires which secure the crossbar are secured to the stop detail of this mechanism with the bolt. Land that the bolt is properly fitted with the wing nut and safety ring (Fig. 3.4.13).

Check the shimble fittings at the control bar corners for any coating or twisted shimbles and lugs. If you find any, retension the crossbar and straighten them out. 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.

Check the nuts, wing nuts and safety rings at the lower control bar corners (Fig. 3.4.13).

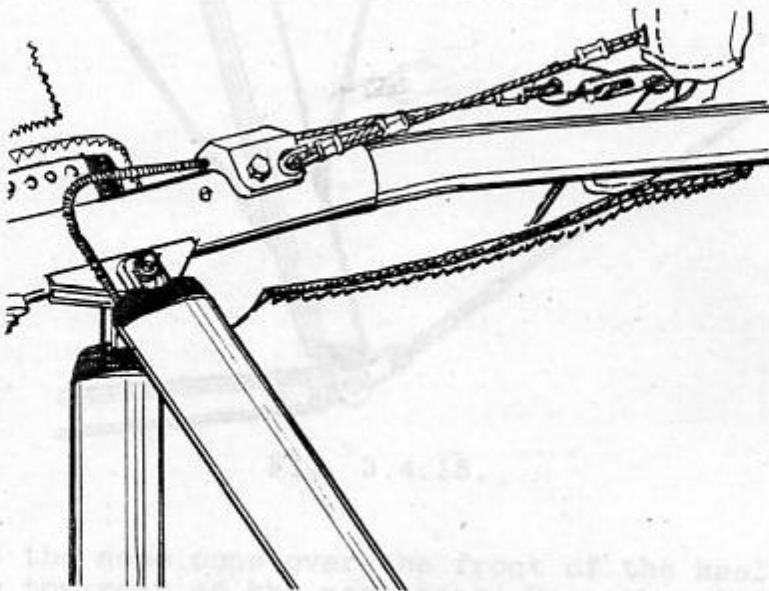


Fig. 3.4.13.

After your inspection in this area is complete, close the zipper by pulling the zipper slider all the way. Tuck the excess leech line and free crossbar wire into the bottom surface (Fig. 3.4.14).

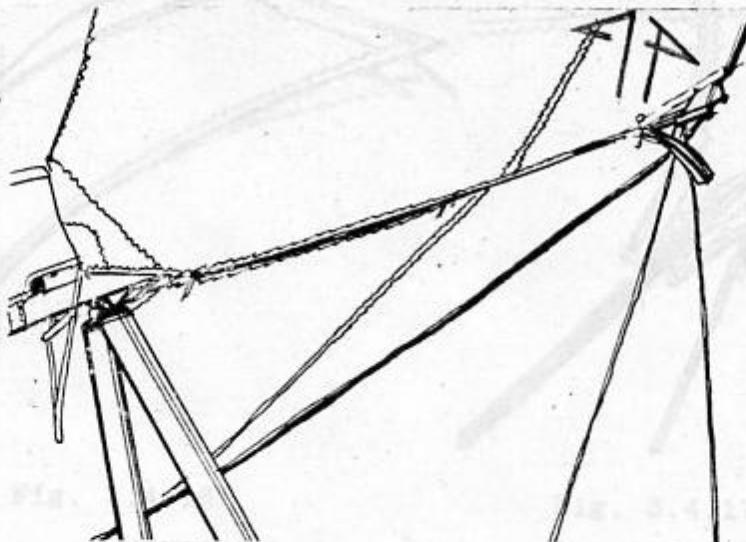


Fig. 3.4.14.

10. Do not fly with a bent or kinked downtube. Check the thimble fittings at the control bar corners for any cocked or twisted thimbles and lugs. If you find any, detension the crossbar and straighten them out. 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.

Check the nuts, wing nuts and safety rings at the lower control bar corners (Fig. 3.4.15).

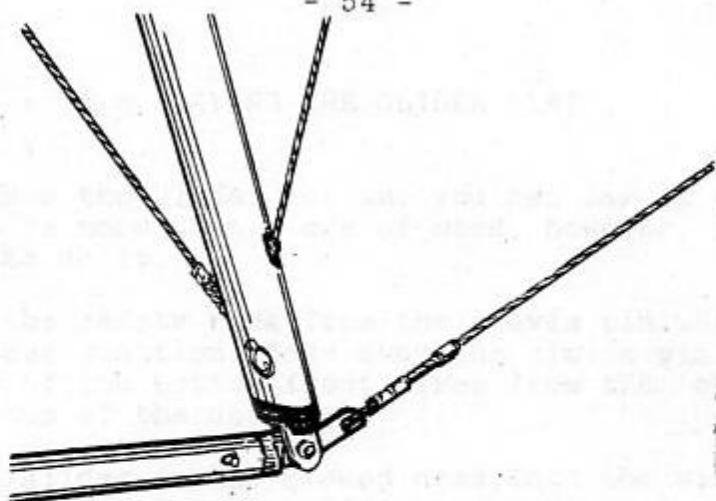


Fig. 3.4.15.

11. Fit the nose cone over the front of the keel and attach the velcro at the top rear of the nose cone. Rest the glider back on its tail and pull the bottom corners of the nose cone back until the nose cone is tight around the nose and secure the velcro on the bottom of the nose cone (Fig. 3.4.16, 3.4.17).

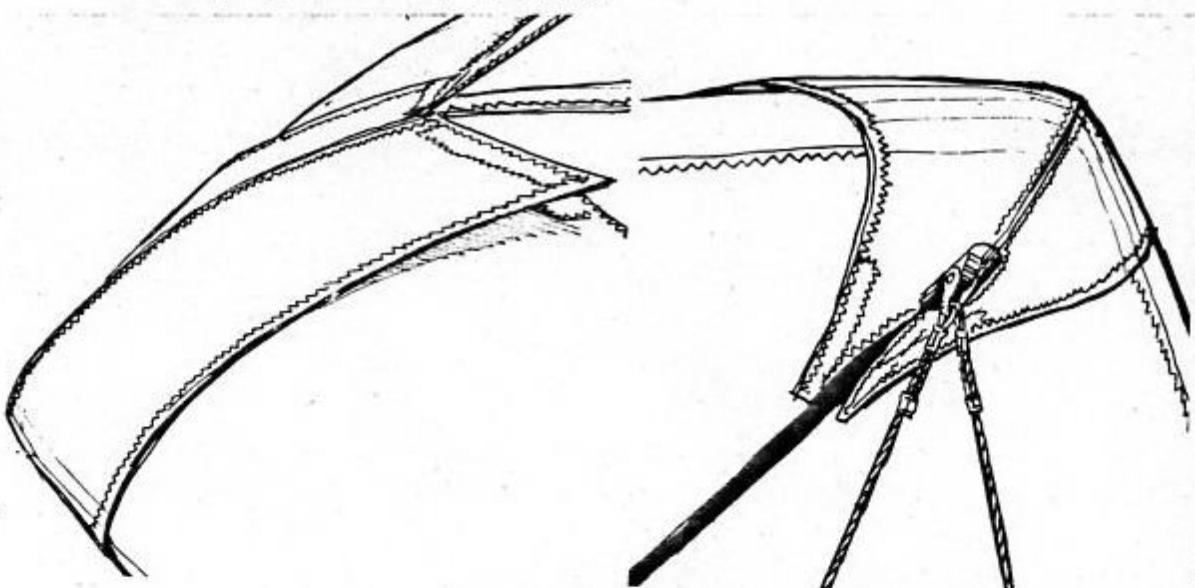


Fig. 3.4.16.

Fig. 3.4.17.

3.5. 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 of wind, however, you should have assistance to do it.

1. 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 lock of the bottom front wires from the channel while pulling down on top of the nose.

2. Lay the glider on the ground nose into the wind, if the wind is more than 5m/s, lay the glider at right angles to the wind.

Be gentle when laying the glider down and lifting it back up, otherwise you may break the glider.

We strongly recommend that you hang as low as possible (as close to the nose) for maximum area of roll control. To make this easier, however, touch the nose-down with the nose-down movement over the air resistance displacement.

If you are used to flying sailplane, you will probably find it uncomfortable at first to hang lower, however, you can get used to hanging lower in relatively short time and you will be provided with substantially better control authority.

3.6. LIFT-OFF

The Blazier has very significant heavy stick resistance when you hold the glider prior to your take off run. You should have the nose slightly elevated and wings level.

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

If the wind is more than 3 m/s or so gusty, you should have at least one wing assistant on the nose wires.

Give a good aggressive tow and wait the tow out for lift-off.

3.7. TOWING AND GROUND HANDLING

At first some of the Blazier handling characteristics may be unfamiliar to you, depending on what gliders you are used to flying. Make your first flights from familiar site or follow conditions. Give your self an extra margin of safety in all maneuvers until you are thoroughly familiar with the glider's response characteristics.

SPREAD TO FLY

4. PERFORMANCE THE FLIGHT

1. Lift the glider up if it is laid on the ground. To do this you must perform the procedures reverse to that described in the points of Section 3.5. (Laying the glider flat).

2. HANG POSITION

We strongly recommend that you hang as low as possible (as close to the basetube) for maximum ease of roll control. Be sure that no part of harness touches with the speedbar while pilot movement over the all range of displacements.

If you are used to hanging fairly high off the bar, you will probably find it uncomfortable at first to hang lower, however, you can get used to hanging lower in a relatively short time, and you will be rewarded with substantially better control authority.

3. LAUNCHING

The Stalker has a very slightly tail heavy static balance. When you hold the glider prior to your take off run, you should have the nose slightly elevated and wings level.

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

If the wind is more than 5 m/s or is gusty, you should have at least one wire assistant, on the nose wires.

Give a good aggressive run and ease the bar out for lift-off.

H A V E A G O O D F L I G H T !

4. FLYING

At first some of the Stalker handling characteristics may be unfamiliar to you, depending on what gliders you are used to flying. Make your first flights from a familiar site in mellow conditions. Give your self an extra margin of safety in all maneuvers until you are thoroughly familiar with the glider's response characteristics.

5. SPEED TO FLY

The range of trim speed of regulated glider is 38 - 42 km/h. The speedbar position in front of the pilot's face corresponds to this range. When flying in turbulence you should cruise at speed just over that of trim. To do this you should hold the basetube between your chin and your chest.

Stalker 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. But it should be profitable in a thin thermals.

6. TURNING

Perform the turns by the simple side displacement of the speedbar with simultaneous push of it.. As the glider begins to turn, relax pressure and allow your self to move back to the center of the bar. Do not pull in prior to moving to the side when initiating a turn, unless you are flying too slowly to begin with.

7. LANDING

Landing should start with a straight final approach straight into the wind.

Keep the wings level, cruise at speed which just over that of trim and fly the glider right down till you level out (the altitude is 0,5 - 1,0 m from the ground to the speedbar), maintaining a heading straight into the wind. Expect the glider to fly a long way in ground effect. Once you have attained this low altitude ground skim, push the bar as your speed drops off to maintain your altitude. Your body position prior to flare should be upright, inclined slightly forward, with your feet and legs trailing behind you and with your hands being positioned high on the downtubes. Do not hold your feet in front of you, it will prevent you from achieving an adequate flare.

When you feel the glider unresponsive to the bar displacement, quickly ease the bar out all the way. With a good sharp final, the sudden increase in drag will slow the glider very suddenly. You will then swing forward underneath the glider, your feet will come underneath you, and you will land on your feet with the glider settling nose up on your shoulders.

3. Set the glider on the control bar and on the nose and remove the bottom surface battens (Fig. 5.1.2).

5. BREAKDOWN

Breakdown of the Stalker 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.

5.1. BREAKDOWN INTO THE PACKAGE

6 METRES LONG

1. Place the glider nose into the wind. Dismount the nose cone (Fig. 5.1.1).

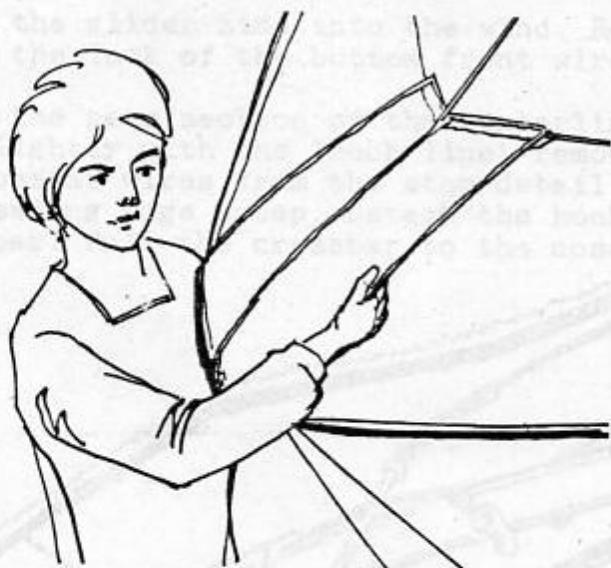


Fig. 5.1.1.

2. Set the glider on the control bar and on the nose and remove the bottom surface battens (Fig. 5.1.2).

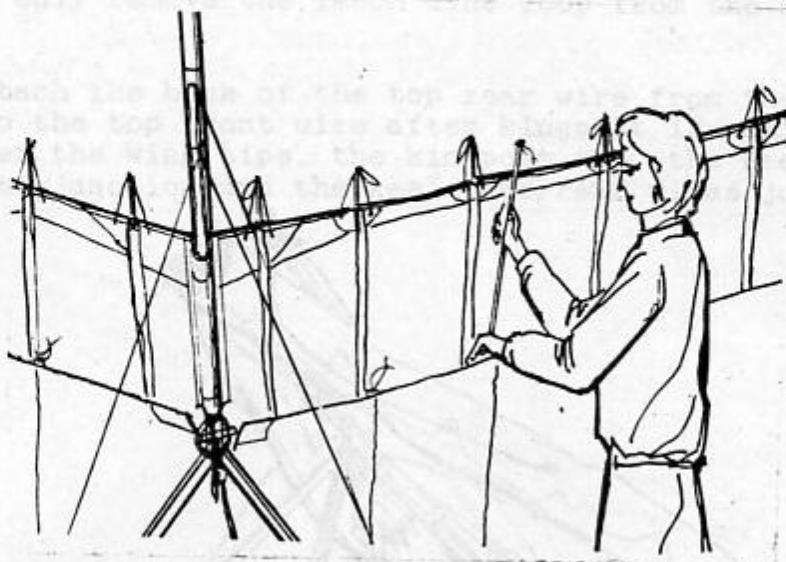


Fig. 5.1.2.

3. Place the glider side into the wind. Rest the glider on its tail. Undo the lock of the bottom front wires.

4. Unzip the rear section of the centerline zipper. Tension the crossbar slightly with the leech line; remove the bolt which secures the crossbar wires from the stop detail of the mechanism changing the leading edge sweep. Detach the hook of this mechanism from the crossbar. Pull the crossbar to the nose (Fig. 5.1.3).

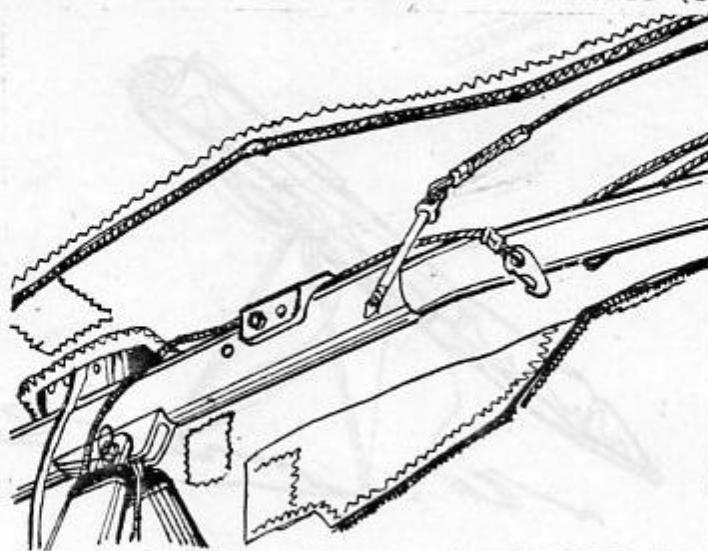


Fig. 5.1.3.

5. Pull in the wings slightly and remove all the top surface battens.

Note: It is not necessary to remove the longest batten from the pocket. Only remove the leech line loop from the notched batten end.

7. Detach the hook of the top rear wire from the kingpost and attach it to the top front wire after kingpost is pulled down. Fit the bags over the wing tips, the kingpost top, the keel tube/uprights junction and the keel tube/rear wires junction (Fig. 5.1.4).

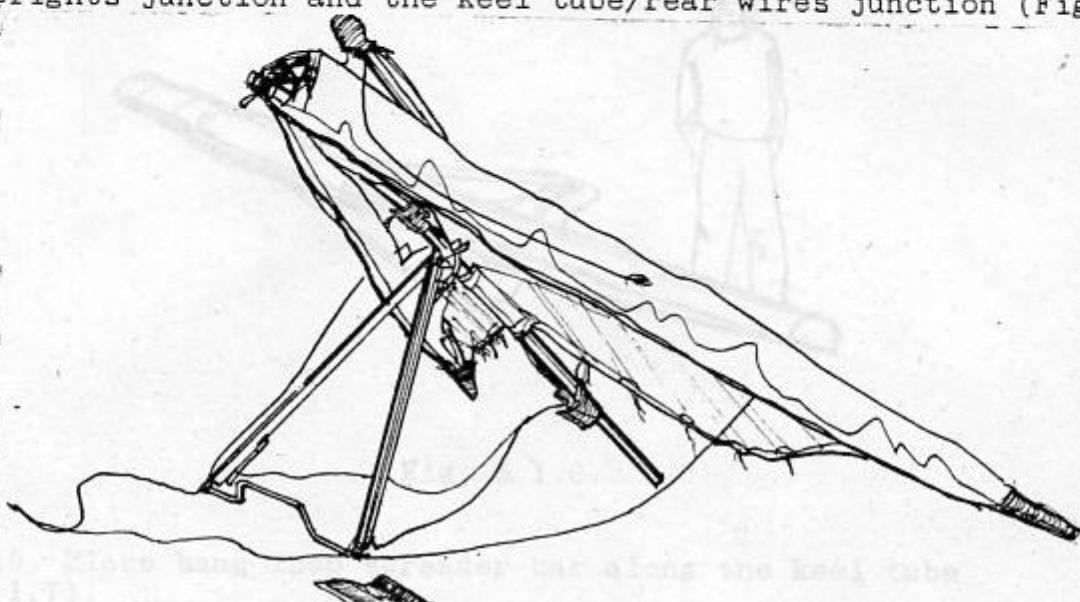


Fig. 5.1.4.

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. 5.1.5). Fix the sail with tighten tapes.

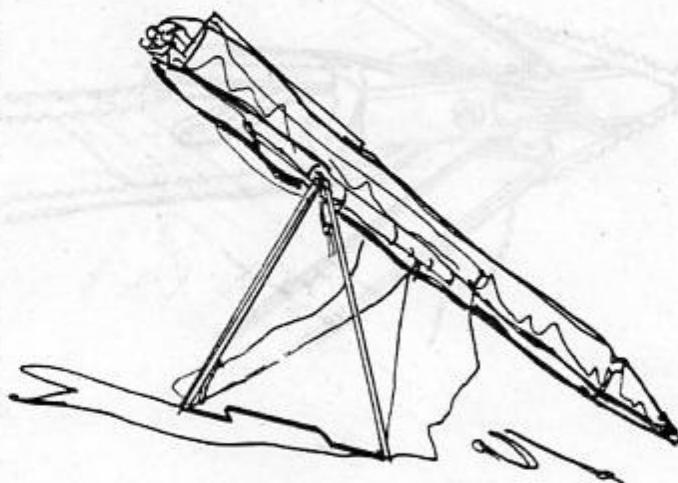


Fig. 5.1.5.

8. Place the bags with battens between the leading edges of the sail at the glider nose. Fix the sail and batten with the tighten tapes.

9. Fit the bag over the glider (from the upside) and lay the glider in the bag on the ground (Fig. 5.1.6).

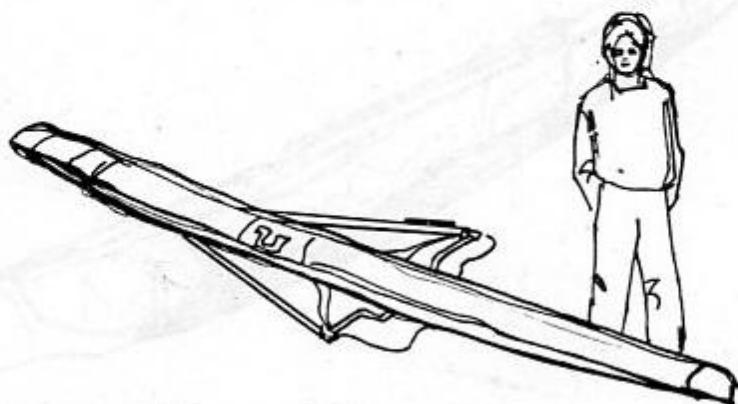


Fig. 5.1.6.

10. Place hang loop spreader bar along the keel tube (Fig. 5.1.7).

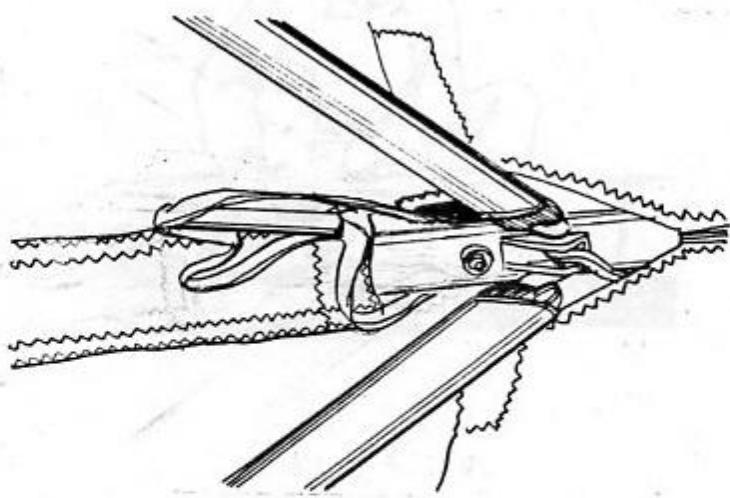


Fig. 5.1.7.

11. Detach the speedbar and place it between the leading edges. Fit the spacer over the downtubes junctions in the low control bar corners and pack the downtubes into the package (Fig. 5.1.8).

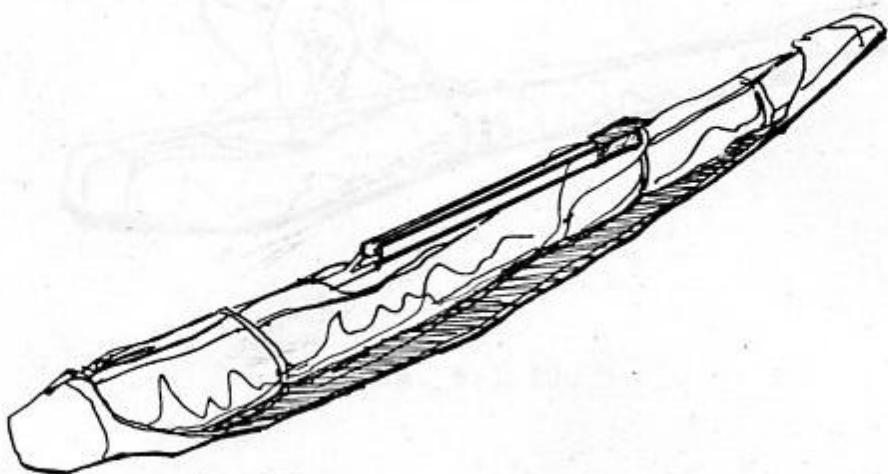


Fig. 5.1.8.

12. Secure all tighten tapes. Insert the nose cone under the one of them (Fig. 5.1.9).



Fig. 5.1.9.

13. Zip the zipper (Fig. 5.1.10).

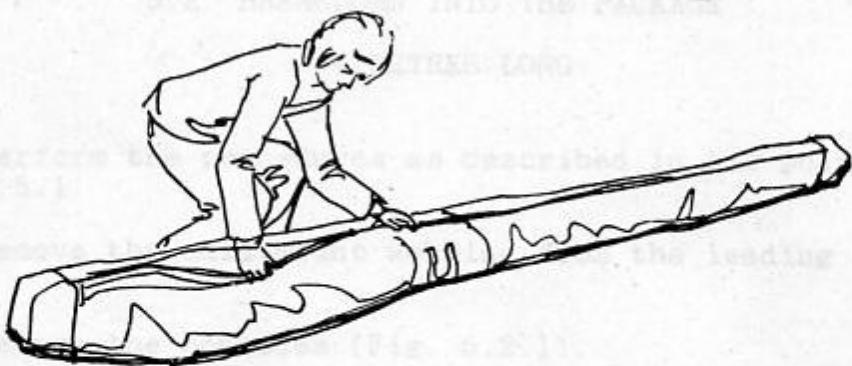


Fig. 5.1.10.

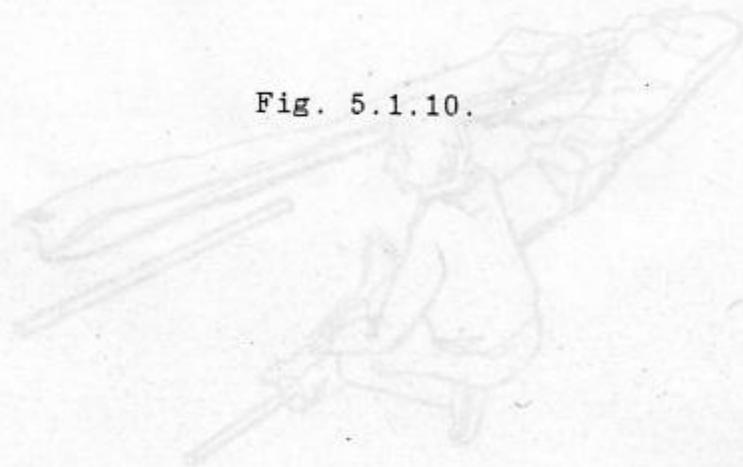


Fig. 5.1.11.

A. Place the leading edge of the sail over the other one and bend the sail to the nose Fig. 5.1.11.



5.2. BREAKDOWN INTO THE PACKAGE

4 METRES LONG

1. Perform the procedures as described in the points 1 - 7 of Section 5.1.
2. Remove the sail mount webbing from the leading edges end caps.
3. Detach the consoles (Fig. 5.2.1).

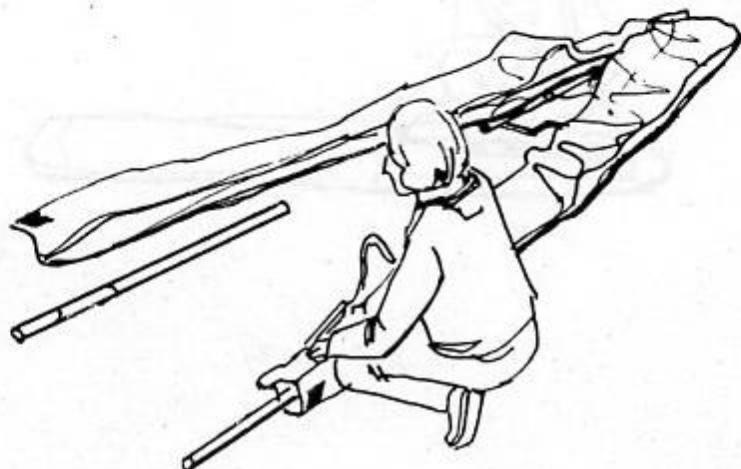


Fig. 5.2.1.

4. Place the leading edge of the sail over the other one and bend the sail to the nose (Fig. 5.2.2).



Fig. 5.2.2.

5. Then follow the points 8 - 11 of Section 5.1.
In addition place also consoles between the leading edges of
the sail.

6. Tuck the excess of the bag into the package and zip the
zipper (Fig. 5.2.3).

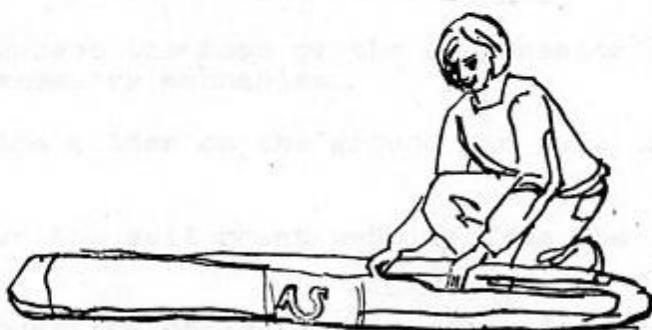


Fig. 5.2.3.

5.3. BREAKDOWN INTO THE PACKAGE

2 METRES LONG

1. Perform the procedures according to the points 1 - 6 of Section 5.1.
2. Unzip the keel zipper all the way.
3. Disconnect the rope of the compensator from the hook of the variable geometry mechanism.
4. Lay the glider on the ground and pull the wings in slightly.
5. Remove the sail mount webbing from the leading edge end-caps.
6. Dismount the crossbar / leading edge junctions and the top and bottom side wires junctions (Fig. 5.3.1).

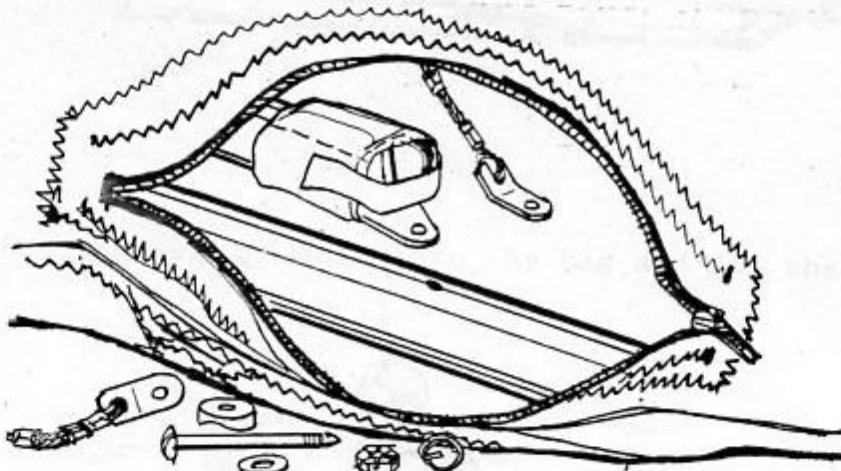


Fig. 5.3.1.

7. Detach the speedbar. Pull the downtubes in.
8. Remove the keel batten.
9. Detach the top rear wires, the keel pocket mount webbing and bottom rear wires from the keel tube.
NOTE. The fasteners must be left on the lug of bottom wires.
10. Disconnect the washout wires from the sail.
11. Detach the N2, N3 keel tubes.
12. Pull the sail to the nose and remove the nose restraint.
13. Disconnect the top front wire.

14. Detach the kingpost from the keel channel.
15. Remove the crossbar from the sail. Detach the crossbar N2 tubes.
16. Remove the sail from the rest of the frame.
NOTE. When you feel a resistance, stop and find the obstacles.
17. Pack up the sail along the leading edge of the sail (Fig. 5.3.2). Try to do this without longitudinal folds on the leading edge of the sail.

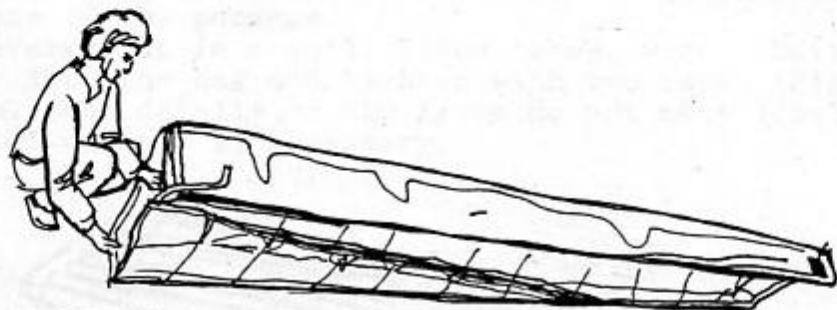


Fig. 5.3.2.

18. Place the sail package into the bag and zip the zipper (Fig. 5.3.3).

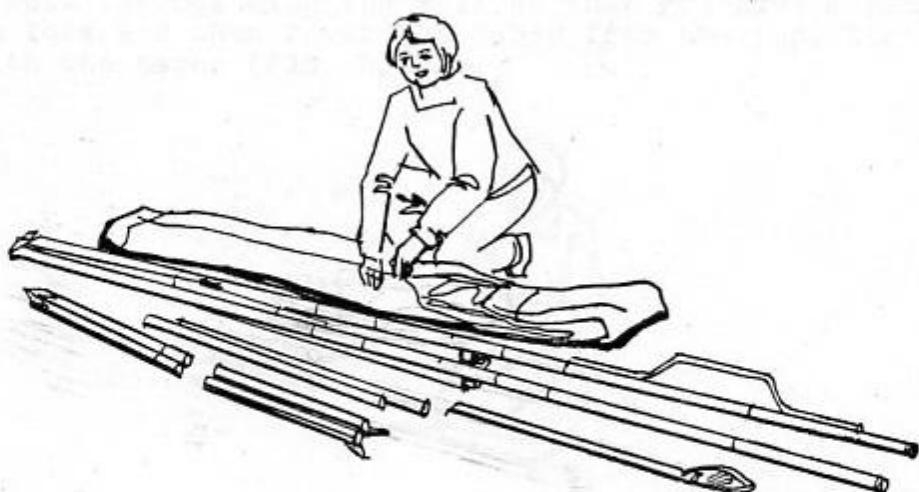


Fig. 5.3.3.

19. Detach the N2, N3 leading edges.

20. Detach the stop detail of the mechanism changing the leading edge sweep from the keel tube. Detach the downtubes from the keel channel. Secure the downtubes using the bolt which secures the control bar, leaving the leech line on the bolt. Place the spacer around the bottom ends of downtubes and the variable geometry mechanism.

21. Insert the N2 N3 keel tubes into the N1 crossbar all the way. Replace the demountable sections from the leading edges N3. Insert the leading edges N3 into the leading edges N1. This will preserve the thin-walled tubes from damages and decrease over-all dimensions of the package.

Roll every wire in a coil. Place tubes, wires, battens, the speedbar into the bag and tighten with two tapes (Fig. 5.3.4).

Control that details of the frame do not make local loadings. Use additional washers if necessary.

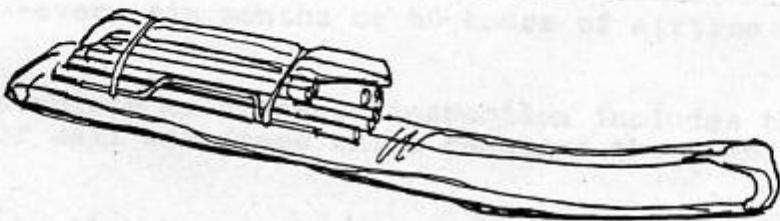


Fig. 5.3.4.

22. Fold the bag with the sail so that you have a package 4.4 metres long and then cover the tubes from the top. Tighten the package with the tapes (Fig. 5.3.5).

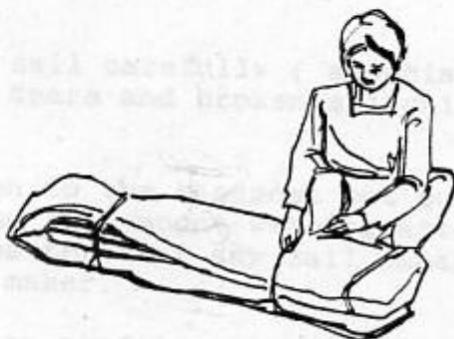


Fig. 5.3.5.

24. Fit the short (shipping) bag over the package and tighten the bag lace.

The glider is packed and ready to shipping..

Every year replace hang strap. Replace any cables that show kinking, wear, or corrosion.

If your glider is ever exposed to water, wash it thoroughly with fresh water. This will remove salt and other salts which will reduce the life of your glider. If any water gets into your glider, you should dry it out.

6. MAINTENANCE

You should continually maintain your glider in a proper state of tune to insure optimum performance and flight characteristics.

1. MINIMUM SERVICE SCHEDULE

Your glider should have a periodical maintenance inspection:

- prior to beginning the operation;
- any time you suffer a hard landing to find a possible deformation of the frame;
- every six months or 50 hours of airtime whichever comes sooner.

2. A complete maintenance inspection includes the maintenance inspection of sail and frame which requires the complete breakdown procedure.

Inspect all tubes for any residual deformations, dents, signs of corrosion or cracking, especially around bolt holes and sleeve ends.

Inspect all wires for broken strands, kinks, corrosion, etc.

Inspect pilot hang strap for wear and replace if any wear is indicated.

Inspect of washout wires for wear and corrosion and replace if necessary.

Inspect the sail carefully (especially after you suffering a hard landing) for tears and broken stitching, especially along the trailing edge.

Pay attention to the kingpost cut out, to the keel section stitches and to the sail mount webbing attachment point at the wing tips. It will be better that any sail damage is repaired by a professional sail maker.

Compare batten profiles with the template. The template must be placed on a flat surface. True the battens to the template, if there are the divergences.

Have any discovered defects repaired. Replace broken details using the spares, if the repair is impossible. Apply the manufacturer, if there are no necessary spairs.

Every year replace hang strap. Replace any cables that show kinking, wear, or corrosion.

If your glider is ever exposed to salt water you must rinse it thoroughly with fresh water, including the insides of all tubes. This will require the disconnection of tubes. After rinsing, or any time your glider gets wet, you should dry it thoroughly.

Your sail should never be washed in anything other than fresh water, as any soap or detergent will likely degrade the cloth and may adversely affect the flight characteristics.

If you set up or break down your glider take care not to allow sand, soil and dirt to enter your sail, batten pockets or tubes. Keep thoroughly to the cleanliness of telescopic connectors as their dirtying will make the set up or break down difficult or impossible. Swab the tubes with a rag.

We recommend that you not expose your glider to any more solar radiation than necessary, do not leave it set up for long periods of time in the sun when you are not flying it.

7. TUNING

Properly tuned, the glider is comfortable, well controllable and safe in all permissible flight modes.

Have the glider tuned by a professional tune maker, which knows how the flight characteristics depend on different kinds of tunning. But you may tune the glider by yourself, using variable kinds of tuning described in this manual, if your experience permits. Anyway you should familiarize yourself with the description of tuning in the Section 8.

1. LEADING EDGE SAIL TENSION.

Leading edge sail tension has an influence on the controllability of the glider.

The tips of the leading edge tubes N3 (demountable sections) must be installed according to marking which is on the tips.

The glider with a sail mounted assymetrically on the leading edges will have a turn towards the looser wing.

2. CROSSBAR TENSION.

On the new glider we recommend to use two nearest to the nose holes in the keel tube for fixation of the stop detail of the VG mechanism. But when the weather is very damp try to fix the stop detail of the VG mechanism on the 2nd and 3rd holes, the consoles.

3. HANG POINT ADJUSTMENT.

The kingpost with the secured pilot hang wire on it is installed through the corresponding kingpost channel hole in order to reach the trim speed just over that of minimum sink.

After the kingpost is installed and secured, the hang wires are properly adjusted, and re-adjust so that

following set up, perform a complete assembly inspection of the glider as described in the Glider section of this manual and have to check carefully for symmetrical tensioning of the sail on the leading edges and symmetric tensioning of the tail.

At this point it has to become your responsibility to make sure that the glider is right, in every respect.

8. SERVICE SECTION

8.1. INTRODUCTION

This section of the manual is intended for the use of manufacturer dealers performing service on the glider.

We strongly recommend that all service procedures be performed by a qualified dealer. Improper assembly of glider components during service procedures done by pilots unfamiliar with general practices of glider design and assembly may result in serious accidents. There are numerous drawings and descriptions in this manual to help you understand the proper assembly of the glider. If you have any questions which you cannot answer after studying the manual, please, contact with the manufacturer.

8.2. POST SHIPMENT ASSEMBLY

Part of required service as a dealer is to unpack, assemble, inspect, tune and test fly each glider during delivery it to the customer.

The set up procedure from the delivery condition (packages 2, 4, 6 metres long) is described in the Owner section of this manual.

8.3. SET UP INSPECTION

Set up the glider according to the instruction in the Owner section of this manual. Before inserting the battens, check them against the template and recamber any that may have been altered in shipping. When installing the battens, check that the batten strings are properly adjusted, and re-adjust any that require it.

Following set up, perform a complete preflight inspection of the glider as described in the Owner section of this manual. Make sure to check carefully for symmetrical tensioning of the sail on the leading edges and symmetrical tensioning of the battens.

At this point in time it becomes your responsibility to make sure that the glider is right, in every respect.

8.4. TEST FLIGHT

After you have inspected the glider, the next step is the test flight. You should fly the glider from a familiar site in mellow conditions.

1. Check that the adjustment of pilot hang point is proper.

2. Estimate the pressure on the bar while in rectilinear normal flight. The glider must fly stable at speed just over that of minimum sink. While in this flight, you feel the noise lowering of the running airflow and the bar will push out until it is opposite the pilot face.

If the glider is in unstable flight in the absence of bumps - then the trim speed is too low and it is necessary to move the pilot hang point forward.

If the bar is opposite your chest or your shoulders, then the trim speed is too high and it is necessary to move the hang point back.

3. Perform multiple 360 degree turns at shallow bank angles in both directions. This is the best way to estimate control efforts and stability during the turn. Properly tuned, the glider will be essentially roll neutral and will be equally so to both sides. Relax the bar pressure in order to estimate the stability after the turn initiation. The glider itself must not increase the bank angle and speed. Only slight instability eliminated by small efforts is permitted.

The time between the opposite bankings (45 deg) must not be over 5-6 seconds.

4. Check the longitudinal stability of the glider.

Pull in on smooth, the bar pressure should be mild, but progressive and consistent. If it is not, check the batten camber, especially in the wing tips, and inspect the sail tension. While pushing out the bar, the bar pressure should be progressive also.

During the airflow breakdown there should not be a sharp stalling.

5. Test for adverse yaw. The glider should sustain the given direction when flying at higher speed. A yaw is permitted at maximum speeds.

While roll initiation there should not be a yaw, the glider should roll in smoothly with good coordination, and should not require you to pull in on the bar prior to roll initiation.

If the glider exhibits any improper flight, try to correct the problem. Fly the glider after each adjustment to check on your progress.

During the delivery procedure review the set up, breakdown procedures as well as the owner's manual with your customer.

8.5. TUNING

There are a number of things on glider that are adjustable and affecting the flight characteristics. We will cover the tuning order and the effects of adjusting each.

1. BATTENS

The battens will need to be trued to the template from time to time. Shipping, installation, removal and improper operation will tend to de-camber the battens. Small variations in batten camber will not have a significant effect on flight characteristics.

Battens which are assymetric from left to right will tend to induce a turn in the glider.

In the field a bent batten can be trued to it's corresponding batten from the other side. This procedure requires some experience.

2. THE BATTEN TENTION

The batten tension must ensure the effort of nearly 5 kg on the loop of the batten tension leech line. If the leech line is too loose, especially on the wing tip battens, there may appear a flutter on the trailing edge.

3. SAIL TENSION

The flight characteristics of the glider depend on the sail tension substantially.

If the sail is mounted too tightly, the glider will be "stiff"; hard to turn, with a tendency to adverse yaw on turn initiation, especially at low speeds.

If the sail is too loose, the handling will feel mushy and disconnected with a tendency to yaw at higher speed, and the glider will not perform as well as it should.

The sail tension may be adjustable by crossbar tension. For this procedure there are four holes for securing the crossbar wire in the keel tube. Also the sail tension is adjustable by installation the end tubes of the console which have a telescopic connector permitting to increase the consol length. At first we recommend to use two nearest to the nose stop detail of the VG mechanism fixation holes in the keel and marked position of the demountable sections of the consoles.

The sail will stretch over operation time, so a new sail which is properly tensioned will eventually become too loose.

After the first 50 hours of air time you may think about re-tensioning your sail. Use the next holes in the keel tube. We not recommend to do this procedure with the new sail as it will be result in worsening of controllability.

NOTE: You may try to use the next holes in the keel tube on the new glider in case of damp weather.

Symmetrical leading edge sail tension is important for proper turn trim.

The glider with a sail mounted assymetrically on the leading edges will normally have a turn towards the looser wing.

The approximate way to define the sail tension assymetry is to look for the distance equivalence between the front hem of the sail and the beginning of the leading edges.

The sail assymetry may be caused by the assymetry of the left-wing and right-wing battens, and by the bent tubes.

4. CONSOLE CAP ALIGNMENT

If the assymetry do not eliminated by above methods change angles of the console caps. To do this remove self-tapping screws and turn the console caps in opposite directions.

For the left roll turn the left plug to the decrease of wing geometric twist and right - to the increase of wing geometric twist. The installation angle should be chosen according to the degree of assymetry. Fix the cap in the chosen position using the screws (Fig. 8.5.1).

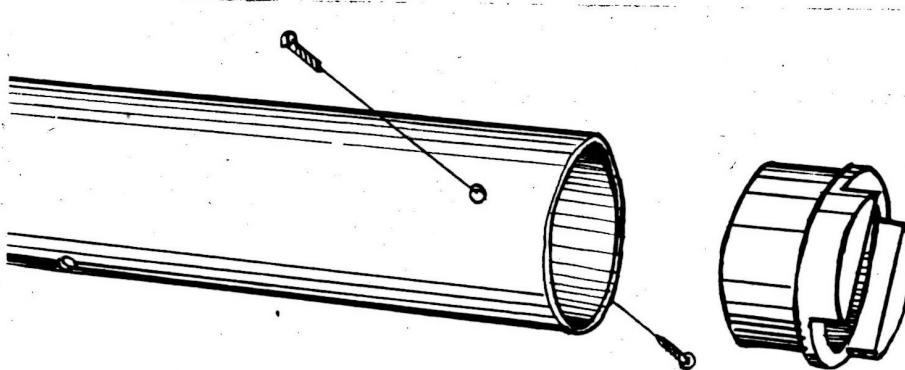
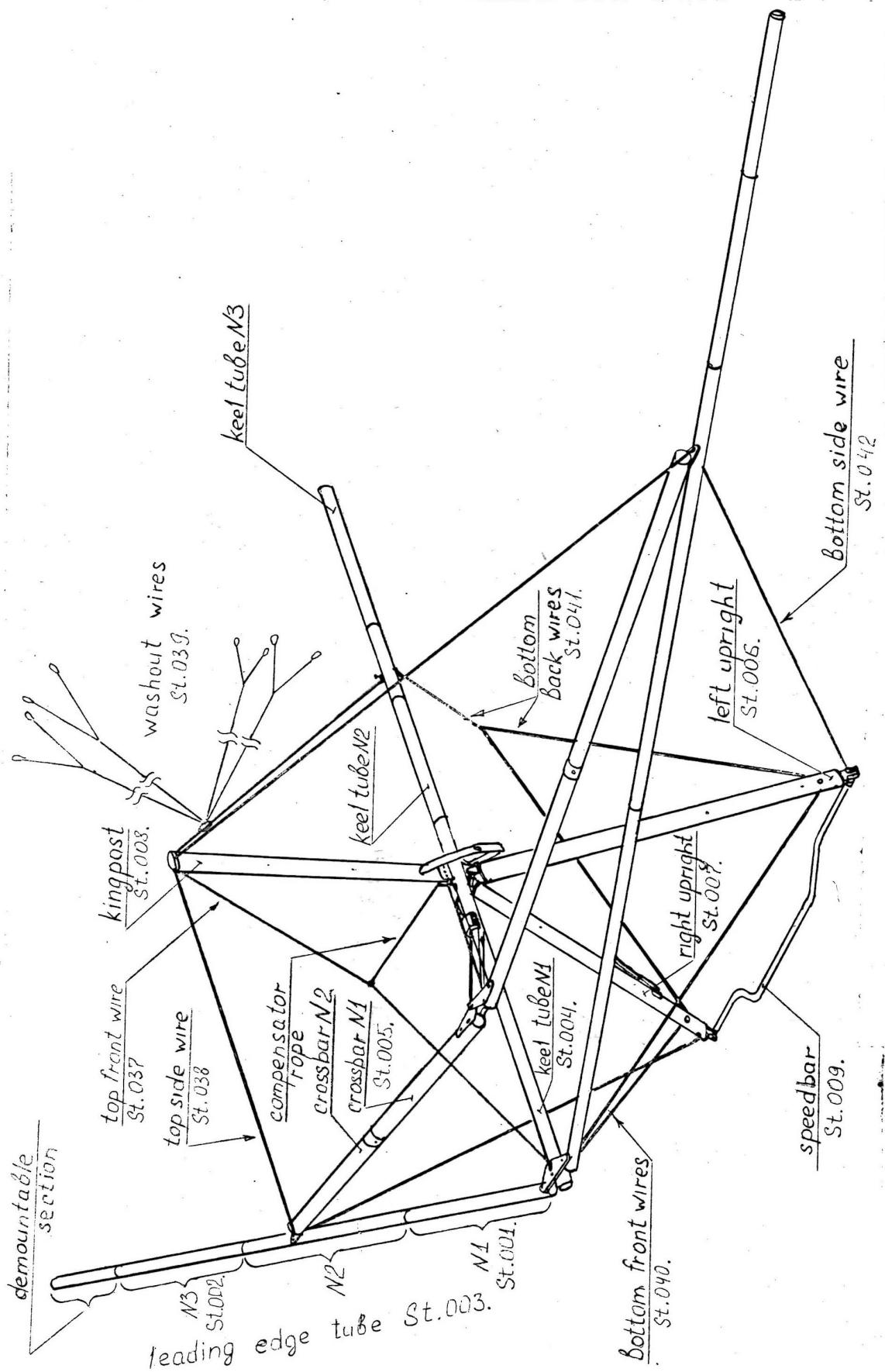


Fig. 8.5.1.

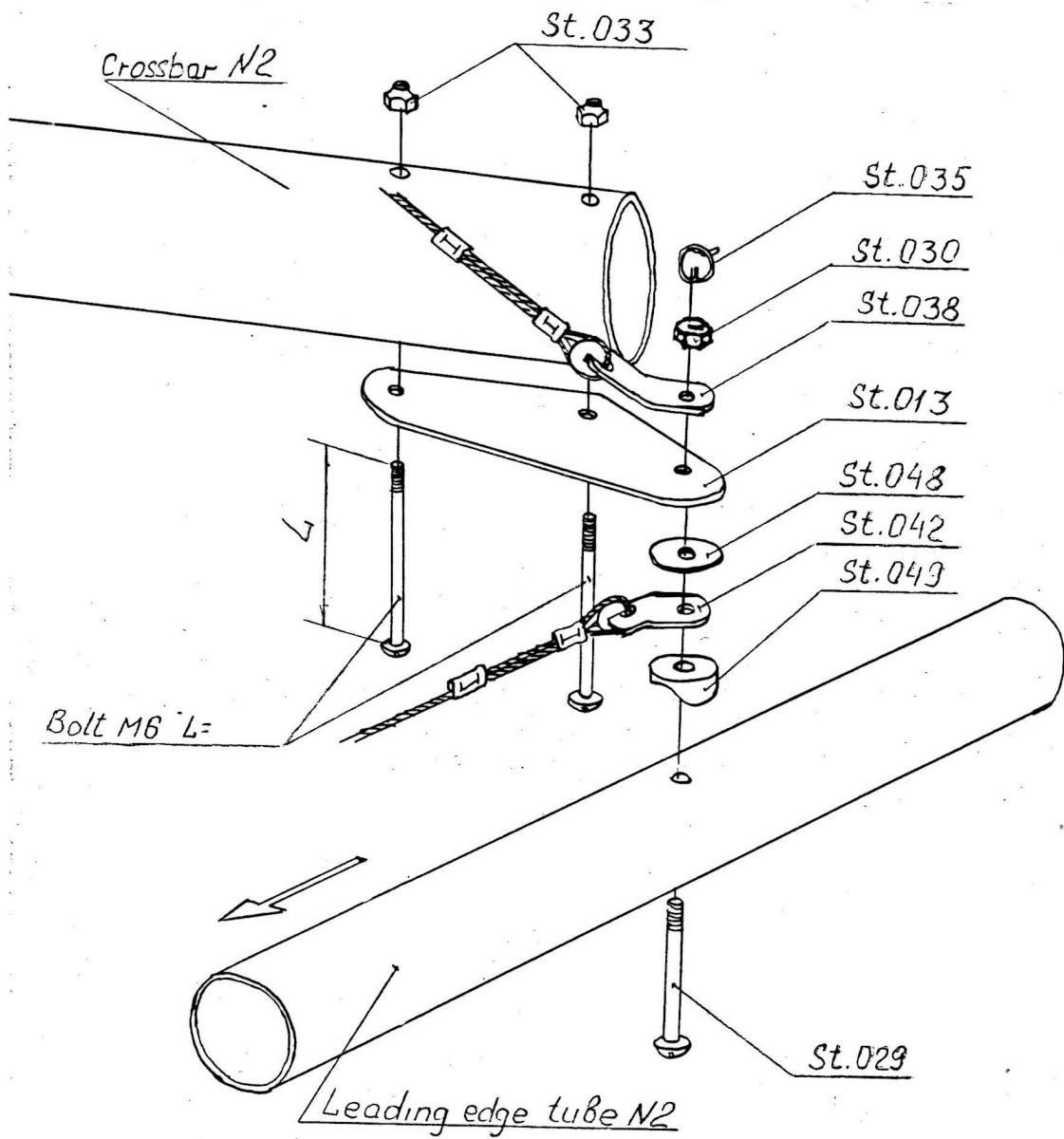
5. HANG POINT POSITION ADJUSTMENT

The positon of the pilot hang point is adjustable by moving the kingpost in the keel tube channel. The installation of the kingpost is described in the set up section.

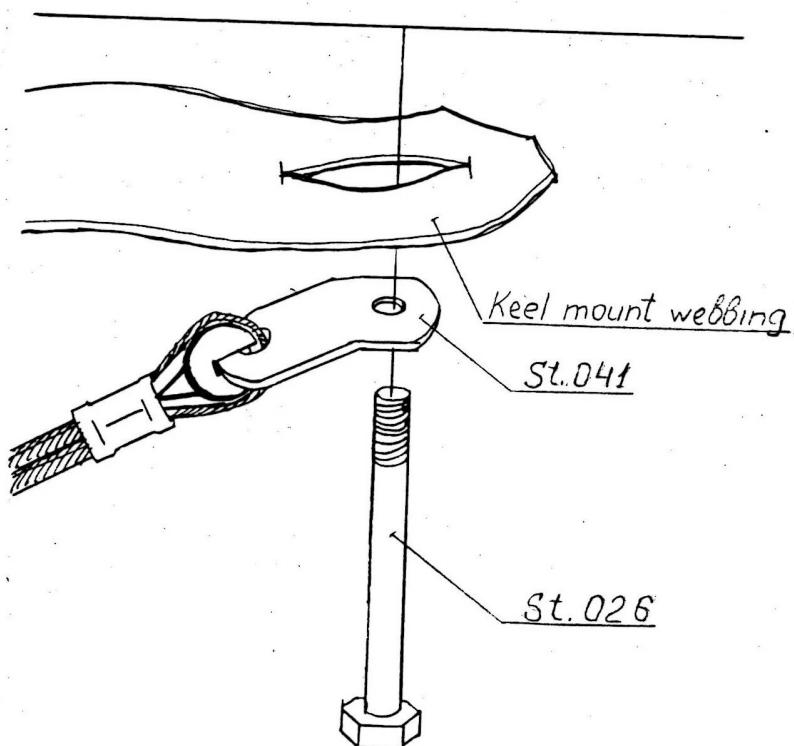
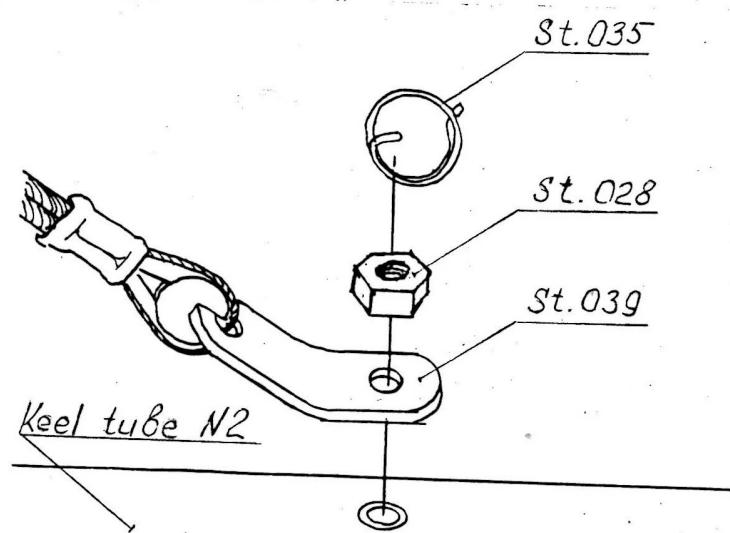
It is necessary to reach the trim speed just over that of minimum sink, when moving the kingpost with pilot hang wire.



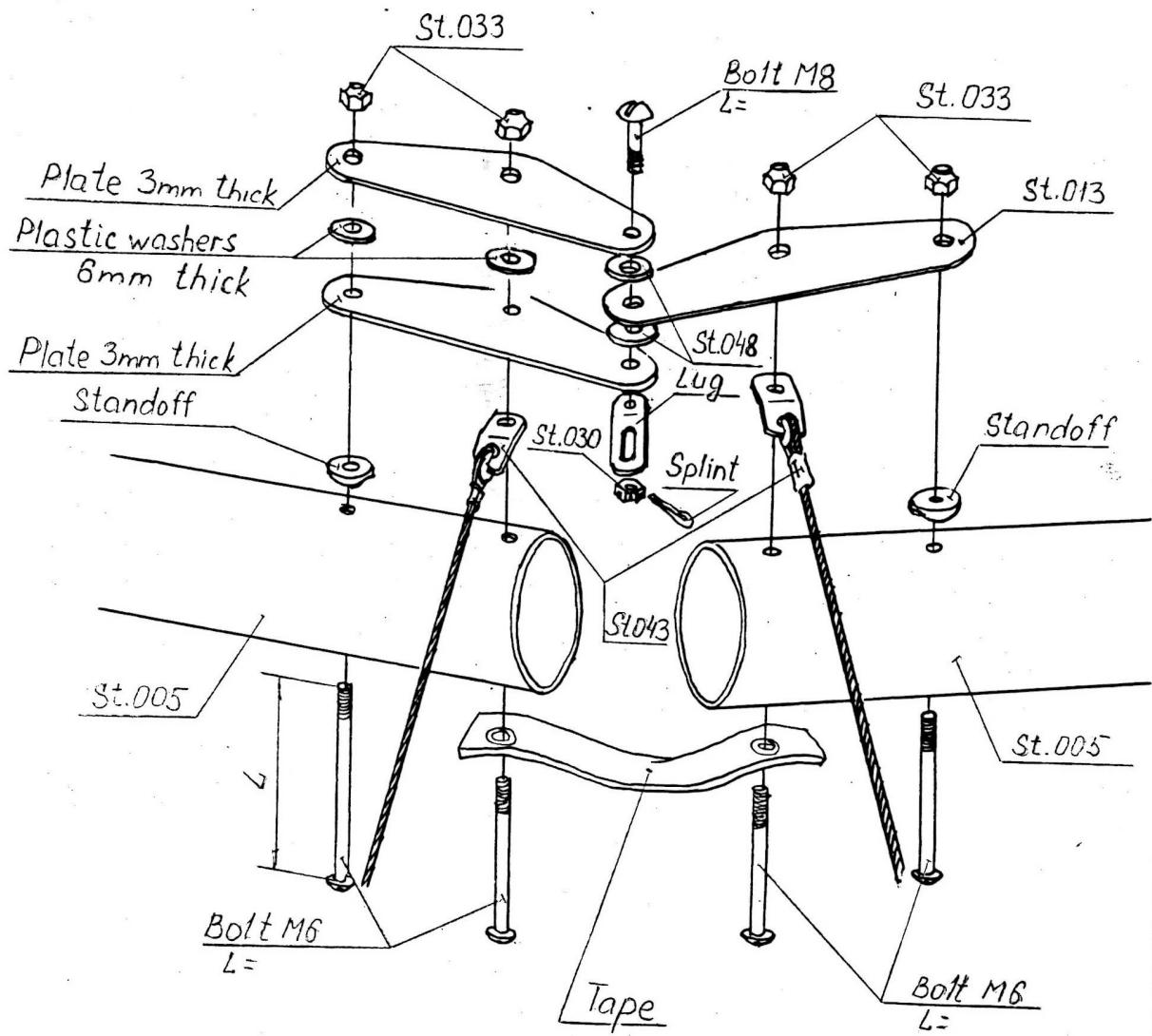
Hang Glider "STALKER". The Frame.



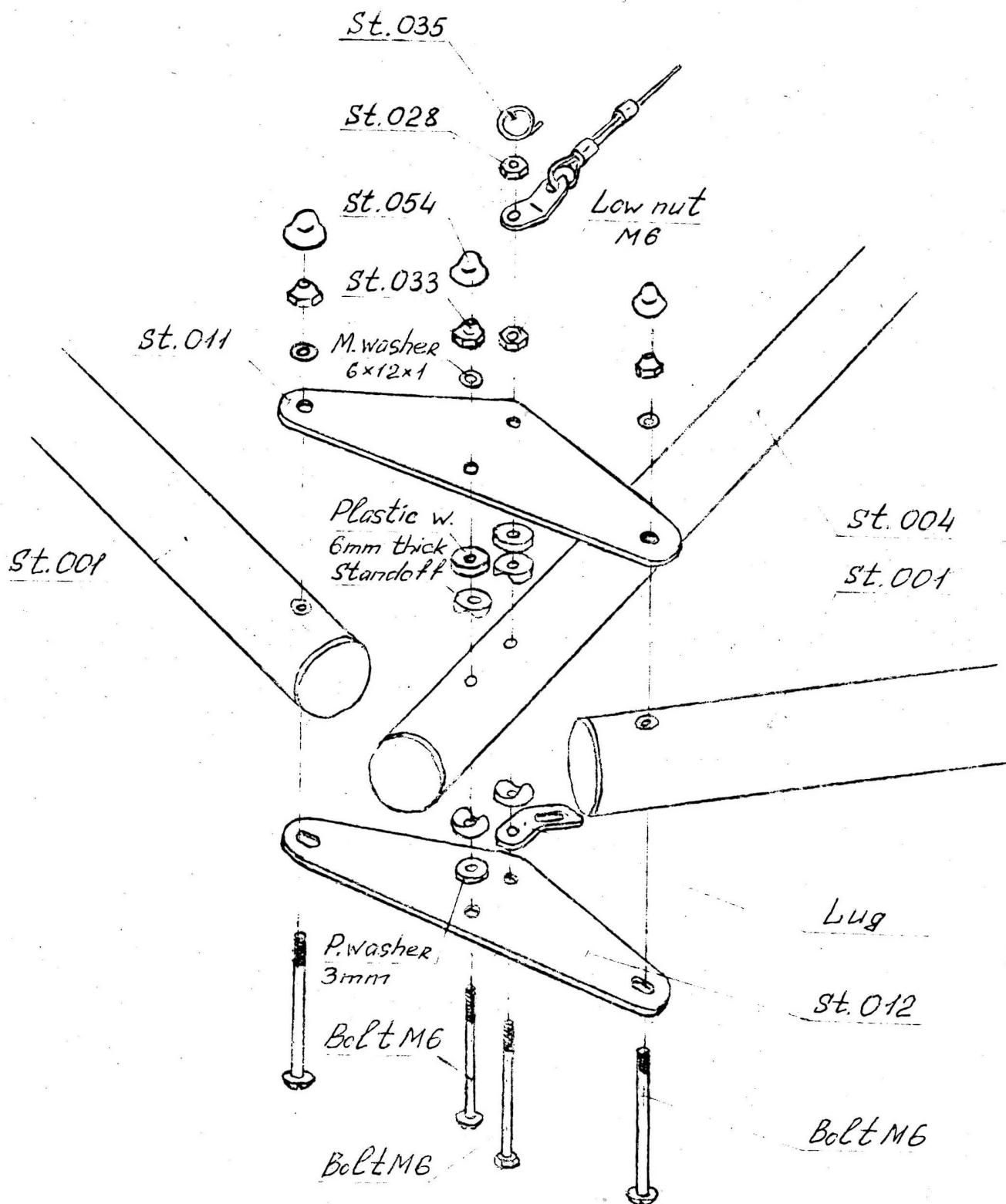
Leading Edge/Crossbar Junction.



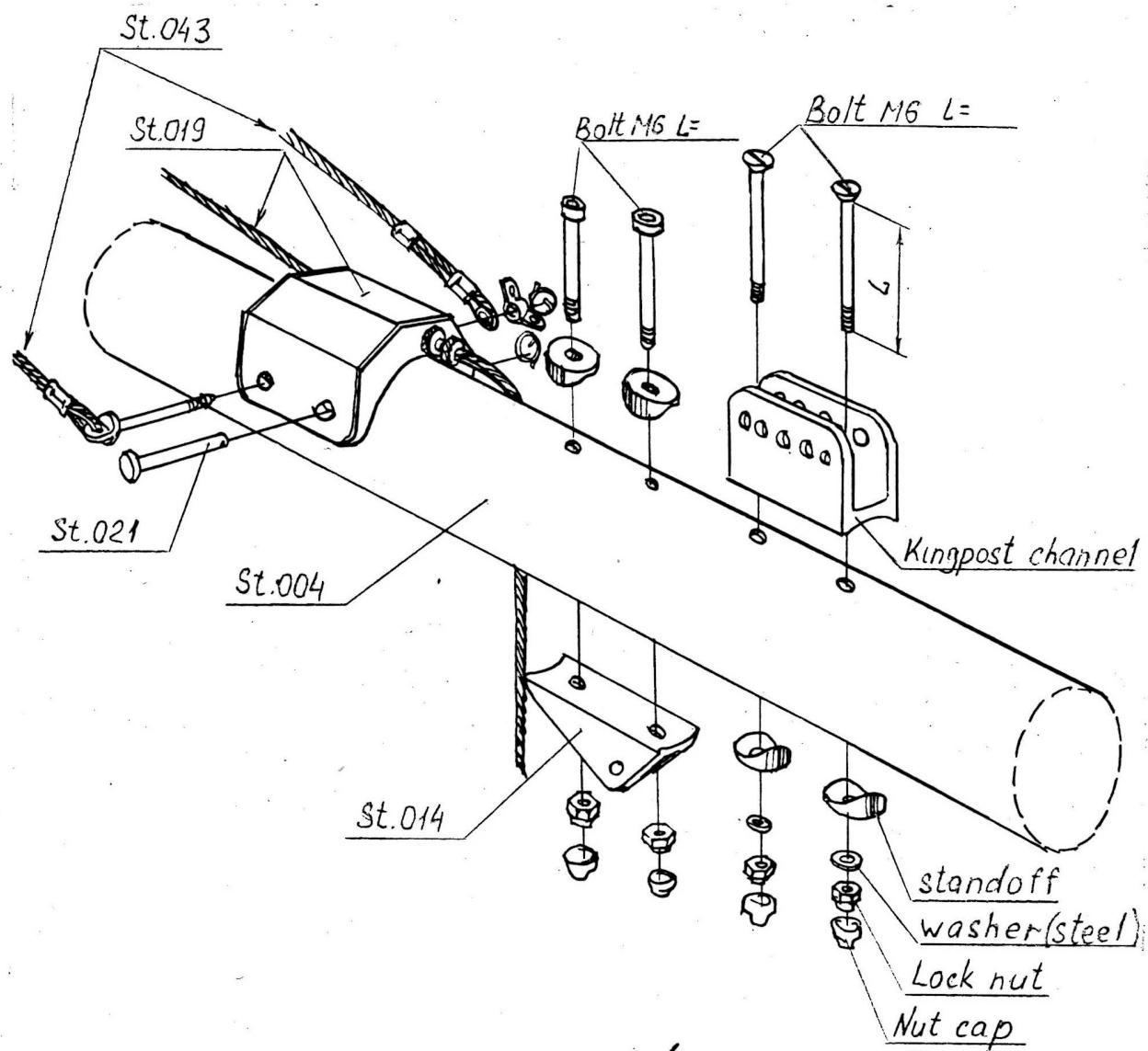
Rear Wires Junction.



Crossbars N1 Junction.



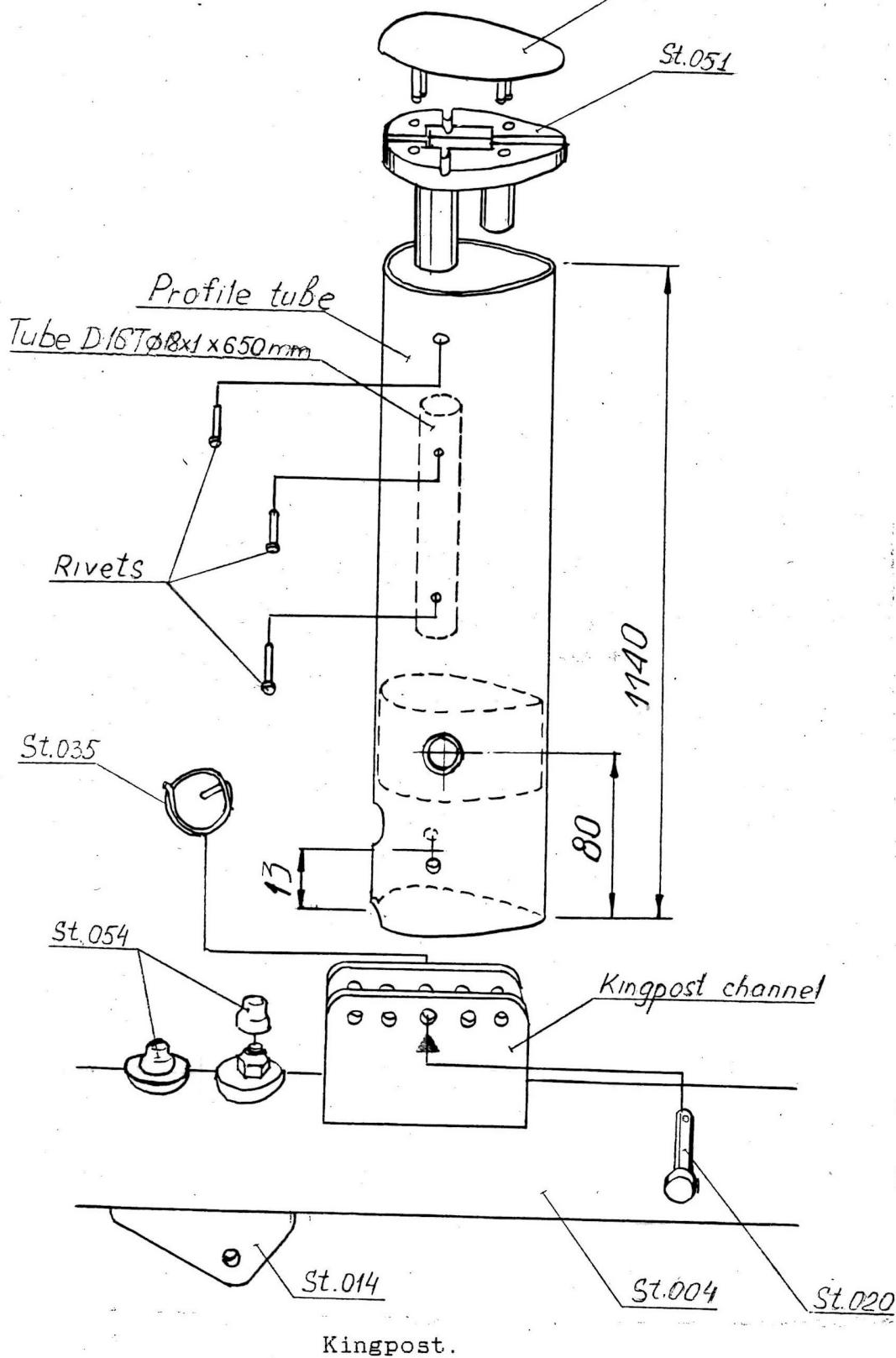
Leading Edge/Keel Tube Junction.



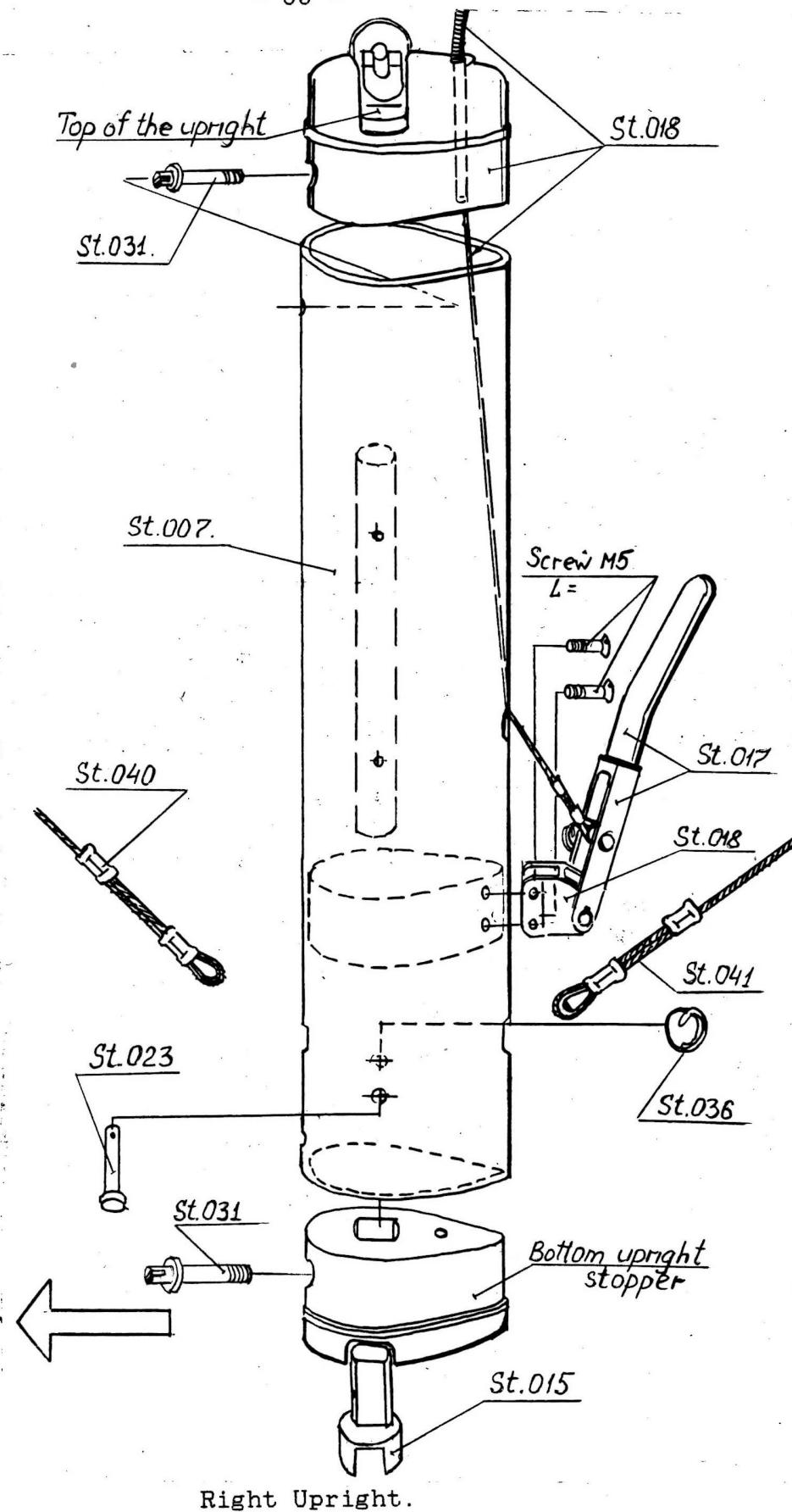
Kingpost Channel, Control Bar Channel,
Stop Detail of VG Mechanism Attachment.

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St.052

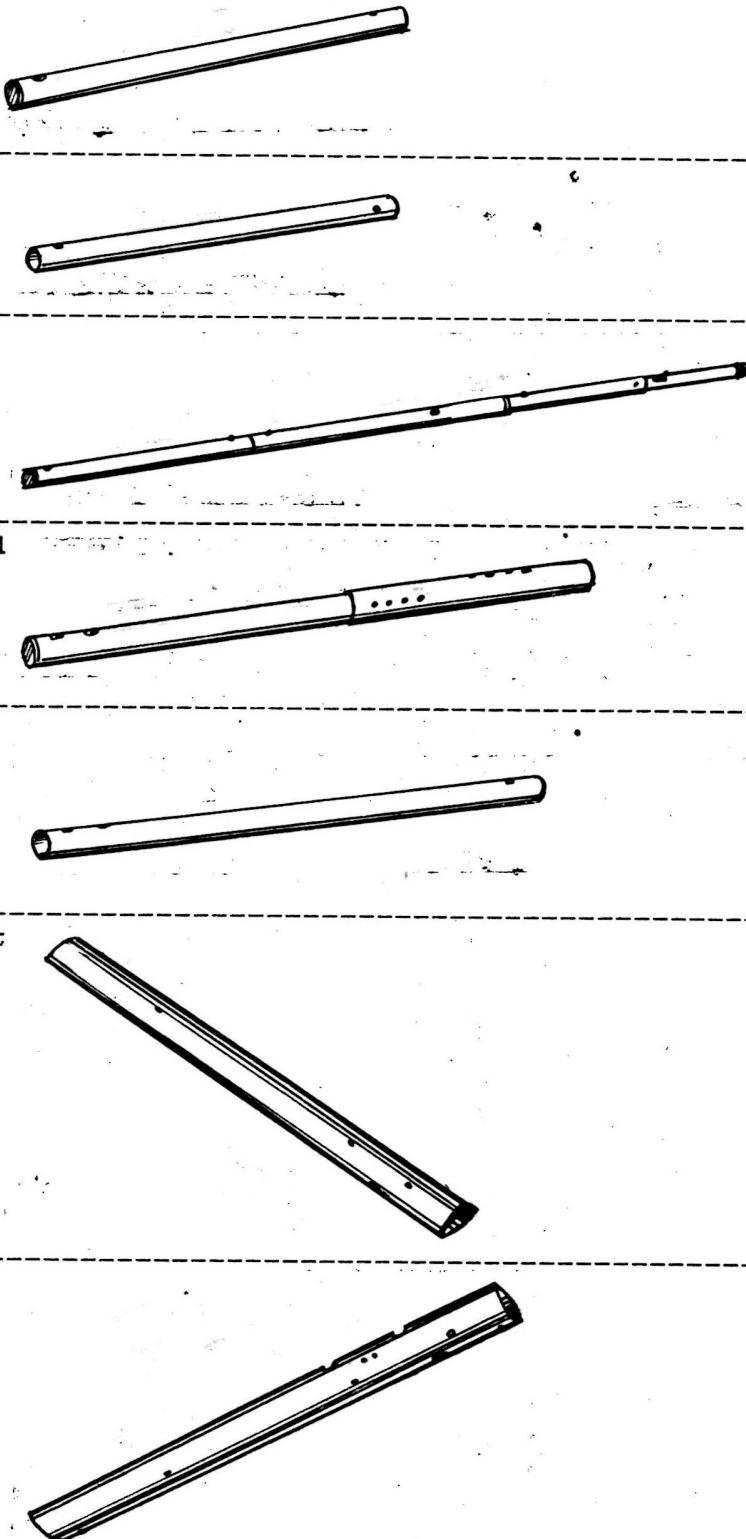


Kingpost.

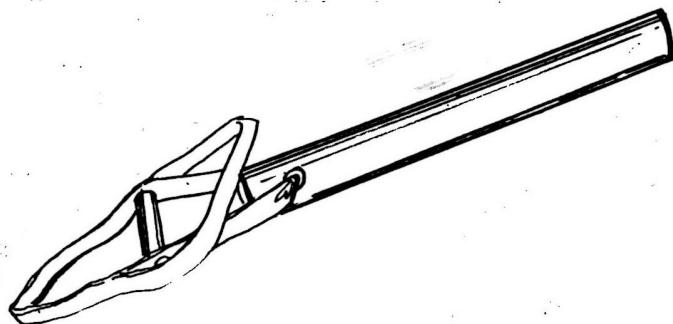


HANG GLIDER "STALKER". List of Repair Parts.
"Aeros Ltd", Kiew, Ukraine

N	Name
St.001	N1 leading edge tube
St.002	N3 leading edge tube
St.003	All leading edge tubes
St.004	Keel tube N1
St.005	Crossbar N1
St.006	Left upright
St.007	Right upright



St.008 Kingpost
with
hang strap



St.009 Speedbar

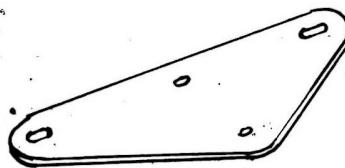


St.010 One side top battens

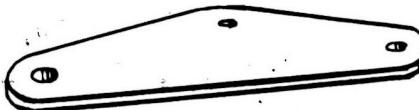
St.011 Top nose
plate



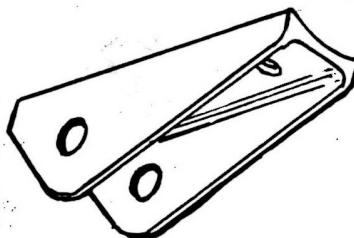
St.012 Bottom nose
plate



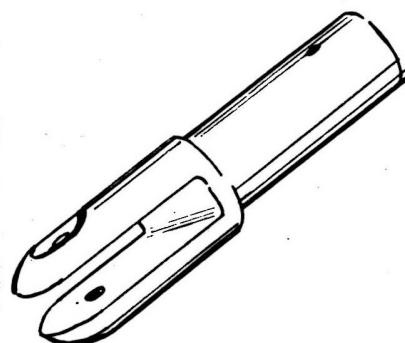
St.013 Crossbar
plate
5 mm thickness



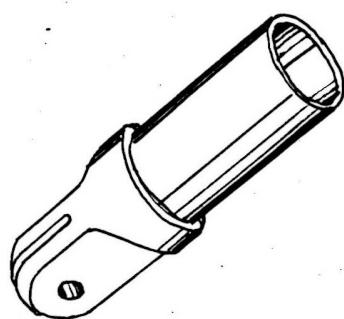
St.014 Control bar
channel



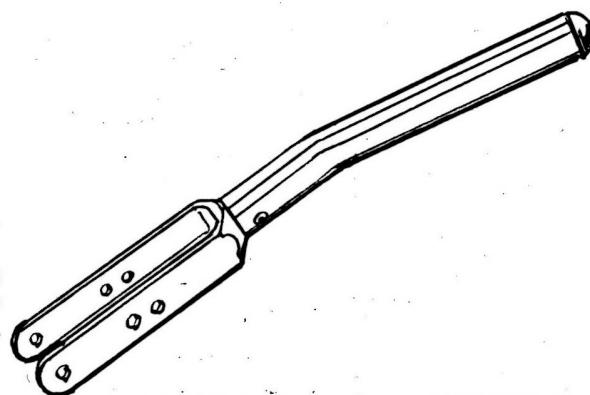
St.015 Bottom of
the upright



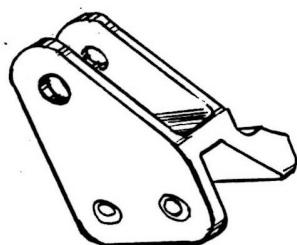
St.016 Speedbar
fastaning



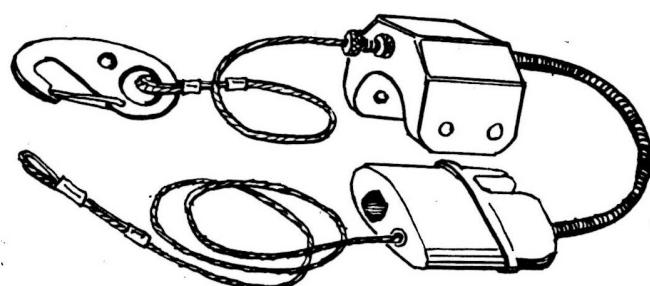
St.017 VG lever



St.018 Channel of
VG lever



St.019 VG wire



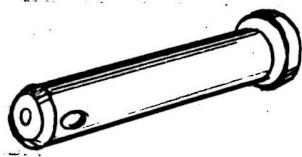
St.020 Clevis pin
fastening kingpost

St.021 Clevis pin fastening stop
detail of VG mechanism

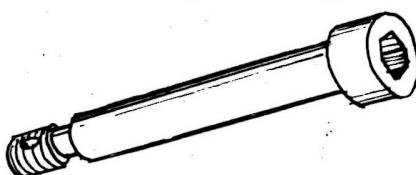
St.022 Clevis pin fastening
demountable section

of leading edge tube

St.023 Clevis pin fastening
bottom wires
in uprights



St.024 Bolt #8
fastening uprights

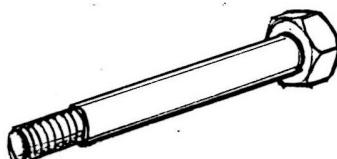


St.025 Round nut
fastening uprights



St.026 Bolt M6 from rear
wires junction

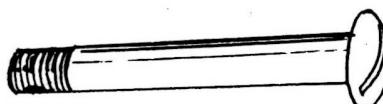
St.027 Bolt M8
securing speedbar



St.028 Nut M6



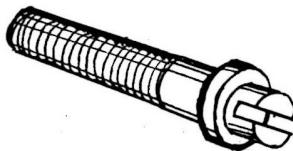
St.029 Bolt M8 leading
edge/crossbar
junction



St.030 Custle nut M8



St.031 Upright securing
screw



St.033 Selffixed
nut



St.034 Wing nut



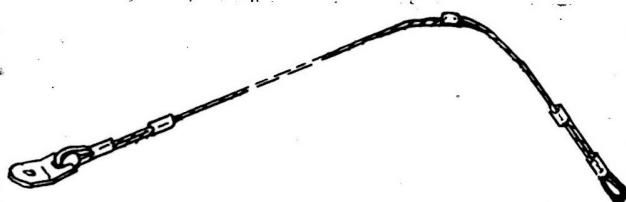
St.035 Big safety
ring



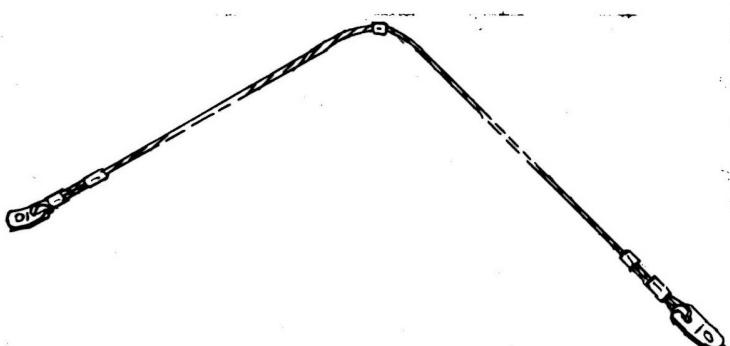
St.036 Small safety
ring



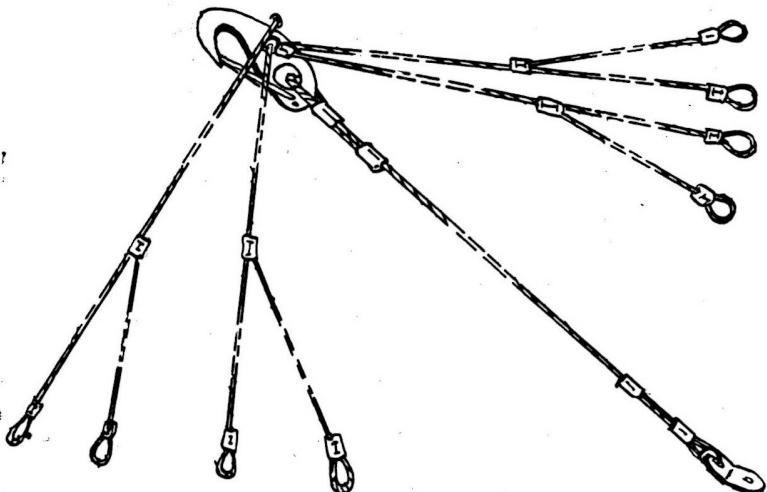
St.037 Top front
wire



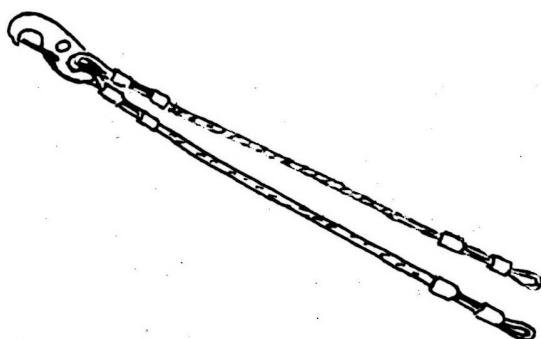
St.038 Top side wire



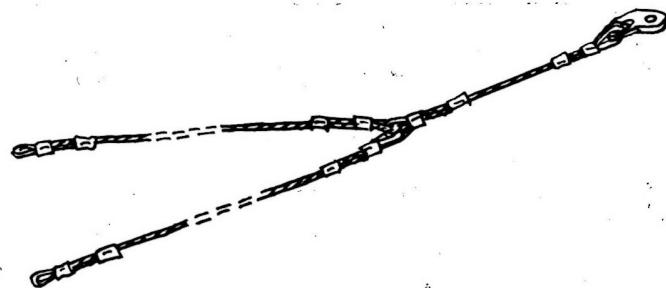
St.039 Washout wire



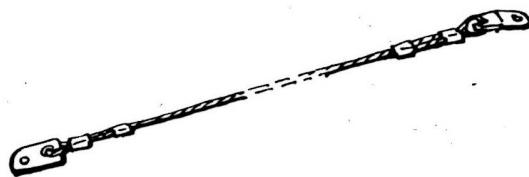
St.040 Bottom front
wires with
the lock



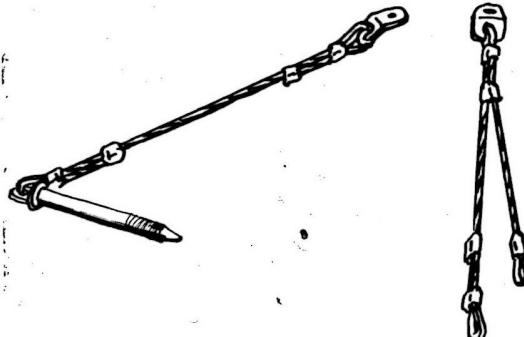
St.041 Bottom rear
wires



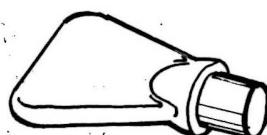
St.042 Bottom side
wire



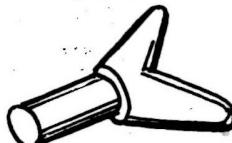
St.043 Crossbar
sweep
wires



St.044 Shovel of top
and bottom
battens

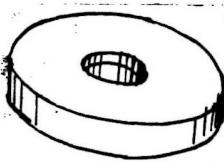


St.045 Shovel of keel
batten

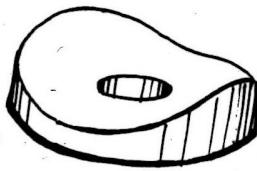


St.046 Fork of top
battens

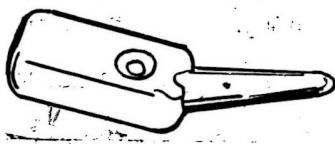
St.047 Fork of keel
and tip
battens



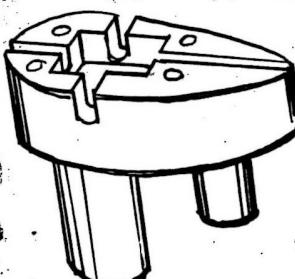
St.048 Fluoroplastic
washer of leading
edge/crossbar
junction



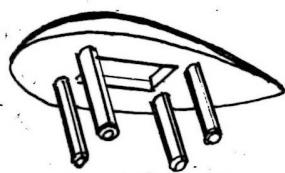
St.049 Stand off
of leading
edge/crossbar
junction



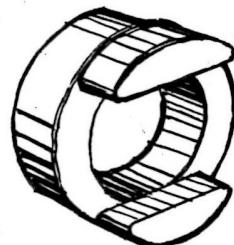
St.050 Tip batten
stop detail



St.052 Cap cover



St.053 Console cap

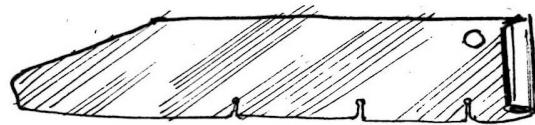


St.054 Nut cap

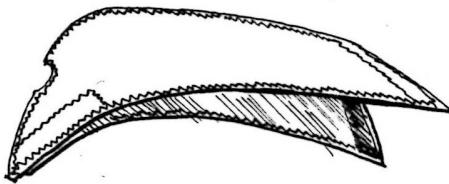


St.055 Sail

St.056 Mylar from
the leading edge
pocket



St.057 Nose cone

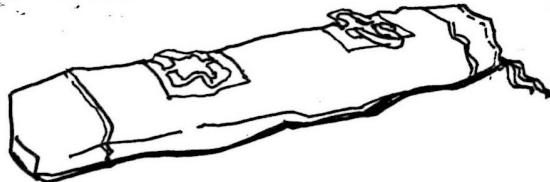


Packing bags:

St.058.01 6m bag



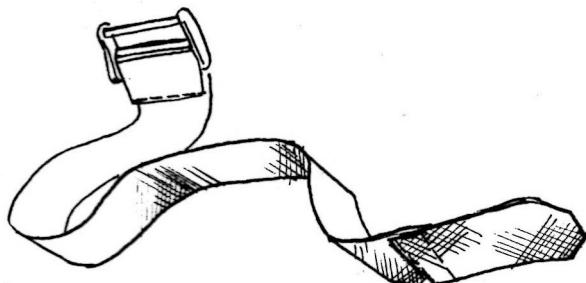
St.058.02 2m bag



St.058.03 Two battens bags
(red and blue)



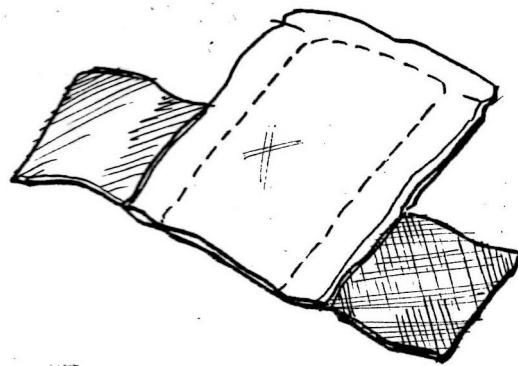
St.059 Long velcro strap



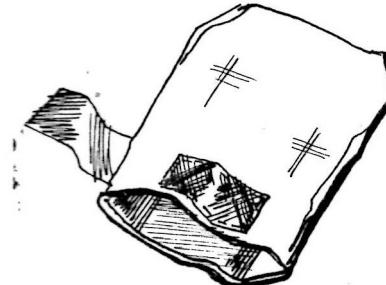
St.060 Short velcro strap

Protective bags:

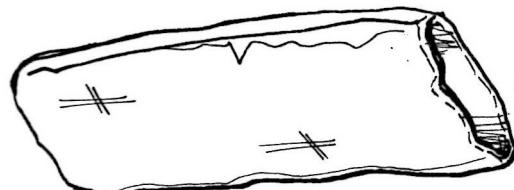
St.061.01 Top of uprights



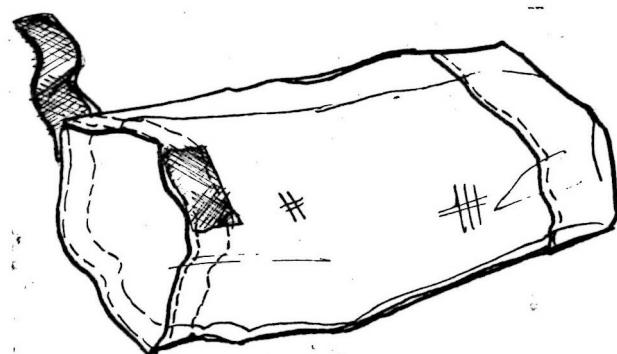
St.061.02 Kingpost top



St.061.03 Bottom of uprights



St.061.04 Wing tips



St.061.05 Rear wires
junction

