

**Zakład Remontów i Produkcji Sprzętu Lotniczego  
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**Bielsko - Biała, POLAND**

**F L I G H T M A N U A L  
o f  
M D M - 1 „ F O X “ G L I D E R**

**Issue III, October 1996**

Factory No	
Registration marking	

**Pages identified by "Appr." are approved by airworthiness Authority  
(Civil Aircraft Inspection Board, POLAND).**

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This glider is to be operated in compliance with information and limitations contained in this Manual.

*Translated by :*

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## 0. ISSUANCES

### 0.1 RECORD OF REVISIONS

7 Any revision of the present Manual must be recorded in the following table, and in case of approved Sections endorsed by the responsible airworthiness Authority.

The new or amended text in the revised page will be indicated by a black vertical line in the left hand margin, and the Revision Number and the date will be shown on the bottom left hand of the page.

7 *Note on organisation of the document:* where used, indexed page No identifies:  
i, ii, ... - added new Manual page, not present in original issue

Revision Number	Affected Section	Affected Pages	Date of Issue	Approval	Date of Approval	Date inserted	Signature
1	0 1 2 5	(i), (ii) 1.4 2.4 5.3	23.10.97		29.10.97		
2	0 4	(i), (ii) 4.9	04.06.98		04.06.98		
3	0 1	(i), (ii) 1.2	02.07.98		02.07.98		
4	0 1 2 6	(i), (ii) 1.4 2.4, 2.6 6.3	11.01.99		20.01.99		
5 <i>applicable only to gliders with electronic accelerometer installed</i>	0 2 7	(i), (ii), (iiA), 2.1A, 2.3A, 7.3A, 7.4A, 7.5A, 7.7A	10.10.12		16.11.12		
6 <i>applies only to Polish version of Flight Manual</i>	0	(i)	09.01.2014		09.01.2014		
7	0 1 2 4 6 7 8 9	<i>removed pages (iiA), 2.1A, 2.3A, 7.3A, 7.4A, 7.5A, 7.7A inserted with prev. revisions pages (i),(ii),(iii) replaced with 0.1, 0.2, 0.3</i> 0.1, 0.2, 0.3, 1.2, 1.3, 1.4, 2.1, 2.2, 2.3, 2.4, 2.5, 2.6 4.2, 4.3, 4.4, 4.5, 4.6, 4.7, 4.10 6.3, 6.3i 7.1, 7.2, 7.3, 7.5, 7.6, 7.7 8.2, 8.4 9.2	21.06.2019		21.06.2019		
8	0 2 3 4 5	0.1, 0.2 2.4, 2.5 3.2, 3.3, 3.3i 4.5, 4.8, 4.9, 4.9i 5.3, 5.4, 5.5	15.12.2020	EASA MC Appr No 10083362	28.11.2023		

**0.2 LIST OF EFFECTIVE PAGES**

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Section	Page	Date of Issue	Section	Page	Date of Issue
0	0.1	December 2020	6	6.1	October 1996
	0.2	December 2020		6.2	October 1996
	0.3	June 2019		6.3	June 2019
				6.3i	June 2019
1	1.1	October 1996			
	1.2	June 2019	7	7.1	June 2019
	1.3	June 2019		7.2	June 2019
	1.4	June 2019		7.3	June 2019
	1.5	October 1996		7.4	October 1996
				7.5	June 2019
2	2.1	June 2019		7.6	June 2019
	Appr. 2.2	June 2019		7.7	June 2019
	Appr. 2.3	June 2019			
	Appr. 2.4	December 2020	8	8.1	October 1996
	Appr. 2.5	December 2020		8.2	June 2019
	Appr. 2.6	June 2019		8.3	October 1996
				8.4	June 2019
3	3.1	October 1996			
	Appr. 3.2	December 2020	9	9.1	October 1996
	Appr. 3.3	December 2020		9.2	June 2019
	Appr. 3.3i	December 2020			
4	4.1	October 1996			
	Appr. 4.2	June 2019			
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	Appr. 4.8	December 2020			
	Appr. 4.9	December 2020			
	Appr. 4.9i	December 2020			
	Appr. 4.10	June 2019			
5	5.1	October 1996			
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	Appr. 5.3	December 2020			
	5.4	December 2020			
	5.5	December 2020			

**0.3 TABLE OF CONTENTS**

**0. ISSUANCES**

- 1. GENERAL** *(a non-approved section)*
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- 8. GLIDER HANDLING, CARE AND MAINTENANCE** *(a non-approved section)*
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## **Section 1**

### **1. GENERAL**

#### **1.1. Introduction**

#### **1.2. Certification basis**

#### **1.3. Warnings, cautions and notes**

#### **1.4. Glider description and technical data**

#### **1.5. Three-view drawing**

### 1.1 Introduction.

This glider Flight Manual has been prepared to provide pilots and instructors with information for the safe and efficient operation of the MDM-1 „FOX” glider.

7 | This Manual includes the material required by JAR-22 requirements. It also contains supplemental data provided by the glider manufacturer.

### 1.2 Certification basis.

3 | This type of glider has been approved by airworthiness Authority (Civil Aircraft Inspection Board) in accordance with JAR-22, Change 4 of May 7-th 1987, and with exemptions contained in Technical Data Sheet, issue III, November 1997.

Type Certificate No BG-197 has been issued on 27 July 1994.

Category of Airworthiness:

This glider has been classified to Aerobatic („A”) Category.

### 7 | 1.3 Warnings, cautions and notes.

The following definitions apply to "warnings", "cautions" and "notes" used in this Flight Manual:

**WARNING :** *means that the non-observation of the corresponding procedure leads to an immediate or important degradation of the flight safety.*

**CAUTION :** *means that the non-observation of the corresponding procedure leads to a minor or to a more or less long term degradation of the flight safety.*

**NOTE :** *draws the attention on any special operation item, not directly related to flight safety but which is important or unusual.*

### 1.4 Glider description and technical data.

MDM-1 „FOX” is a two-seat performance aerobatic glider, mid-wing layout with conventional tail-unit arrangement. The structure of glass/epoxy and carbon/epoxy composite.

#### Wings :

7 | Two-panel planform of considerable taper. Monospar structure with an auxiliary spar, and sandwich type skin. Spar of double-C shape. Monoplate air brake extended on wing upper surface only.

Large span, constant chord Friese type aileron, split in two panels, mass-balanced and suspended on 7 hinges.

Overlapping-type spar connection with two horizontal bolts extending up to rear fittings, connects also wings to fuselage.

**Fuselage :**

Monocoque, sandwich structure with integral fin. The seat pans bonded permanently. Two-piece, side hinged canopy opening sideways to the right.

- 7 | In fuselage nose the total pressure port and air intake for air vent are provided, static pressure ports on the fuselage nose both sides.

The transceiver antenna installed in the fin.

The towing hook installed in the front fuselage part.

The winch-launching hook installed in front of the main undercarriage.

At front seat, on both sides on cockpit floor, the balancing weights are installed.

Pedals at front seat - adjustable with a grip (item 11 in Fig. 7.1)

Back rest of front seat - adjustable by changing the position of back rest support (item 23 in Fig. 7.2)

**Tail unit :**

Stabilizer, elevators and rudder of sandwich structure, control surfaces aerodynamically/ mass-balanced.

**Control system :**

Elevator and aileron control system - push rod type.

Rudder control system - cable type.

Air brake control system, in wings of push rod type and in fuselage - combined.

The elevator system equipped with a spring trimming device operated with a lever at the control stick base, at front seat.

**Undercarriage :**

- 7 | Fixed undercarriage (with main and tail wheels), faired. Hydraulic disc brake on main wheel, actuation coupled with air brake.

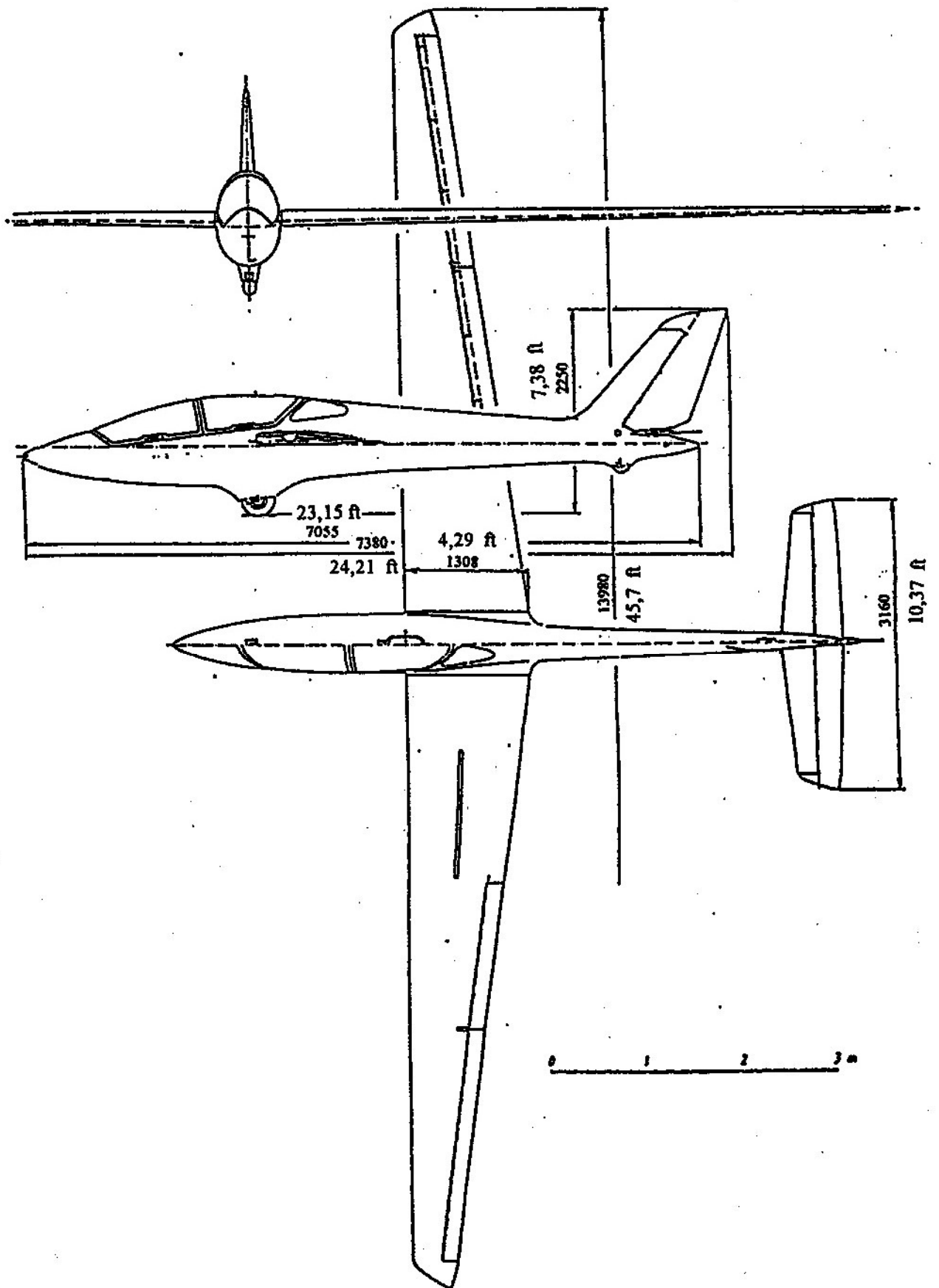
**Main technical data:**

	<i>Span</i>	14.00 [m]	45.93 [ft]
	<i>Length (up to rudder top edge)</i>	7.38 [m]	24.21 [ft]
	<i>Height (in flight attitude)</i>	2.25 [m]	7.38 [ft]
	<i>Wing dihedral</i>	0	
	<i>Wing area</i>	12.34 [m <sup>2</sup> ]	132.8 [ft <sup>2</sup> ]
	<i>Aspect ratio</i>	15.88	
	<i>Root chord</i>	1.308 [m]	4.291 [ft]
7	<i>Mean Standard Chord (MSC) <sup>(1)</sup></i>	0.971 [m]	3.186 [ft]
	<i>Wing profile</i>	NACA 64 <sub>1</sub> 412	
	<i>Tailplane span</i>	3.160 [m]	10.37 [ft]
	<i>Tailplane area</i>	1.873 [m <sup>2</sup> ]	20.2 [ft <sup>2</sup> ]
	<i>Tailplane profiles</i>	NACA 63 <sub>1</sub> 012 ÷ 63 006 mod.	
	<i>Fin and rudder area</i>	1.123 [m <sup>2</sup> ]	12.09 [ft <sup>2</sup> ]
	<i>Fin and rudder profiles</i>	NACA 63 <sub>2</sub> 015 ÷ 63 <sub>1</sub> 012	
4	<i>C.G. position (empty glider)</i>	620÷645 [mm]	24.43÷25.41 [in]
7		aft of Datum Plane <sup>(2)</sup>	
	<i>Nominal empty weight:</i>		
1	<i>-without balancing weights</i>	350 [kG]	772 [lb]
4,7	<i>-with balancing weights (2x5.5= 11 kG)</i>	361 [kG]	796 [lb]
7	<i>Max. weight of structural non-lifting parts (wing-less glider)</i>	165 [kG]	364 [lb]
7	<i>Max. in-flight weight</i>	530 [kG]	1168 [lb]
7	<i>C.G. position (in-flight)</i>	213÷379 [mm] aft of DP	8.40÷14.93 [in] aft of DP
	<i>Position of load components:</i>		
	<i>Instrument panel at front seat</i>	1580 [mm] fore of DP	62.25 [in] fore of DP
	<i>Balancing weights</i>	1520 [mm] fore of DP	59.89 [in] fore of DP
	<i>Pilot on front seat</i>	950 [mm] fore of DP	37.43 [in] fore of DP
	<i>Instrument panel at rear seat</i>	440 [mm] fore of DP	17.34 [in] fore of DP
	<i>Pilot on rear seat</i>	60 [mm] aft of DP	2.36 [in] aft of DP
	<i>Luggage</i>	not allowed	
	<i>Max. wing surface loading</i>	42.54 [kg/m <sup>2</sup> ]	8.72 [lb/ft <sup>2</sup> ]
	<i>Limit manoeuvring load factors</i>	+7 / -5	
	<i>Limit manoeuvring load factors for solo flying (max. useful load 100 kG)</i>	+9 / -6	

7 | <sup>(1)</sup> Mean Standard Chord (MSC) - chord of aerodynamically equivalent rectangular wing  
<sup>(2)</sup> Datum Plane (DP) - vertical plane passing through the wing leading edge



1.5 Three-view drawing.



## Section 2

### 2. LIMITATIONS

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#### 2.2. Airspeed

#### 2.3. Airspeed indicator markings

2.4. Power plant, fuel and oil - NOT APPLICABLE

2.5. Power plant instrument markings - NOT APPLICABLE

#### 2.6. Weight

#### 2.7. Centre of gravity

#### 2.8. Approved manoeuvres

#### 2.9. Manoeuvring load factors

#### 2.10. Flight crew

#### 2.11. Kinds of operation

#### 2.12. Minimum equipment

7 | 2.13. Aerotow and winch-launching

#### 2.14. Other limitations

7 | 2.15. Limitation placards

## 2.1 Introduction.

Section 2 includes operating limitations, instrument markings and basic placards informing on limitations necessary for safe operation of the glider, its systems and standard equipment.

The limitations contained in this Section and in Section 9 have been approved by Civil Aircraft Inspection Board.

## 2.2 Airspeed.

Airspeed limitations and their operational significance, used in this Manual are shown below:

	<b>Speed (IAS)</b>	<b>[km/h]</b>	<b>[kt]</b>	<b>Remarks</b>
<b>V<sub>NE</sub></b>	Never exceed speed	282	152	Do not exceed this speed in any operation and do not use more than 1/3 of control deflection
<b>V<sub>RA</sub></b>	Rough air speed	225	122	Do not exceed this speed except in smooth air and then only with caution. Examples of rough air are: lee-wave rotor, thunderclouds etc.
<b>V<sub>A</sub></b>	Manoeuvring speed	214	116	Do not make full or abrupt control movements above this speed, because under certain conditions the glider may be overstressed by full control movement.
<b>V<sub>W</sub></b>	Maximum winch-launching speed	150	81	Do not exceed this speed during winch-launching.
<b>V<sub>T</sub></b>	Maximum aerotowing speed	150	81	Do not exceed this speed during aerotowing.

**WARNING:** In high altitude flight, the true airspeed (TAS) is higher than value indicated by airspeed indicator (IAS). To maintain the safe margin against the flutter limit related to true airspeed value,  $V_{NE}$  must be reduced with altitude to values specified in the following table.

<b>Flight altitude</b>	<b>Never exceed speed <math>V_{NE}</math> IAS</b>	<b>Flight altitude</b>	<b>Never exceed speed <math>V_{NE}</math> IAS</b>
<b>[m]</b>	<b>[km/h]</b>	<b>[ft]</b>	<b>[kt]</b>
0-3000	282	0-10000	152
4000	267	13000	145
5000	253	16000	138
5500	246	18000	133

### 2.3 Airspeed indicator markings

Airspeed indicator markings and their colour-code significance are shown below:

Marking	(IAS) value or range		Significance
	[km/h]	[kt]	
Green arc	92 ÷ 225	50 ÷ 122	Normal operating range. Lower limit is 1.1 V <sub>S1</sub> at maximum weight and most forward C.G. Upper limit is Rough Air speed <sup>1</sup> .
Yellow arc	225 ÷ 282	122 ÷ 152	Caution operation range. Manoeuvres must be conducted with caution and in smooth air only. Upper limit is Never Exceed speed.
Red radial line	282	152	Maximum speed for all operations
Yellow triangle	115	62	Approach speed at maximum weight.

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2.4 **Power-plant, fuel and oil** - NOT APPLICABLE

2.5 **Power-plant instrument markings** - NOT APPLICABLE

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<sup>1</sup> Leaving markings for the upper airspeed limit of the Normal Operating Range at V<sub>A</sub> = 214 km/h (116kt), i.e. at a value lower than allowed for the design V<sub>RA</sub> = 225 km/h (122kt), is considered conservative and accepted for gliders S/N up to 251 inclusive.

## 2.6 Weight

1,7	Maximum take-off & landing weight	530 [kG]	1168 [lb]
7	Maximum take-off & landing weight for the range of manoeuvring load factor extended to +9/ -6 g in solo flight	450 [kG]	992 [lb]
1	Maximum empty weight without balancing weights	350 [kG]	772 [lb]
4,7	Maximum empty weight with balancing weights	361 [kG]	796 [lb]
7	Maximum weight of structural non-lifting parts	165 [kG]	364 [lb]
	Maximum weight in baggage compartment	0 [kG]	0 [lb]

## 2.7 Centre of gravity.

7	C.G range (in flight):	22 through 39	per cent of MSC.
		213 through 379	[mm] aft of Datum Plane
		(8.40 14.93)	[in]
4,7	C.G. range (empty glider) :	620 ÷ 645	[mm] aft of Datum Plane
		(24.4 ÷ 25.4)	[in]

## 2.8 Approved manoeuvres.

This glider is certified in Aerobatic Category.

7	Approved aerobatic manoeuvres, together with recommended entry airspeeds for particular manoeuvres are given in FM Section 4.
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## 2.9 Manoeuvring load factors

7	Limit load factors	+7/-5 g
	Limit load factors for solo flying, crew weight below 100 kg (220 lb)	+9/-6 g
8	<b>NOTE:</b> <i>above limitations apply to glider in a clean configuration, in a flight with air brake extended :</i>	+3.5/ 0 g

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## 2.10 Flight crew

The crew consists of one, or two persons.

Solo flying on front seat only.

## 2.11 Kinds of operation

- 8 | This glider is allowed for VFR flights, by day.  
Flying in anticipated icing conditions and night flying - **PROHIBITED.**
- 7 | Cloud flying - **ALLOWED,**  
**provided pilot and glider meet National Regulations.**

## 2.12 Minimum equipment

- 7 | Minimum equipment of the glider depends on the intended type of operation and includes identification of components, location and range of indication (where specified) as shown below

component & location	range of indication	remarks
<b>Type of operation:</b>	<b>normal (soaring) flight</b>	
<b>airspeed indicator,</b> <i>at front seat</i>	300 km/h (160 kts)	
<b>altimeter,</b> <i>at front seat</i>		
<b>5-point safety harness,</b> <i>at front-, and at rear seats</i>		
<b>parachute or back cushion:,</b> <i>for each crew member</i>		cushion thickness: 8 cm (3 in) for the front seat, 2 cm (1 in) for the rear seat
<b>Type of operation:</b>	<b>aerobatic flight</b> (in addition to the above)	
<b>accelerometer,</b> <i>at front seat</i>	9 /-6 g	
<i>for dual aerobatic instruction, an accelerometer required in both instrument panels</i>		

**NOTE:** *The regulations in the country of registry may mandate the installation of additional equipment items (compass, transceiver, etc.) which must be complied with for the intended type of operation.*

## 2.13 Aerotow and winch launching

Aerotowing is allowed from the nose hook only.

Winch-launching is allowed from the C.G. hook only.

For aerotow, the nylon towing cable of 40 ÷ 60 m (130 ÷ 195 ft) length, with safety link of 677 daN (1525 lb) ± 10 per cent strength shall be used.

For winch-launching, the cable with safety link of 677 daN (1525 lb) ± 10 per cent strength shall be used.

Maximum aerotow and winch-launching speed is 150 km/h (81 kt).

**Autotow-launching - PROHIBITED.**

## 2.14 Other limitations

- 7 | Cross-country flying, both free and aerotowed, in one-person crew only.
- 8 | **WARNING: Aerobatics in rough air is prohibited.**

**2.15 Limitation placards.**

The following placards should be placed in a visible place in the cockpit:

7

<b>LIMITATIONS</b>	
1. Night flying	- PROHIBITED
2. Cloud flying	- ALLOWED, provided pilot and glider meet National Regulations
3. Flying in anticipated icing	- PROHIBITED
4. Aerobatics	- ALLOWED, in accordance with Flight Manual, item 4.5.9

7

<b>SPEED LIMITATIONS</b>		
IAS	[km/h]	[kt]
V <sub>NE</sub>	282	152
V <sub>RA</sub>	225	122
V <sub>A</sub>	214	116
V <sub>T</sub>	150	81

For aerotowing, from nose hook only,  
use 40÷60 m (130÷195 ft) long nylon cable,  
with safety link of 677 daN (1525 lb) ±10% strength

For winch launching, from C.G. hook only  
use cable with safety link  
of 677 daN (1525 lb) ±10% strength

7

<b>BEFORE FLIGHT</b>	
<ul style="list-style-type: none"> <li>• Check cockpit for loose items</li> <li>• Check security of balancing weights (required for pilot under 70 kG /154 lb)</li> <li>• Adjust pedals and back rest (at front seat)</li> <li>• Fasten and tighten safety belts</li> <li>• Check access to all instruments and controls</li> <li>• Check full deflection of control surfaces, retract air brake</li> <li>• Set altimeter to zero reading</li> <li>• Set elevator trim to “nose-heavy”</li> <li>• Close and lock both canopies, perform communications check</li> </ul>	

Flight altitude	[m]	0-3000	4000	5000	5500
V <sub>NE</sub>	[km/h]	282	267	253	246

Flight altitude	[ft]	0-10000	13000	16000	18000
V <sub>NE</sub>	[kt]	152	145	138	133

7

<b>LOADING PLAN</b>								
Pilot with parachute weight						Balancing weights		Manoeuvring load limits
front seat			rear seat					
minimum		maximum						
[kG]	[lb]	[kG]	[lb]	[kG]	[lb]	[kG]	[lb]	
55	121	89	196	0	0	2x5.5	2x12.1	+ 9 / - 6 g weight 450 kG max
70	154	100	221	0	0	0	0	
55	121	105	231	0	0	2x5.5	2x12.1	+ 7 / - 5 g
70	154	110	243	0	0	0	0	
55	121	110	243	70	154	0	0	
55	121	70	154	110	243	0	0	

Solo flying on front seat only  
Installation of balancing weights (2x5.5 kG/ 2x12.1 lb) acc. to FM item 7.2 and Fig. 7.1.

4

## **Section 3**

### **3. EMERGENCY PROCEDURES**

**3.1. Introduction**

**3.2. Canopy jettison**

**3.3. Bailing out**

**3.4. Stall recovery**

**3.5. Spin recovery**

**3.6. Spiral dive recovery**

**3.7. Power-plant failure**

**- NOT APPLICABLE**

**3.8. Fire**

**3.9. Other emergencies**



### 3.1 Introduction.

Section 3 provides checklist and amplified procedures for coping with emergencies that may occur.

### 3.2 Canopy jettison.

1. Pull back simultaneously with both hands the red lever on the right hand side of canopy and the canopy opening lever on the left hand side.
2. Push the canopy upwards and away, if necessary.

**WARNING:** *Both canopies cannot be jettisoned by one person. In case of training or passenger flight, each crew member should be familiarised with canopy jettison and bailing out procedures.*

### 3.3 Bailing out.

1. Jettison the canopy.
2. Release the safety belts.
3. Grasp cockpit frame, pull up legs and bail out.
4. If the glider is gyrating (e.g. spinning), bail out towards the centre of rotation.

### 3.4 Stall recovery.

The glider, both in straight and turning flight, provides clear stall warning in the form of perceptible vibrations, with sufficient margin prior to stall, as the critical angle of attack is approached.

Stall is characterised by a g-break (i.e. gentle nose-drop below the horizon).

Aileron control remains effective up to stall.

Altitude loss in a wing level stall is 20 through 30 m (65 through 98 ft).

With control stick pulled completely aft and lateral control maintained with ailerons, the glider enters a deep stall condition with considerable sink rate (approx. 9 m/s, / 1800 ft/min).

Recovery from a deep stall is straightforward and immediate by pushing the control stick slightly forward of neutral, or by releasing the controls.

**NOTE:** *A high speed stall can be induced at any airspeed by abrupt application of up-elevator. High speed stall with rudder deflected will result in a flick towards the rudder and entering a spin, if not recovered in time.*

**WARNING:** *If the glider is stalled at low altitude, pulling out too early or too hard will result in a secondary stall and eventual spin close to the ground.*

8

### 3.5 Spin recovery.

Spinning characteristics of the FOX are not critical. It must be kept in mind however, that the position of the centre of gravity (C.G.) affects considerably both stalling and spinning of the glider. With C.G. approaching the aftmost limit, stall becomes more pronounced and spin recovery may be more difficult. It is highly recommended for a light pilot to establish a slightly forward C.G. by using the ballast weights.

Spin entry from a stall at low airspeed and level flight results in a nose-low attitude and moderate rate of rotation. The spin, at least during the first few turns, is unstable. Oscillations both in pitch and rotational speed are common. During the second turn, the autorotation accelerates and the nose rises momentarily. In this phase, recovery may be slightly delayed. Even under these conditions, the delay in spin recovery does not exceed one turn.

Dynamic spin entry from higher airspeed and higher G will result in a spin with nose-high attitude and rapid high rate rotation. Due to the high angle of attack and high energy of gyration, this kind of spin can only be recovered after multiple turns, when the rotational speed decreases and the nose starts to drop. Altitude loss in this manoeuvre is considerable! It mostly occurs when in a positive flick the control stick is pulled too far back or back-stick is released too late.

Aileron deflection in the direction of spin will result in nose rise and flattening of the spin. In this situation recovery may not be possible before the nose is lowered again by neutralising the ailerons.

This “flattened spin” must not be confused with a “true flat spin” caused by C.G. position too far aft. The latter form of spin may be non-recoverable. Extending the air brake and shifting the front pilot forward in the seat (e.g. by loosening the shoulder harness and leaning forward as far as possible) may help to recover.

Neutralising the rudder before rotation stops may accelerate rotation and result in additional loss of altitude.

Recovery from normal spin	Recovery from flat spin
1. Full rudder opposite to rotation	1. Aileron neutral
2. Push control stick forward slightly beyond neutral	2. Full rudder opposite to direction of rotation
3. Neutralise rudder when rotation stops	3. Push control stick forward, short of the forward travel stop <i>!! maintain recovery controls until rotational energy is dissipated and nose drops after couple of turns !!</i>
4. Pull out from the ensuing dive	4. Rudder neutral when rotation stops
	5. Pull out from dive
	NOTE: <ul style="list-style-type: none"> <li>• extending the air brake</li> <li>• shifting the front pilot forward to move C.G. forward (after loosening of shoulder belts)</li> </ul> <i>may help in recovering from flat spin</i>

**NOTE:** *Deflecting the aileron opposite to the direction of spin results in a transition from spin to spiral dive.*

**WARNING:** *Be aware that in some cases a parachute jump remains the sole and obligatory rescue measure – then follow the procedures given in items 3.2, 3.3 above.*

### 3.6 *Spiral dive recovery.*

#### **Upright**

1. Roll wings level.
2. Rudder neutral.
3. Pull out of dive.

#### **Inverted**

1. Roll upright (*stick towards the sky!*).
2. Rudder neutral.
3. Pull out of dive.

### 3.7 *Power-plant failure - NOT APPLICABLE.*

### 3.8 *Fire - NOT EXPECTED.*

### 3.9 *Other emergencies.*

## SAFETY RECOMMENDATIONS

Be aware that the FOX model is designed for competition aerobatics at the highest level. Therefore, flight controls are highly effective. Overly aggressive control inputs, especially in elevator, may result in extreme attitude and rapid auto-rotation with severe loss of altitude. Stopping figures (stall turn, tailslide), flick rolls and spins may result in momentary loss of control and consequently inordinate loss of altitude. Therefore, such manoeuvres should always be practiced at a safe height. In design of aerobatic sequences this fact should be kept in mind and such figures placed near the top of the sequence.

To improve flight safety, the following rules are recommended in operation of FOX glider:

- limit max speed for vertical auto-rotation manoeuvres to 145 km/h IAS
- avoid positive autorotation manoeuvres below 700 m AGL
- for the role of Pilot-In-Command in aerobatic flight with 2-person crew, a minimum experience of 50 flight hours in the FOX glider is recommended.

## Section 4

### 4. NORMAL PROCEDURES

#### 4.1. Introduction

#### 4.2. Rigging and de-rigging

#### 4.3. Daily inspection

#### 4.4. Pre-flight inspection

#### 4.5. Normal procedures and recommended speeds

4.5.1. Launch, run up, ground rolling

4.5.2. Take-off and climb

4.5.3. Flight

4.5.4. Approach

4.5.5. Landing

4.5.6. Flight with water ballast

- NOT APPLICABLE

4.5.7. High altitude flight

4.5.8. Flight in rain

4.5.9. Aerobatics

#### 4.1 Introduction.

Section 4 provides the procedures for the conduct of normal operation. Normal procedures associated with optional equipment can be found in Section 9.

#### 4.2 Rigging and de-rigging.

7 | Four persons, having the basic technical skill, are necessary to perform the glider de-rigging after an off-field landing. Before starting the de-rigging of each assembly, all participants should be informed in details on the procedures to be done.

Tools necessary:

- 7 |
- open ended spanner 17 mm
  - pliers
  - assembly wrench (steel rod 15 dia x 400 mm) with duralumin end for alignment of main fittings (supplied with glider)

7 | The de-rigged assemblies preferably should be stored directly on the trailer. In case a trailer is not at hand, the wings and tailplane may be temporarily laid on a grass, after ensuring no protruding stones or other hard objects are present.

#### **DO NOT PLACE THE BOLTS AND SCREWS IN CONTACT WITH THE GROUND.**

Assemblies should be de-rigged in the sequence as follows.

##### 7 | 4.2.1 De-rigging the tailplane.

Two persons are necessary for tailplane de-rigging.

- The glider is supported on the wing.
- Set the trimming device spring back onto a stop, stick free, rudder deflected sideways.
- Remove the safety pin, undo the nut and take out the main bolt of tailplane (at the nose portion of stabilizer in its plane of symmetry).
- Push the stabilizer backwards at the leading edge until the stabilizer front fitting disengages from the sleeves. Then, holding the stabilizer on both sides and allowing both elevators to drop down shift the tailplane backwards. The control system disconnects automatically.
- 7 | • Insert the main bolt back into the fittings in fuselage, screw on the nut initially and insert the safety pin (to protect against loss).
- Put the stabilizer on the trailer, or other suitable location.

7 | 4.2.2 *De-rigging the wings.*

Two persons hold the glider at the wing tips.

- 7 | • Remove the safety pins, unlock the main bolts rotating downwards the safety devices, that prevent the bolts from backing out. The safety pins and devices are located at the bolt front face, accessible from the cockpit inside.
- Insert the steel pin of assembly wrench into the hole on the main bolt base.
- Unload the bolt by lifting the wing tips slightly and remove the bolt with advance-rotary motion. Repeat the same procedure for the other bolt.
- 7 | • Lift one wing at its root, holding it at the leading edge and at the vicinity of rear fitting, as well as at the tip, shove it out of the fuselage. The aileron and air brake control system of the de-rigged wing will disconnect automatically. One person firmly holds at the tip of the opposite wing.
- 7 | • Pull the wing out of the fuselage.
- Remove the second wing in the same way. One person holds the fuselage at the fin or at cockpit side rim to secure it against tipping over.
- The main bolts should be inserted back into the fuselage main fittings, and secured by rotating the safety device upwards into vertical position (to avoid losing of the bolts).

4.2.3 *Final remarks.*

The rigging of the glider requires the reverse sequence, preferably with 5 persons.

7 | All mating surfaces, main bolts and sleeves should be dried and re-greased.

**NOTE:**     *Glider rigging should be supervised by a rigger, acquainted with servicing a glider of this type.*

**4.3 Daily inspection.**

Check:

1. Glider documents (verify and complete required entries).
2. External inspection, structure and covering condition.
- 7 | 3. Securing of connecting elements and coupling in control systems. Securing of main bolts in wing and tailplane fittings, and control systems where accessible.
4. Correct operation of control systems.
5. Operation of towing hooks.
- 7 | 6. Condition of undercarriage, wheels rollability, operation of wheel brake.
7. Air pressure in tyres (visually), cleanliness of undercarriage well.
8. Pilot safety harness.

***CAUTION: The spring of belt clamp must neither be bent nor broken.***

9. External condition of the static and total pressure ports.
10. Correct operation of board instruments, and battery condition.
11. Condition of pedals and adjustment possibility.
- 7 | 12. Operation of valve in air-vent system. This is visible through the nozzle on fuselage nose.
13. Condition of canopy, locks and jettison system.
14. Presence, and correct installation of balancing weights.
15. Transceiver, communication test.

7 | ***WARNING: When leaving the glider in the airfield on a sunny day, the canopy perspex should be necessarily protected with a cover, to avoid self-ignition of cockpit elements due to the focusing effect of the canopy !!!***

#### 4.4 Pre-flight inspection.

- 7 | 1. Check securing of connecting elements and coupling in control systems, as in item 4.3.3.
2. Remove/ fasten loose items in the cockpit, check reliable installation of balancing weights (if present).
3. Put on the parachute.
4. Adjust the cockpit elements for comfortable position (pedals, back rest, cushion).
- 7 | 5. Take a seat in the cockpit, fasten the belts.
6. Ensure access to all devices.
7. Check full movement of controls.
8. Ensure the air brake is locked in retracted position.
9. Set the altimeter to "zero" reading.
10. Set the elevator trim to „nose heavy” position.
11. Close and correctly lock the canopy.
12. Connect the towing cable, check a reliable connection.
13. Make a communication test.

#### 4.5 Normal procedures and recommended speeds.

##### 7 | 4.5.1 Launch, run up, ground roll.

1. Towing cable connection
  - Pull the release handle onto stop.
  - Insert the small ring of cable end into the hook and release the handle.
  - CHECK THE RELIABLE CABLE CONNECTION BY PULLING ON THE CABLE SEVERAL TIMES!
2. Winch-launching. - ON C.G. HOOK ONLY!
  - Prior to take-off, inform the winch operator that the increased launching speed must be maintained, as for gliders with water ballast.
  - Before take-off, set the trimming device into:
    - 8 | 1-st detent (counting from front) - for light pilot, solo,
    - 4-th detent (from front) - for two person crew.
  - In run-up maintain the stick neutral until lift-off.

##### 8 | CAUTION: Do not attempt to force an early lift-off.

- When airborne, having gained the proper speed, the glider can gently pass into climbing.
- On hitching a ground with the wing, release the tow cable immediately.
- Recommended steep climbing airspeed is 110 through 120 km/h (59 through 65 kt).
- 8 | • Before release, the pilot should unload the towing cable slightly by pushing forward on the stick.

##### NOTE: In case the cable exceeds an 80° angle, an automatic release will occur.

- After releasing the cable, pull on the tow release handle in cockpit several times, and then pass into gliding.

##### CAUTION: Do not change the elevator trim setting during the climb.



### 3. Aerotowed take-off - ON NOSE HOOK ONLY!

- 7 | • When tensioning the tow cable, brake on the wheel. This prevents rolling the wheel over the cable. In case of surge and slackening of the tow cable, release it immediately.
- The ground run up with stick pushed forward is recommended, to lift the tail as soon as possible.
- 7 | • Should the wing touch the ground, release the cable immediately.

#### 4.5.2 Take-off and climb.

- After establishing the aerotow airspeed, neutralise control stick forces with elevator trim.
- The low-tow position behind the aeroplane is not recommended due to cable rubbing against fuselage surface.

#### 4.5.3 Flight.

The glider controllability in free flight is correct, the deflections of control surfaces are proportional, low control forces.

7 | The stall warning, in the form of perceptible vibration, appears approx. 4÷5 km/h (2.2÷2.7 kt) before the stall.

The air brake can be operated up to  $V_{NE}$ . At the speed above 200 km/h (108 kt), extend the air brake gently, as pilot may be subjected to the forward surge (braking effect). Extending the air brake results in strong buffeting at tailplane, increasing in line with a speed. This, however, does not present a problem for piloting the glider.

In acquainting flights on this type, the attention is to be paid to large forces of air brake retraction, at airspeeds exceeding 200 km/h (108 kt), and strong braking effect.

In thermal and soaring flights, due to a small margin between the warning and stalling speed, the careful piloting and attention are necessary.

Flight in thunder conditions should be avoided.

#### 4.5.4 Approach.

7 | Approach at 115 km/h (62 kt) airspeed. In rough air, or in rain, at 125 km/h (67 kt). Extending the air brake incurs a nose-down pitching, which requires compensation with aft stick input.

The efficiency of air brake allows for precise adjustment of approach path angle.

7 |

#### 4.5.5 Landing.

Due to the lack of shock absorber, land on the selected smooth airfield part.

7 | Touch ground simultaneously with main and tail wheels. Due to coupling between air brake, and wheel brake actuation, avoid touching ground with fully extended air brake.

Avoid hard wheel braking. In ground run hold the control stick completely aft. The glider tends to nose-down pitch.

#### 4.5.6 *Flight with water ballast. - NOT APPLICABLE*

#### 4.5.7 *High altitude flight.*

7 | Due to the lack of integral oxygen equipment, high altitude flights are only allowed up to 3000 m (9840 ft) pressure altitude (unless supplemental oxygen is carried and used on the glider).

Remember to reduce the  $V_{NE}$  with altitude, as per instructions in FM item 2.2 Airspeed, to ensure safe margin against flutter critical speed.

#### 4.5.8 *Flight in rain.*

Flight in rain results neither in the considerable deterioration to glider performances, nor in the changes to its piloting characteristics.

7 | In circling, and in approach maintain the airspeed increased by approx. 5 km/h (2.5 kt). In poor visibility, or in case of perspex fogging, open the side window and the cockpit air vent.

The glider considerably wetted by rain should be wiped with a flannel cloth, and allowed to dry with air brake extended.

7 | After flying in rain, complete the followings:

- Drain the water from drainage-units by removing the drainage plugs,
- Disconnect the total- and static pressure ducts,
- Disconnect the instruments and blow out the ducts, with compressed air, if necessary
- Having the ducts dried, re-connect the system and perform a leak-check.

On next day, the glider should be de-rigged and the fittings and bolts greased.

#### 4.5.9 Aerobatics.

Before aerobatics:

8

- tighten pilot's safety harness, and check securing of its locks
- ensure the air brakes are closed and locked,
- reset the G-meter,
- set the elevator trim for approx. 150 km/h (80 kts)

(do not change trim setting during manoeuvres)

Be aware that FOX is a high-performance aerobatic glider. Performing aerobatics safely in this glider requires expert guidance instruction. Any aerobatic manoeuvres should initially be trained dual with qualified instructor.

Practising solo, always have a competent observer on the ground to comment and critique your flying. Remember, in competition counts only what the judges on the ground see, not what you see from the cockpit !

Stopping figures (stall turn, tail-slide) and flicks may result in momentary loss of control and considerable loss of altitude. Such figures should never be attempted below a safe height (initially not below ca. 700 m (2500 ft) AGL). Minimum height may only be lowered when the pilot is thoroughly familiar with the glider.

The glider is capable of the manoeuvres listed in Table 1.

Recommended entry airspeeds for aerobatic manoeuvres – see Table 1.

To avoid overstressing the glider and possible loss of control, do not exceed given maximum entry speed for flick rolls on descending line.

***WARNING: Aerobatics in rough air is prohibited.***

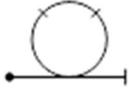





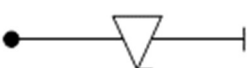
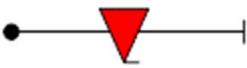
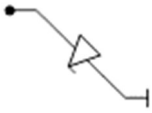


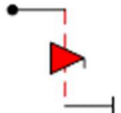
***NOTE: Rear C.G. position causes elevator control to become more sensitive , increasing risk of over-G, making stall/ spin recovery more demanding.***

***CAUTION: In tailslide, always hold the stick with both hands and before the glider stops block stick and rudder pedals firmly. Failing to do so may cause severe damage to controls during the slide.***

***NOTE: In case of control stick being snatched away in prolonged tail-slide, inspect the glider acc. to Technical Service Manual, item 3.4, Table 3***

Table 1. Allowed aerobatic manoeuvres with recommended entry speed

8

Item	Manoeuvre	Aresti catalogue symbol	(LAS) Entry airspeed	Average load factor
			km/h (kt)	g
1.	Positive loop		190 ÷ 210 (103 ÷ 113)	4.0
2.	Negative loop upwards (from inverted flight)		240 ÷ 260 (130 ÷ 140)	- 4.0
3.	Negative loop downwards		100 ÷ 110 (54 ÷ 59)	- 4.5
4.	Normal stall turn		200 ÷ 230 (108 ÷ 124)	4.0
5.	Inverted stall turn		230 ÷ 250 (124 ÷ 135)	- 4.0
6.	Aileron (slow) roll		180 min ( 97 min.)	
7.	Positive flick roll		160 ÷ 170 (86 ÷ 92)	3.5 ÷ 4.5
8.	Negative flick roll		160 ÷ 170 (86 ÷ 92)	-3.0 ÷ -3.5
9.	Positive flick roll on descending line		130 ÷ 145 max. (70 ÷ 78)	3.0 ÷ 3.5
10.	Negative flick roll on descending line		130 ÷ 145 max. (70 ÷ 78)	-3.0 ÷ -3.5
11.	Positive flick roll vertically down		120 ÷ 145 max. (65 ÷ 78)	3.0 ÷ 4.0
12.	Negative flick roll vertically down		130 ÷ 140 max. (70 ÷ 76)	-2.8 ÷ -3.5

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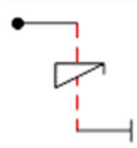
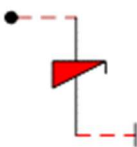
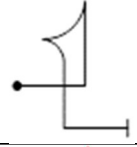
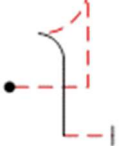
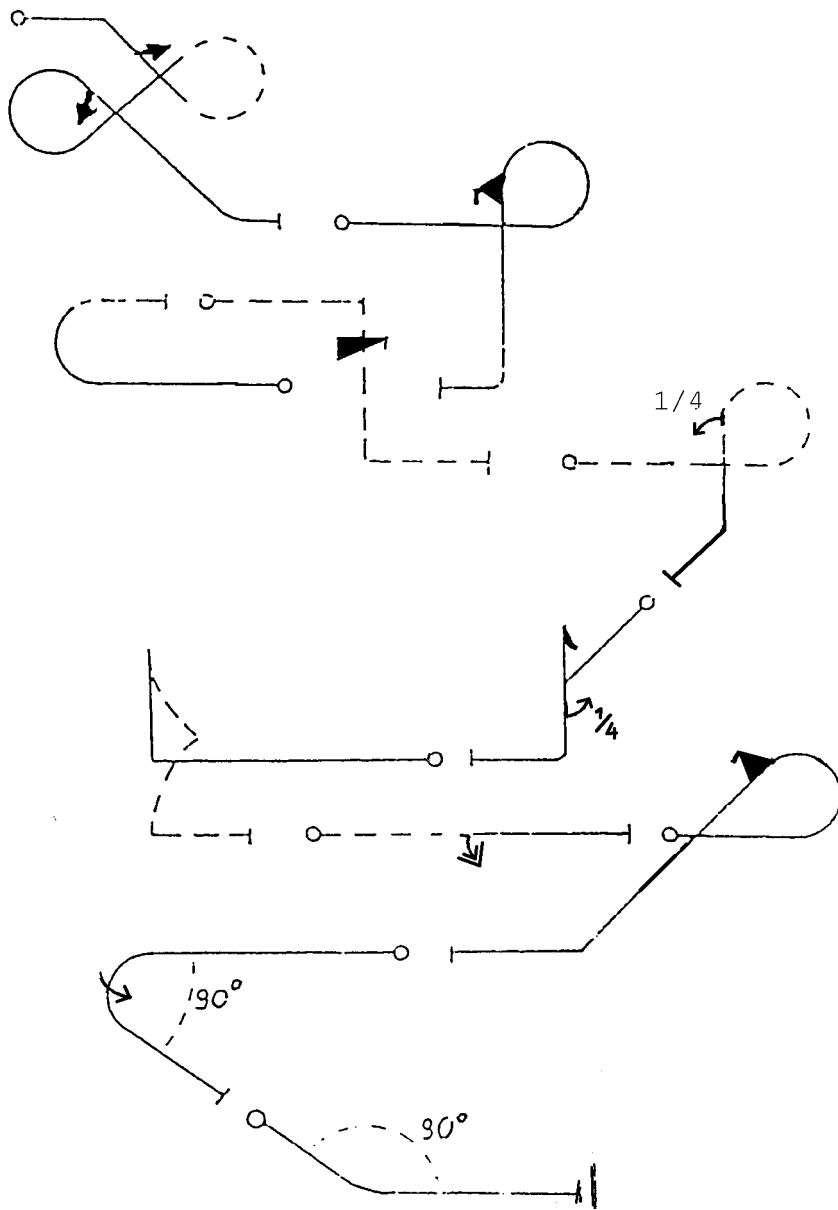
Item	Manoeuvre	Aresti catalogue symbol	(IAS) Entry	Average
			airspeed	load factor
			km/h (kt)	g
13.	Upright spin		min.	up to 3.5
14.	Inverted spin		min.	up to -3.5
15.	Positive tail-slide (not longer than 2 sec.)		200 ÷ 230 (108 ÷ 124)	4.0
16.	Negative tail-slide (not longer than 2 sec.)		230 ÷ 250 (124 ÷ 135)	-4.0

Fig. 9 Example of competition program

7 | The altitude loss for this program in the smooth air should not exceed 900 m (2950 ft).



## Section 5

### 5. PERFORMANCE

#### 5.1. Introduction

#### 5.2. Approved data

5.2.1. Airspeed indicator system calibration

5.2.2. Stall speeds

5.2.3. Take-off performance

- NOT APPLICABLE

5.2.4. Additional information

#### 5.3. Non-approved further information

5.3.1. Demonstrated cross-wind performance

5.3.2. Flight polar

**5.1 Introduction.**

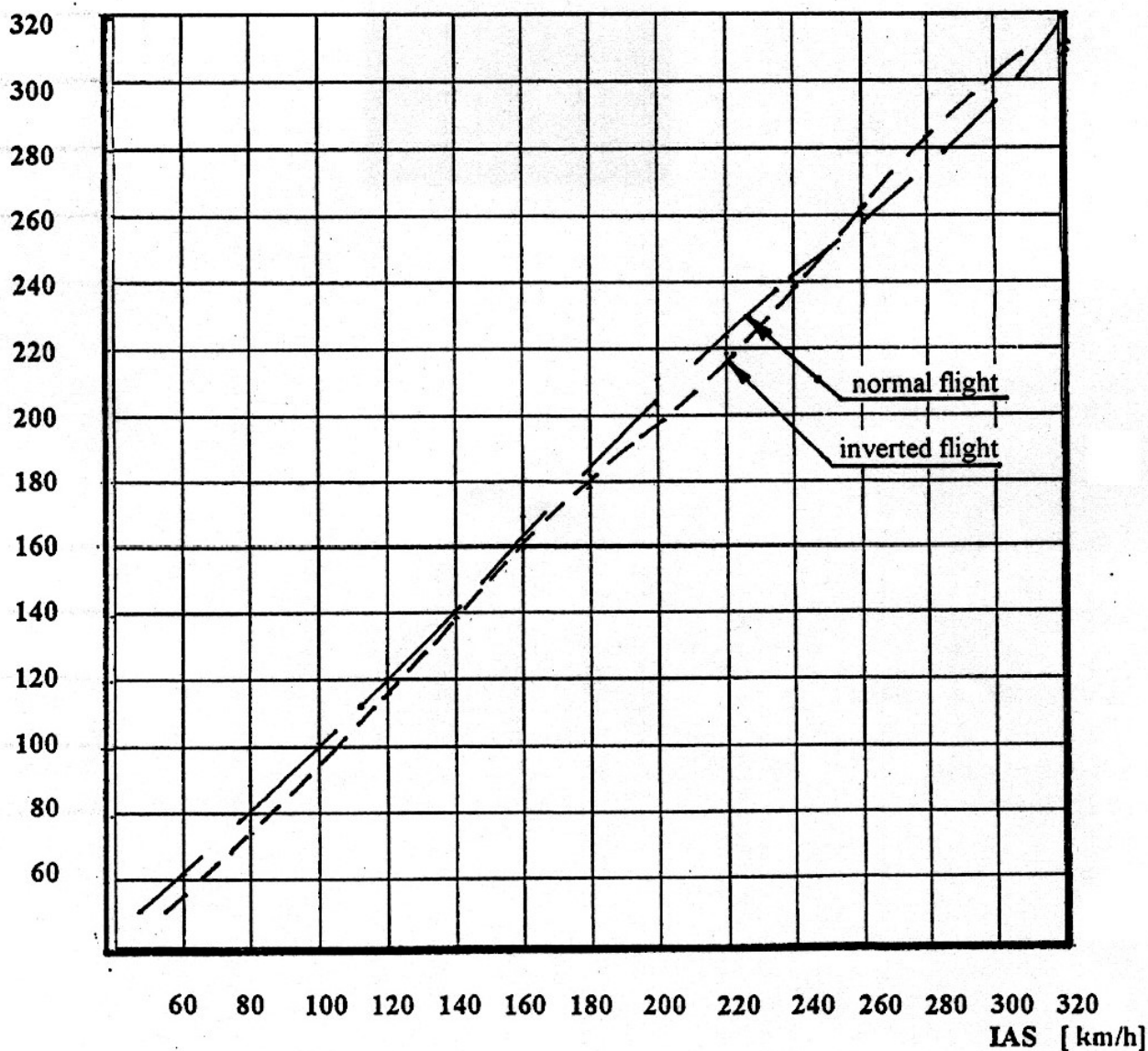
Section 5 provides approved data for airspeed calibration, stall speeds and take-off performance and non-approved further information.

The data in the charts has been computed from actual flight tests with the glider in good condition and using average piloting technique.

**5.2 Approved data.**

**5.2.1 Airspeed indicator system aerodynamic correction.**

CAS [ km/h ]



Calibration of airspeed indicator system.

MDM-1 „FOX” glider, Fact. No P-13.



5.2.2 Stall speeds.

<b>Stall speed (IAS) for in-flight weight</b>			
Crew		1 person	2 person
All-up weight	[kG]	455	530
	[lb]	1003	1169
Stall speed in smooth configuration	[km/h]	78	84
	[kt]	42	45
Stall speed with air brake extended	[km/h]	87	94
	[kt]	47	51

Approach to stall is indicated with the perceptible and audible oscillations (buffeting).

The stalled glider drops down symmetrically.

Recovery is troubleless and reliable, by releasing the control stick.

Altitude loss in recovery from wings-level stall, clean configuration, does not exceed 30 m (98 ft).

**NOTE:** *Statically stalled glider, with control stick pulled completely aft, passes into a deep stall condition associated with a high sink rate (9÷10 m/s ( 1800÷2000 ft/min)), at indicated speed (IAS) of approx. 85÷100 km/h (46÷54 kt), whereas the lateral and directional control is retained.*

*Such a deep stall can be obtained throughout the whole range of c.g. positions, requiring intensive use of aileron, to maintain this flight condition.*

*Releasing, or pushing the stick slightly results in an immediate recovery to normal flight.*

*The above remains valid for stalling the glider in inverted flight, with control stick pushed completely forwards. Also in this case, relaxing the pressure on stick regains the controlled flight immediately.*

5.2.3 Take-off performance. - NOT APPLICABLE

5.2.4 Additional information.

NO ADDITIONAL INFORMATIONS.

**5.3 Non approved further information.**

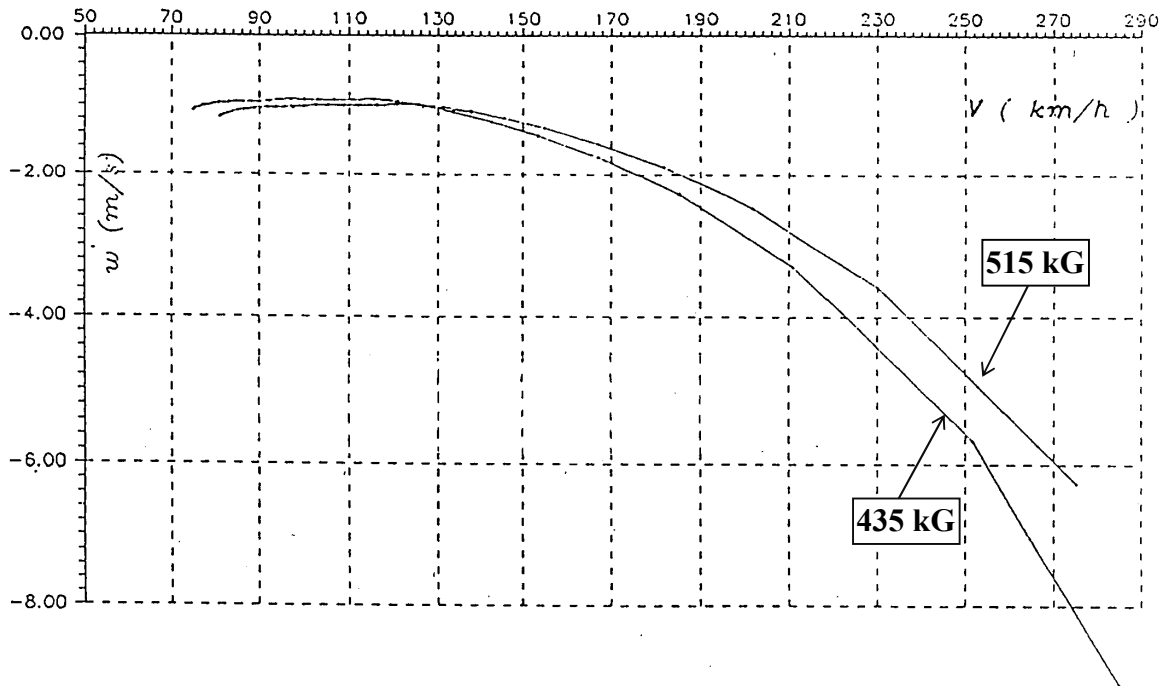
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**5.3.1 Demonstrated cross-wind performance.**

8

Aerotowed take-offs and landings have been demonstrated with a cross-wind component up to 17 km/h (9 kt).

5.3.2 Flight polar:



Flight polar of MDM-1 „FOX”  
for in-flight weight of 515 kG and 435 kG  
(calculated).

## **Section 6**

### **6. WEIGHT AND BALANCE**

#### **6.1. Introduction**

#### **6.2. Records of actual weighing / permitted payload range**

**6.1 Introduction.**

This Section contains the payload range within which the glider may be safely operated.

Procedures for weighing the glider, method of C.G. location calculation and a comprehensive list of all equipment available for this glider, as well as the equipment installed during weighing of the glider are contained in Technical Service Manual.

**6.2 Records of actual weighing / permitted payload range.**

Date	Empty weight [kG]	C.G. position [cm]	Permitted crew weight [kG]								S/N.....		
			2 person crew				1 person crew				Approved		
			with balancing weights 2 x 5.5 kG		without balancing weights 2 x 5.5 kG		with balancing weights 2 x 5.5 kG		without balancing weights 2 x 5.5 kG		Date	Signed	
			Total payload on front and rear seats		Total payload on front and rear seats		Total payload on front and rear seats		Total payload on front and rear seats				
Max	Min	Max	Min	Max	Min	Max	Min	Max	Min				
1	2	3	4	5	6	7	8	9	10	11	12	13	

The data calculated following the procedure given in item 2.7. of Technical Service Manual, should be recorded in columns 2 through 11 of this table (according to Appendix H of JAR-22).

7

**Records of actual weighing / permitted payload range (Imperial units).**

Date	Empty weight [lb]	C.G. position [in]	Permitted crew weight [lb]								S/N.....	
			2 person crew				1 person crew				Approved	
			with balancing weights 2 x 12.1 lb		without balancing weights 2 x 12.1 lb		with balancing weights 2 x 12.1 lb		without balancing weights 2 x 12.1 lb		Date	Signed
			Total payload on front and rear seats		Total payload on front and rear seats							
		Max	Min	Max	Min	Max	Min	Max	Min			
1	2	3	4	5	6	7	8	9	10	11	12	13

The data calculated following the procedure given in item 2.7. of Technical Service Manual, should be recorded in columns 2 through 11 of this table (according to Appendix H of JAR-22).

## Section 7

### 7. GLIDER AND SYSTEMS DESCRIPTION

7.1. Introduction

7.2. Cockpit controls

7.3. Instrument panel

7.4. Landing gear retracting system - NOT APPLICABLE

7.5. Seats and safety harness

7 | 7.6. Instrument pneumatic system

7.7. Air brake system

7.8. Loading and baggage fixture - NOT APPLICABLE

7.9. Water ballast system - NOT APPLICABLE

7.10. Power-plant - NOT APPLICABLE

7.11. Fuel system - NOT APPLICABLE

7.12. Electrical system

7.13. Miscellaneous equipment



## 7.1 Introduction.

This Section provides description and operation of the glider and its systems. Refer to Section 9 for details of optional equipment.

## 7.2 Cockpit controls.

General view from glider front and rear seat is shown in Figs. 7.1 and 7.2.

All controls are operated conventionally.

- 7 | The wheel brake is coupled with air brake, the control lever (item 16 in Figs. 7.1 and 7.2) is located on the cockpit left hand side.

The elevator spring trimming device is operated with a grip on left hand side of the control stick base, at front seat only (Fig. 7.1 item 18).

- 7 | The canopy panels are opened with the white lever (item 14 in Figs. 7.1 and 7.2) located on the left hand side.

The emergency jettison of canopy is activated by simultaneously pulling, with both hands, the red lever (item 15 in Figs. 7.1. and 7.2.) on canopy right hand side, and canopy opening lever (item 14 in Figs. 7.1. and 7.2.) on the left hand side. Jettison of each canopy panel independently from front and rear seat.

The adjustment of rudder pedals at front seat - on ground only - by means of pedals adjustment handle (Fig. 7.1. item 11) located under the instrument panel. No pedals adjustment provided at rear seat.

The front seat pilot's back rest adjustable at its support (Fig. 7.1. item 23), accessible from rear seat.

Adjust the height of the rear seat by means of hard cushions.

- 7 | The tow release control tension member terminated with a yellow hand-grip (item 9 in Figs. 7.1 and 7.2), is located as follows:

- at front seat, on the left hand side, and
- at rear seat, on the left hand side of front seat back rest tube.

- 7 | The air venting control tension member (Fig. 7.1 item 8) is located on the right hand side of instrument panel, at front seat.

Two balancing weights of 5,5 kG each, are installed with clamps in the floor at front seat (Fig. 7.1. item 13).

All levers are provided with the appropriate information pictographs.

Fig.7.1 Front seat view.

7

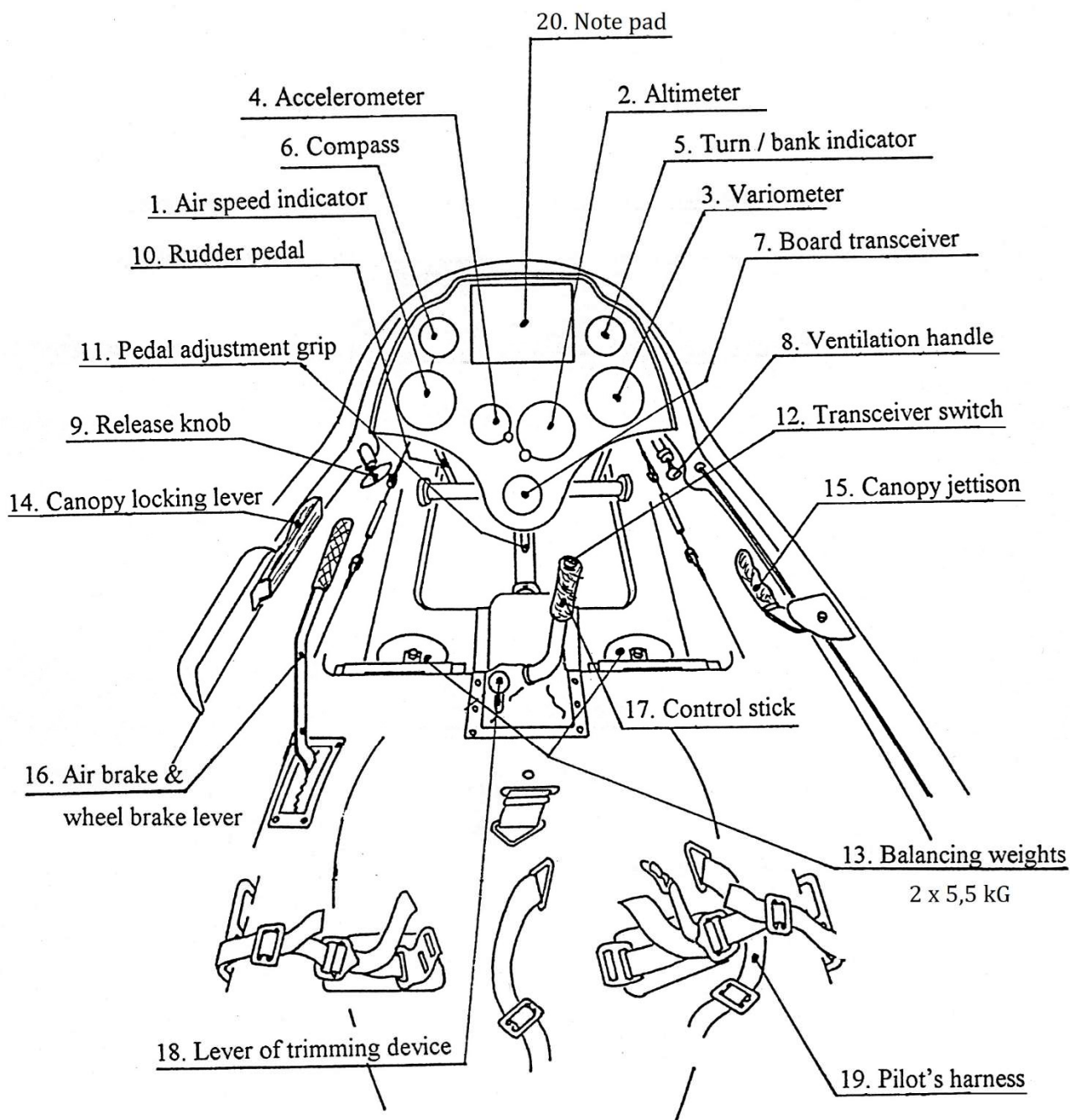
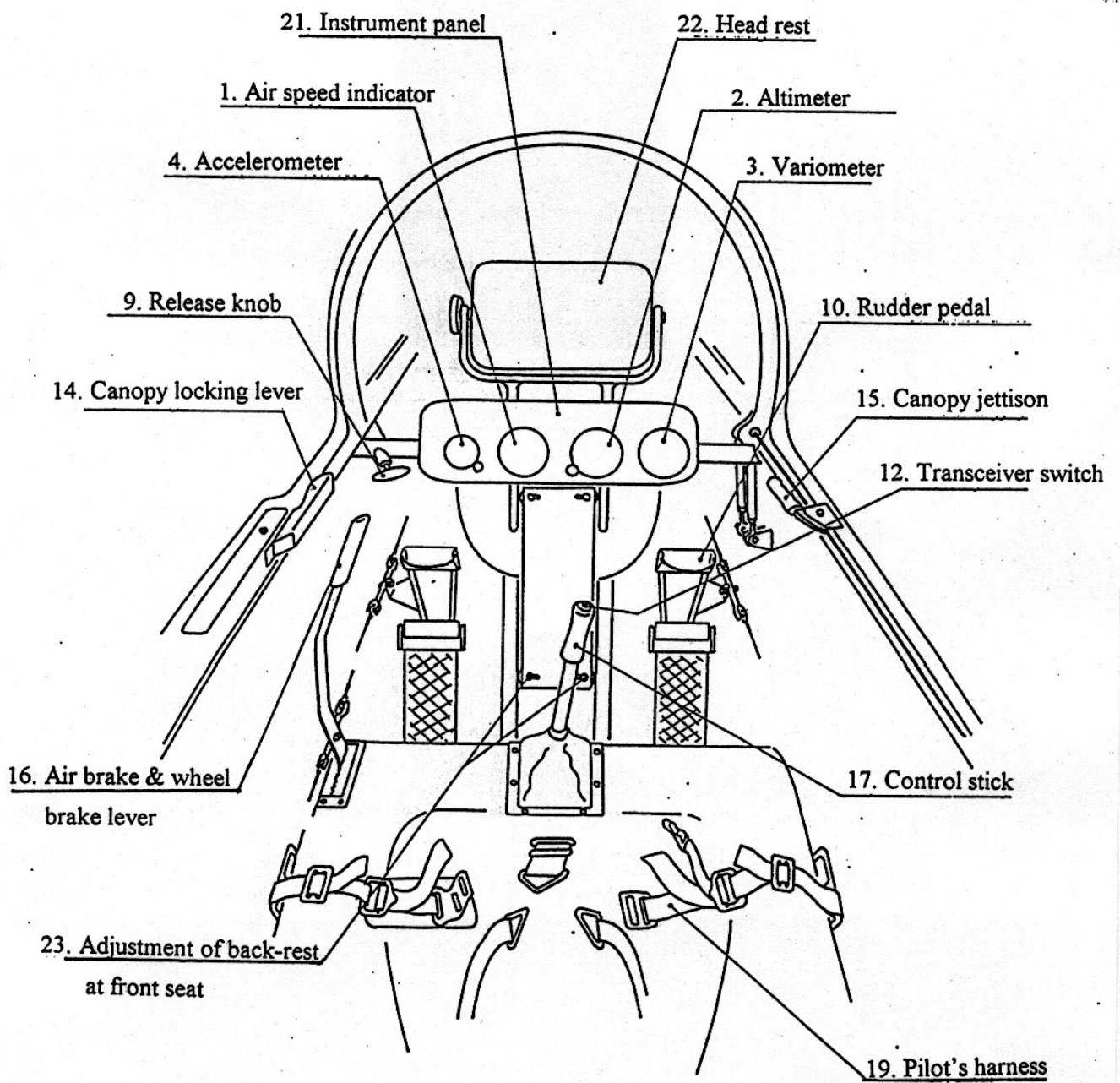


Fig.7.2 Rear seat view.



### **7.3 Instrument panel.**

Instrument panel at front seat is shown in Fig. 7.1.

Instrument panel at rear seat is shown in Fig. 7.2.

### **7.4 Landing gear retracting system. - NOT APPLICABLE**

#### **7.5 Seats and safety harness.**

The back-rest of front seat is adjustable on ground by means of bolts relocation (Fig. 7.2 item 23).

Rear seat is not adjustable.

Both seats are equipped with five point safety belts (item 19 in Figs. 7.1. and 7.2.), and duplicated anchor fittings for optional lap belts.

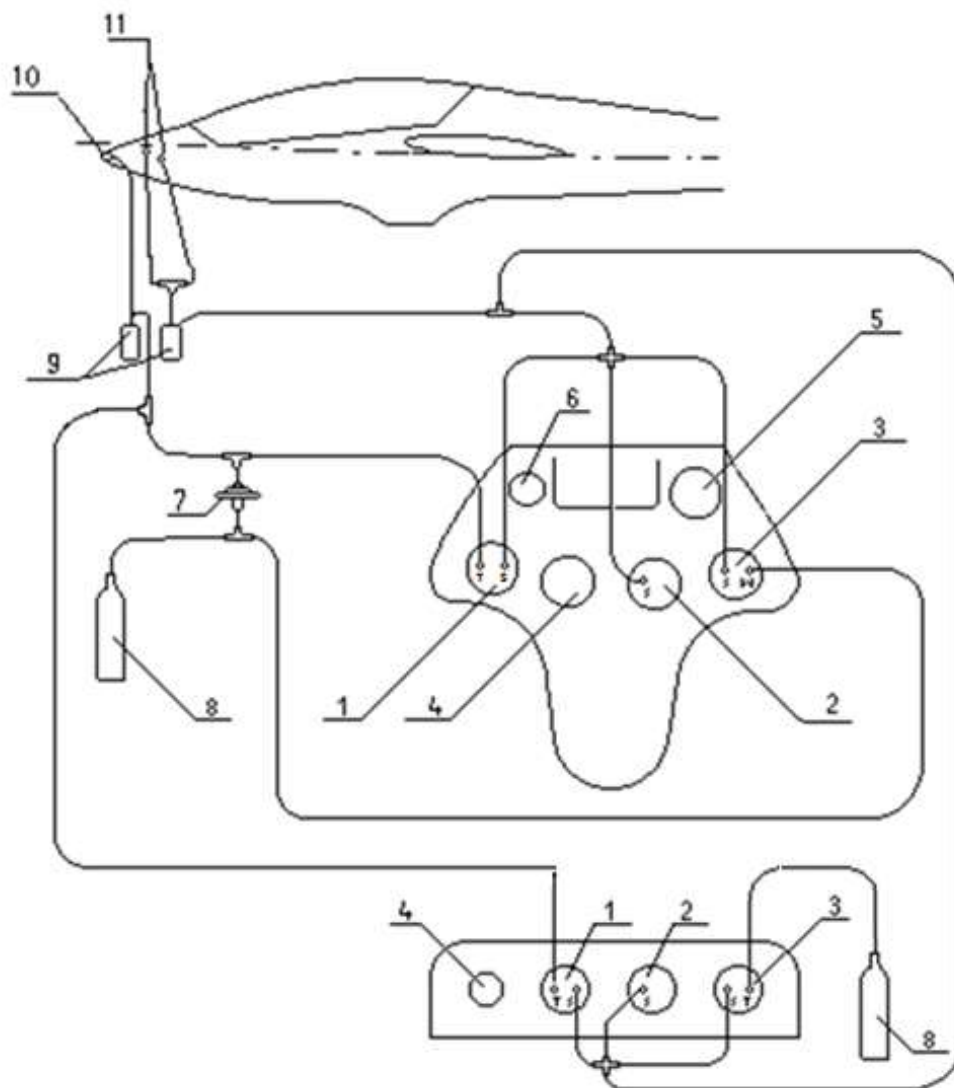
#### **7.6 Instrument pneumatic system.**

The connection system is shown in Fig. 7.3.

**NOTE:** *After flying in rain, or if water is suspected to have entered the ducts, they should be disconnected from the instruments and blown with air.*

7

Fig. 7.3 Scheme of board instruments pneumatic system



- 1 - airspeed indicator
- 2 - altimeter
- 3 - variometer
- 4 - accelerometer
- 5 - turn or bank indicator
- 6 - compass
- 7 - total energy compensator
- 8 - compensation bottle
- 9 - drainage units
- 10 - total pressure port
- 11 - static pressure ports

**7.7 Air brake system.**

The glider is equipped with the Schempp-Hirth (plate) type air brake, extended on the upper wing surface.

Control system is of combined type.

From cockpit lever to fuselage torque tube - cables, further, in the wings, the push rods are employed.

The air brake locking:

- in retracted position - by the skip beyond "dead point"
- in extended position - ensured by the stops installed on air brake plate.

**7.8 Loading and baggage fixture - NOT APPLICABLE.**

**7.9 Water ballast system - NOT APPLICABLE.**

**7.10 Power-plant - NOT APPLICABLE.**

**7.11 Fuel system - NOT APPLICABLE.**

**7.12 Electrical system.**

The glider is equipped with battery located behind the back rest of rear seat.

Battery is used for transceiver supply.

**7.13 Miscellaneous equipment.**

Descriptions of optional equipment (transceiver, board computer etc.) are contained in documents of these instruments, and in FM Section 9.

## **Section 8**

### **8. GLIDER HANDLING, CARE AND MAINTENANCE**

#### **8.1. Introduction**

#### **8.2. Glider inspection periods**

#### **8.3. Glider alterations and repairs**

#### **8.4. Ground handling and road transportation**

#### **8.5. Cleaning and care**

### **8.1 Introduction.**

- 7 | This Section contains manufacturer's recommended procedures for proper ground handling and servicing of the glider. It also identifies certain inspection and maintenance requirements which must be followed if the glider is to retain the new-plane performance and dependability.

### **8.2 Glider inspection periods.**

Glider inspection periods are specified in Technical Service Manual.

### **8.3 Glider alterations and repairs.**

Prior to introducing any alterations on the glider, the responsible Airworthiness Authority shall be contacted to ensure that the airworthiness of the glider is not compromised.

The repair procedures should be agreed with the producer and Airworthiness Authority.

***WARNING: No colour inscriptions or markings are allowed on upper surfaces of the wings, fuselage and tail unit.***

### **8.4 Ground handling and road transportation.**

#### **8.4.1 Airfield transportation.**

- 7 |
- Set the elevator trim to "tail heavy" position.
  - Retract the air brake.
  - CORRECTLY LOCK THE CANOPY.
- 7 |
- TO PROTECT THE ELEVATOR FROM DAMAGE, FASTEN THE PULLED BACK CONTROL STICK WITH SAFETY BELTS.

Motor vehicle towing:

The glider should not be towed at a speed above 6 km/h (3 kt).

Towing cable length not less than 6 m (20 ft).

The glider can be ground towed „nose first” using the nose towing hook, or „tail first” on the special tow attachment installed in the fuselage tail.

Hand transportation:

- 7 | It is recommended to push the glider “tail first” on the wing leading edge, close to the fuselage.  
Make turns with the tail wheel lifted, using the special handle on the fuselage aft part.



#### 8.4.2 *Transportation in a trailer.*

To the order, the producer delivers the COBRA-FOX closed trailer, together with an instruction for loading the glider into trailer.

In case the glider is transported with other type of trailer, it is to user's responsibility.

In such a case, the followings are recommended:

- Fix the wings on spar roots near the root rib, and on leading edge at 2/3 semi span.
- The fuselage may be fixed on undercarriage wheels and wing/fuselage connection pivots, provided the mating surfaces of these are protected against damage/scratch.
- Tailplane should be fixed in clamps.
- During transportation, the mating surfaces of fittings, inspection holes and bearings should be protected against dust and dirt.
- Immobilize the control stick and control surfaces. Close the canopy, and protect with flannel cover.
- In case of transportation on the open trailer, the external surfaces of the main glider components should be protected with individual covers and, in case of rain, with foil.

**8.5 Cleaning and care.**

The wing leading edge, and external lacquer coats should be cleaned with the soft flannel cloth, or shammy.

The canopy should be protected against dust with the cover of soft fabric.

7 | For canopy cleaning, a special polishing agent for perspex should be used.

## **Section 9**

### **9. SUPPLEMENTS**

#### **9.1. Introduction**

#### **9.2. List of inserted supplements**

#### **9.3. Supplements inserted**

**9.1 Introduction.**

This Section contains the appropriate supplements necessary to safely and efficiently operate the glider when equipped with various additional devices.

**9.2 List of inserted supplements.**

7 |

Date of insertion	Doc. No	Title of inserted supplements

**9.3 Supplements inserted**