

**PILATUS AIRCRAFT LTD.  
STANS (Switzerland)**

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**APPROVED FLIGHT MANUAL  
and  
OPERATING MANUAL  
for  
SAILPLANE**

**MODEL PILATUS B4-PC11**

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**Registration  
Serial No. \*\*\***

**Document No. 23-11-00-01473  
June 1972**

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This sailplane must be operated  
in compliance with the present manual.  
This manual must be kept in the  
sailplane at all times.

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## PART 1 - FLIGHT MANUAL

## 1 Description

1.1 Distinctive Features

— Single seat Standard Class sailplane, for training and limited aerobatics.

— All metal construction, shoulder wing configuration and T-tail.

— Fixed main landing wheel with brake (retractable wheel optional) and tail wheel.

— Speed limiting spoilers (air brakes) on the upper surface of the wings.

1.2 Certification Basis

Lufttüchtigkeitsanforderungen für Segelflugzeug (LFS), Category NORMAL.

## 1.3 Type Certificate

— Swiss Type Certificate No. 543—02, dated June 12, 1972.

— FAA Type Certificate No. G2SEU, dated Sept. 1, 1972.

1.4 Technical Data

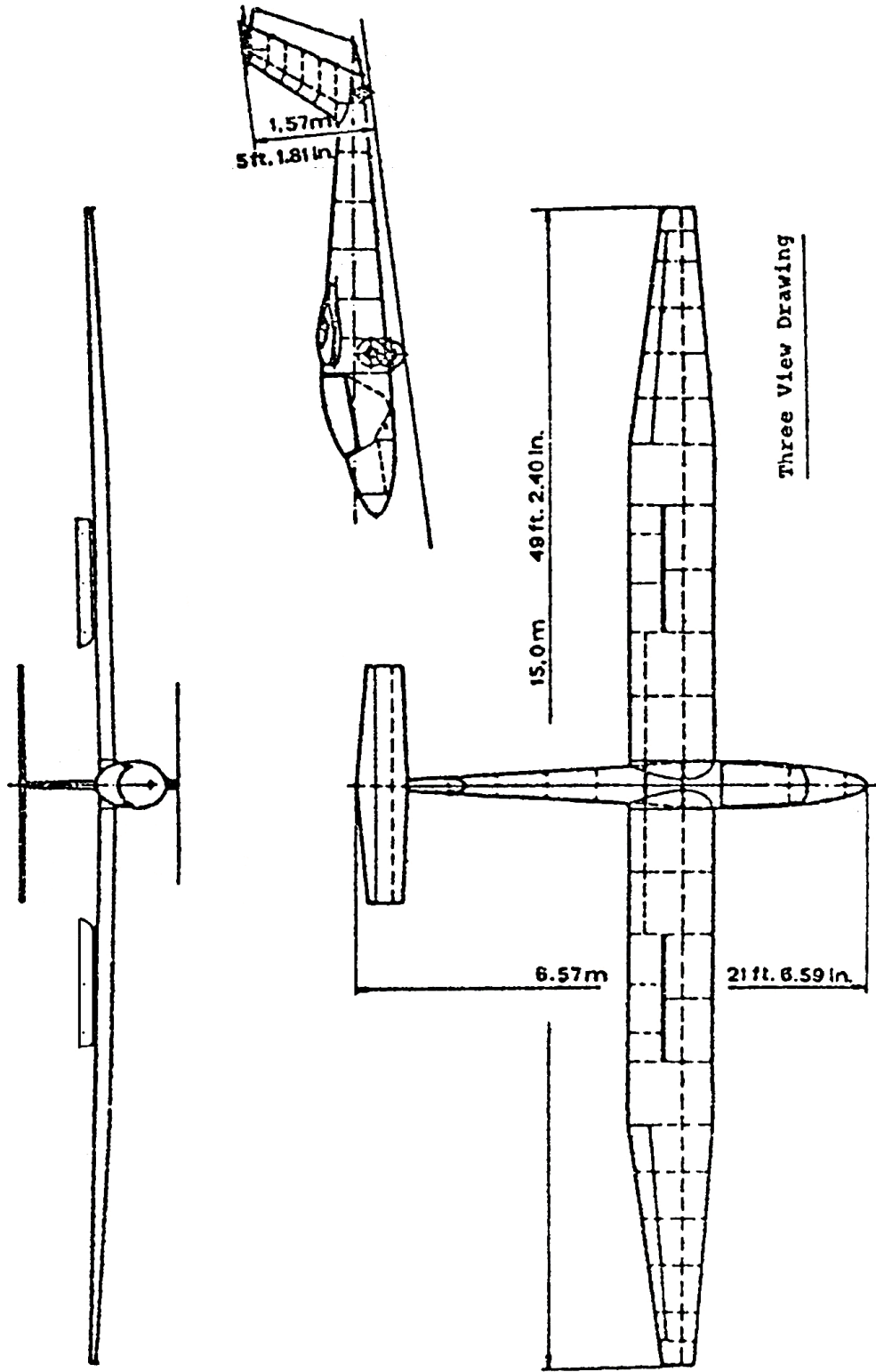
— Span 15.0 m (49 ft 2.40 in)

— Length 6.57 m (21 ft 6.59 in)

— Height 1.57 m (5 ft 1.81 in)

—	Mean aerodynamic chord	0.936	(3 ft 0.84 In)
—	Aspect ratio	16.0	
—	Dihedral angle	1°	
—	Wing profile	NACA 64 <sub>3</sub> - 618	
—	Angle of incidence of wing	+1° 30'	
—	Wing area	14.04 m <sup>2</sup>	(151.13 sq.ft)
—	Wing loading	25 kp/m <sup>2</sup>	(5.13 lb/sq.ft)
—	Angle of incidence of horizontal stabilizer	-3°	

(see Three View Drawing, page 3)



2 Limitations

2.1	<u>Air Speed (CAS)</u>	mph	kts
—	Max. speed ( $V_{NE}$ ) and for air brake lifting ( $V_{BS}$ )	149	130
—	Max. Manoeuvring ( $V_M$ )	90	78
—	Max. on aero tow ( $V_T$ )	90	78
—	Max. on winch	81	70
—	Minimum speed	42	36
—	Stalling speed	36	33

\*) Control surface deflection, full deflection until  $V_M$   
straight line decrease, to 1/3 deflection at  $V_{NE}$

2.2 Flight Load Factors

—	Maximum positive	+ 6.32 g
—	Maximum negative	- 4.32 g

2.3 Operating Limits

(a) VFR Day

(b) Cloud flying day, provided that the following  
instruments installed.

Airspeed indicator — Altimeter — Compass —  
Turn and bank indicator — Variometer

(c) Approved aerobatics

Looping, wing over, Climbing half roll  
(Retournement), Roll, Chandelle, Steep spiral,  
Spin, Inverted flight, Roll off the top (Immelmann),  
Lazy eight.

No snapped figures approved

(Accelerometer mandatory for aerobatics)

2.4 Weights and C.G. Limits

—	Maximum gross weight	770 lbs
—	Gross weight Centre of Gravity location aft Datum	minimum 11.0 in maximum 16.5 in (30 to 45% MAC)
—	Datum	Vertical tangent to leading edge of wing
—	Levelling means	Slops of rear top surface of fuselage. 1000:80

2.5 Placards

The placards listed under (a) through (l) comply with the requirements of the LFS for U.S. registered sailplanes, placard items (b) through (r) are required. See FAA Type Certificate Data Sheet G25EU.

(a) On right-hand cabin wall,

STANDARD CLASS GLIDER

PILATUS B4-PC11

THIS AIRCRAFT COMPLIES WITH CATEGORY NORMAL OF THE  
GERMAN LFS.

LIMITATIONS

	mph	kts
MAXIMUM SPEEDS		
— IN CALM WEATHER AND TURBULENCE	149	130
— ON AERO TOW	90	78
— ON WINCH	81	70

STALLING SPEED	36	33
----------------	----	----

LOAD                    SEE FLIGHT MANUAL

APPROVED AEROBATICS

SEE FLIGHT MANUAL

(b) On left—hand cabin wall

PRE-FLIGHT CHECK

- PARACHUTE SECURED
- SEAT AND PEDALS ADJUSTED
- SAFETY BELTS SECURED
- CANOPY LOCKED



- ALTIMETER CHECKED
- AIR BRAKES IN
- TRIM SET FOR TAKE OFF
- TOW ROPE IN
- CONTROLS FREE

(c) Adjacent to the respective control and with symbols

- AIRBRAKE IN — OUT
- WHEELBRAKE
- WHEEL DOWN — UP (if retractable wheel installed)
- TOW RELEASE
- TRIM CONTROL
- CANOPY JETTISON - PULL TO OPEN
- PULL TO ADJUST PEDALS (Rudder control)

(d) Adjacent to tow couplings

RATED LOAD  $1100 \pm 110$  lbs

(e) Above the main wheel

1.9 AtU — 27 psi

(f) Above the tail wheel

1.7 AtU — 24 psi

(g) On rudder and elevator surfaces

DO NOT PUSH

(h) Adjacent to static pressure entry on fuselage skins  
STATIC PRESSURE  
KEEP CLEAR

(i) Adjacent to oxygen control valve (if installed)

DURATION TABLE

for the respective system installed

(j) Adjacent to hole through fuselage tail

BALLAST  
MANEUVERING TAIL WHEEL

- (l) Adjacent to tow couplings

ATTENTION  
REMOVE LOCKING DEVICE BEFORE WINCH TOW

- (m) THIS GLIDER MUST BE OPERATED IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS MARKINGS, AND MANUALS

- (n) CLOUD FLYING: PERMITTED ONLY WHEN THE FOLLOWING INSTRUMENTS ARE INSTALLED: AIRSPEED INDICATOR ALTIMETER, MAGNETIC COMPASS, TURN AND BANK, VARIOMETER

- (o) ACROBATIC MANEUVERS INCLUDING SPINS MUST BE ACCOMPLISHED IN ACCORDANCE WITH THE APPROVED FLIGHT MANUAL AND OPERATING MANUAL FOR SAILPLANE MODEL PILATUS B4-PC11. ACCELEROMETER MUST BE INSTALLED

- (p) NIGHT FLYING IS PROHIBITED

- |     |                      |           |           |
|-----|----------------------|-----------|-----------|
| (q) | NEVER EXCEED SPEED   | 130 knots | (149 mph) |
|     | MANEUVERING SPEED    | 78 knots  | (90 mph)  |
|     | AIRPLANE TOW SPEED   | 78 knots  | (90 mph)  |
|     | AUTO—WINCH TOW SPEED | 70 knots  | (81 mph)  |
|     | DIVE BRAKES EXTENDED | 130 knots | (149 mph) |

- (r) MAXIMUM WEIGHT: 770 lbs

2.6 Flight Instrument Markings

- |     |                     |            |        |        |
|-----|---------------------|------------|--------|--------|
| (a) | Air Speed Indicator |            | kts    | mph    |
|     | — Maximum           | Red radial | 130    | 149    |
|     | — Cautionary        | Yellow arc | 130—78 | 149—90 |
|     | — Normal            | Green arc  | 78—36  | 90—42  |
| (b) | Accelerometer       |            |        |        |
|     | — Max. positive:    | Red radial | + 6.32 |        |
|     | — Max. negative:    | Red radial | - 4.23 |        |

3 Controls and Procedures3.1 Description of Controls

- (a) Elevator and Aileron control  
by conventional control stick. Movement transmitted by rods and bell cranks.
- (b) Rudder control,  
by pedals; movement transmitted by cables until bell crank rear of frame 4, and control rods to the rudder.
- (c) Pedal adjustment for reach  
by spring loaded mechanism, providing inclination change of rudder pedals. Black coloured knob on the instrument panel pedestal bottom right-hand.
- (d) Longitudinal trim control  
by two adjustable springs attached to the elevator control rod, controlled by green coloured knob on cabin wall right-hand.
- (e) Air brakes (speed limiting spoilers)  
located on both wing upper sides, are controlled by a blue coloured handle on port cabin wall movement transmitted by control rods and bell cranks. Operation at all speeds permitted.
- (f) Wheel brake (Model TOST).  
by a grip on the air brake handle
- (g) Tow coupling (Model TOST):  
located in front of landing wheel, near the C. of G., controlled by (yellow coloured) pull-knob on instrument panel pedestal bottom left-hand.

Locking hook PILATUS No. 119.99.11.074 (optional) prevents automatic coupling release when tow cable slackens during aero tow. Hook must be removed before winch tow.

- (h) Canopy Lock and Jettison controls  
by red coloured lever on port cabin wall. Locking pins in front and rear; hinge pins right-hand. Jettison in an emergency by unlocking the control lever and lifting the canopy.
  
- (i) Adjustment of seat back  
inclination adjusted via cable control on right-hand cabin wall by disengaging of spring loaded pins in holes. Adjustment of seat back basis (on ground only) by disengaging spring loaded pins in holes, controlled by a cable.
  
- (k) Cabin ventilation:  
butterfly type vent on top of instrument panel provides windshield defrosting or fresh air supply to the pilot.
  
- (l) Landing wheel retracting (optional).:  
Spring loaded elbow mechanism, controlled by lever on port cabin wall via control linkage.

### 3.2 Procedures

- (a) Pre-flight Inspection
  - Cabin clean, no loose articles
  - Seatback and pedals                   — adjusted
  - Canopy                                   — locked
  - Air brake control                   — locked
  - TOW cable                           — engaged and checked
  - Parachute                           — line, and bolts secured
  - Safety belts                         — secured

- |                            |                        |
|----------------------------|------------------------|
| — Flight controls          | — free and full travel |
| — Altimeter                | — set                  |
| — Barograph (if installed) | — ON                   |

(b). Take-off on winch

- |                 |                               |
|-----------------|-------------------------------|
| — Trim          | — mid position with mean C.G. |
| — Max. airspeed | — 80 mph            70 kts    |

(c) Take-off on tow  
(Length of tow : 130 to 200 ft)

- |             |  |
|-------------|--|
| — Trim      | — mid position with mean C.G.                            |
| — Air speed | — maximum 90 mph    78 kts<br>— minimum 60 mph    52 kts |

Note :

With the tow coupling near the C. of C., the sailplane tends to swing when the pilot does not pay attention, or at cross wind. The sailplane should be correctly guided and aligned with the towing aircraft.

(d) Flight

- |  |                                     |
|--|-------------------------------------|
| — In safe altitude                       | — retract wheel<br>(if retractable) |
| — Stalling speed at maximum gross weight |                                     |
| With angle of bank 0°                    | — 38 mph            33 kts          |
| With angle of bank 30°                   | — 42 mph            36 kts          |
| with air brake extended                  | — 42 mph            36 kts          |

Stall warning with air brakes retracted occurs at approximately 40 mph ( 35 kts) by buffeting

- Gliding speed  
at best lift/drag ratio (35)                      53 mph              46 kts
  
- Minimum sink rate  
at 47mph (40 kts) IAS                              126 ft/min              1.2 kts
  
- Rolling speed from 45<sup>0</sup> to 45<sup>0</sup>  
bank angle at approx. 62 mph (54              3 sec  
kts)
  
- At low air speed (approx. 40 mph, 34 kts) the controllability of  
the plane is sustained about all axis. In a stall, the nose drops  
smoothly; with elevator control released, the air speed recovers  
immediately.

Warning

Use oxygen in altitude above 12,000 ft.

(e) Landing

- Landing wheel (if retractable)                      — extend
  
- Approach speed    — approx. 53 mph              46 kts
  
- Gliding angle    — to be controlled  
by air brake
  
- Landing roll distance    — to be controlled  
by wheel brake

Note 1

The chafing protection strip in front of the main wheel prevents any damage to the plane on uneven ground, or at forced braking.

Note 2

Side slip is more efficient with the air brakes out.

(f) Cloud flying

(approved with equipment listed under para 2.3/b)

- |   |                               |
|---|-------------------------------|
| — IFR Instruments                                   | — ON and Monitored            |
| — Air speed   | — Within green range          |
| — At air speed exceeding approx.<br>90 mph (78 kts) | — Slowly extend<br>air brakes |

Observe icing

(g) Aerobatics

(approved figures and equipment as listed under para 2.3/c)

- Safe starting speeds and expected acceleration values as shown in the table below (longitudinal trim to obtain approx. 56 mph 49 kts IAS)

Figures*	Starting Speed		Acceleration maximum
	mph	kts	
Looping, Roll of the top Climbing half roll	112	97	2 g
Wing over	112 - 118	97 - 102	2 g
Chandelle	112	97	2 g
Lazy eight	106	92	2 g
Roll	100	87	-
Steep spiral	75	65	3 g
Inverted flight	80 - 87	69 - 76	-1 g

\*) Aerobic figures are represented and defined in pages 24a/24b.

Note

During aerobatic manoeuvres monitor accelerometer

- The spin is possible at all C.G. conditions however, in forward C.G. position, the manoeuvre is not definite and the glider tends to irregular movement.

#### Starting the spin:

When minimum speed is achieved in horizontal flight, pull elevator control to the stop, and at the same time apply rudder control to the desired direction; then apply full aileron control to the same direction (e.g. rudder pedal left — aileron left — spin turn counter clockwise).

This procedure ensures a definite spin manoeuvre. Without aileron control, the spin may stop after one turn, especially with forward C.G. position. With the C.G. aft, elevator/rudder control is sufficient to start the spin.

During spin the glider turns continuously and rapidly

#### Stopping the spin.

Apply full rudder control in opposite direction to the turn, and hold the control stick in neutral position; pull out smoothly.

#### Note

Do not push the stick beyond the neutral position to avoid extreme speed increase

#### Following aerobatic manoeuvres (before landing)

Read maximum acceleration values. If the limits should be exceeded, proceed as described in the Maintenance and Repair Manual, section 6.

#### Note

g-values occurred during landing may not be taken into account.



(h) Emergency action

To jettison the canopy, pull locking handle, and lift the canopy, pushing rearwards if necessary.

(i) After Landing

- Check accelerometer. If a g-limit is exceeded, proceed as per Maintenance and Overhaul Manual.
- Before hangarage, unlock the speed brake to release the tension loaded mechanism.

(k) Disposition of Ballast

To avoid C.G. location below the limit, resulting from a pilot weight above approx. 220 lbs, and to provide optimal C.G. condition (minimum 35 % MAC) for spin training, a ballast device is available. This equipment consists of two lead plates which can be attached to the rear fuselage (143.7 inch aft datum by means of a bolt. through the fuselage. Instructions are provided under paras 4.2/4.3.

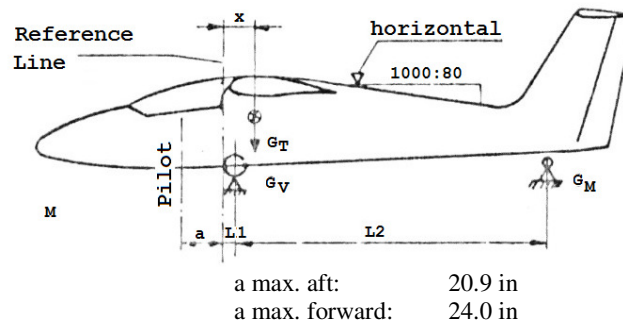
Note

The swivelling tail wheel for ground manoeuvring, P/N 119.99.11.057, can also be attached to this point.

#### 4. Weight and Balance Information

This section states the actual weight and C.G. location with corresponding equipment of the individual sailplane.

##### 4.1 Record of Empty Weight and C.G. Location



##### Datum

Vertical tangent to leading edge of wing.

##### Levelling means

longitudinal : slope of rear top surface  
of fuselage: 1000:80

lateral : upper surface of wing over main  
spar (dihedral angle of wing 1°)

##### Condition of Sailplane

Landing wheel extended canopy installed; equipment  
as shown in para 4.4.

Serial No

Distance. between Wheels

		L 1	L 2
	fixed landing wheel	5.79 in	132.6 in
	retractable wheel	6.46 in	131.93 in

(mark applicable figure with axe)

(a) Record of empty Weight

—	Scale, reading forward	W <sub>F</sub> =
—	Scale reading rear	W <sub>R</sub> =
	Empty Weight	W <sub>Tot.</sub> =

(b) Empty Weight C. of G.

$$x = \frac{W_R * L2}{W_{Tot}} + L1 \quad \text{in}$$

$$x = \frac{\quad}{\quad} + \quad \quad \text{in}$$

4.2 State of empty Weight and Load

The following list records the up—to date empty weight and specifies the resultant load limits. Whenever equipment is changed, and following any repair which affects the weight or arm, the resultant loads must be entered. The entry must be endorsed by the responsible air authority.



4.2 (Continuation)

Data	Subject	lbs	in.	in.lbs	Approval
	Empty Weight as recorded page 16  Load  — max. without ballast  — max. with ballast of _____ installed  — minimum				
Rev 5					Page 17

#### 4.3 Loading Instruction

Before each flight, the actual load (pilot plus changeable equipment) must be ascertained and compared with the respective value of the list para 4.2. In this calculation, the weight of load items located rear of the pilot's seat (barograph, radio, oxygen etc.) may be added to the Empty Weight with zero arm, while only the weight of pilot plus parachute must be taken into account for the "load" figure, as far as the maximum gross weight of 770 lbs is not exceeded.

If the actual load is kept within these figures, weight and balance of the sailplane are within the approved limits, provided that a pilot with the maximum permissible weight is located in the rearmost position.

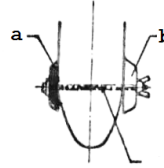
If the weight of the pilot is approx. 10 lbs below the upper limit, the seat back may be positioned, when necessary, a few holes forward. A pilot with the minimum permissible weight, however, may select either the most forward or rear position.

If the pilot's weight should be below the minimum, a lead cushion must be positioned in the seat.

The value for maximum load without ballast, recorded in para 4.2, results in forward C.G. limit. Exceeding pilot weights must be compensated by ballast on fuselage tail described in para 3.2/k and shown by sketch below.

To obtain optimal C.G. location for spin training, ballast weights must also be installed. The following table shows the ballast weights required to obtain a C.G. condition of minimum 35 % MAC, dependent on pilot's weight.

Pilot + Parachute* lbs	Ballast (incl. Bolt)	
	No.	lbs
185 – 200	a	5
205 – 216	b	10
217 and up	a + b	14



Attachment Bolt (1 lb)

\*Pilot in rear seat position.

Warning

Flying with a condition out of  
these limits is not approved.

4.4 Equipment

The following list shows equipment items which may be installed in the present sailplane. Items marked x are included in the Empty Weight recorded under para 4.2i items marked o represent changeable equipment delivered with, the sailplane, but they are not included in the recorded Empty Weight.



4.4 (Continuation)

Serial No.

Item	Part	Weight (lbs)	Arm (in)
	I. <u>Minimum Equipment</u>		
	(Standard USA)		
	Air speed indicator (mph or kts) Model		
	Altimeter (ft) Model		
	Compass Model		
	Safety belts Model		
	Seat cushion		
	Seat back cushion		
	Butterfly vent		
	Tow coupling Model		
	II. <u>Optional (additional) Equipment</u>		
	Fine rate of sink indicator Model		
	Compensating bottle		
	Electric turn and bank indicator Model		
	Artificial horizon Model		



4.4 (Continuation)

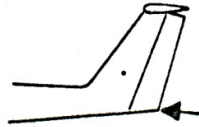
Serial No.

Item	Part	Weight (lbs)	Arm (in)
	Battery (lead/acid) Model		
	Battery (dry) Model		
	Accelerometer Model		
	Clock Model		
	Speed Command (SC) Model		
	Flight Data Computer Model		
	Retractable landing wheel (shift)		
	Landing gear warning device Pilatus P/No. 119.40.11.014 0.44 0		
	Tow coupling locking device Pilatus P/No. 119.99.11.074		
	<u>Radio</u>		
	DITTEL FSG 15 complete (without antenna)		
	BECKER AR7 complete (without antenna)		
	Antenna Model		
	<u>Oxygen Equipment</u>		
	Model		





5.3 Rudder Control



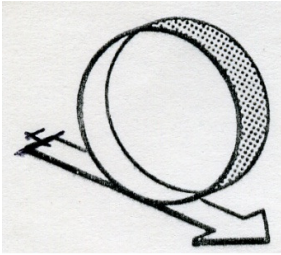
- Control surface deflection:  
left and right                      230 mm ± 10 mm ea      (9.05 in ± 0.4 in)
- Stops                                      on bell crank rear of bulkhead 4  
(accessible through hand hole)
- Adjustments                              2 adjusting screws on bell crank  
mentioned above

5.4 Air Brakes

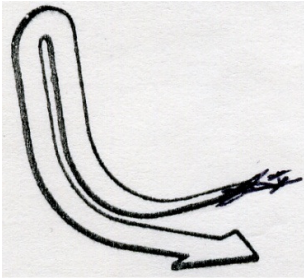
- Stops
  - position OUT                              Pin through control rod on  
guide in bulkhead 3
  - position IN                                 Stop on bell crank in over-dead  
centre position of the control  
mechanism
- Adjustment:
  - position OUT                              No adjustment required. Pin hole  
is drilled during manufacturing.
  - position IN                                 (a) Elbow mechanism rear of bulkhead 4.  
Over-dead centre position adjusted  
during manufacturing (see Maintenance and Repair Manual para 2.5/ba).
  - (b) Pretension of air brakes regulated  
by turning the vertical control  
rod heads on bell crank to obtain  
a hand force of
 
$$7.75 \pm \begin{matrix} 0.5 \\ 0 \end{matrix} \text{ lbs}$$
 to unlock the mechanism each side  
(see Maintenance and Repair Manual  
para 2.5/bb).

5.5 Landing Gear Retracting Mechanism

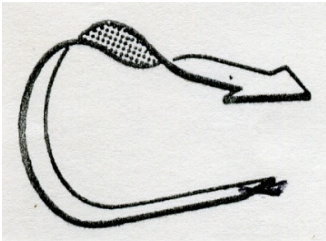
- Travel of extension:                      240 mm                      (9.45 in)
- Stops
  - position OUT                                  Elbow of strut
  - position IN                                    Pin in control rod  
(in cockpit) is engaged  
in guid. rail
- Adjustment:                                No adjustment required.



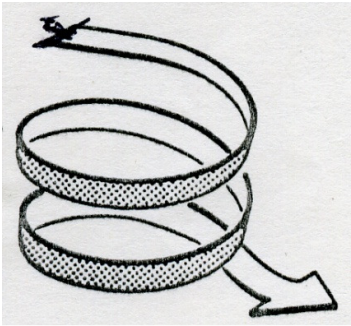
Looping



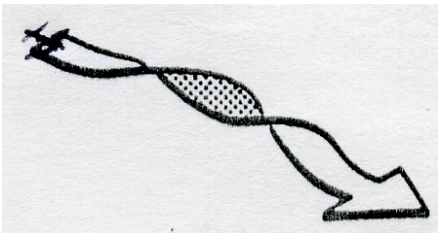
Wing Over



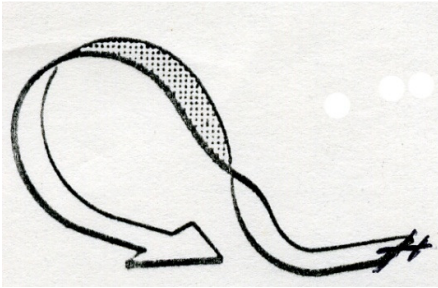
Roll off the Top  
(Immelman)



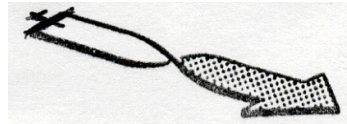
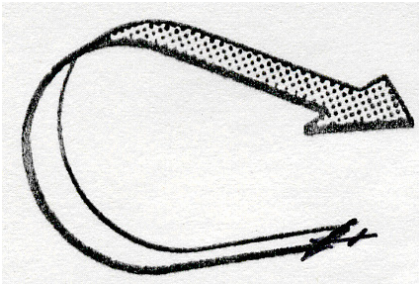
Steep Spiral



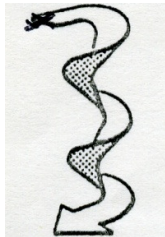
Roll



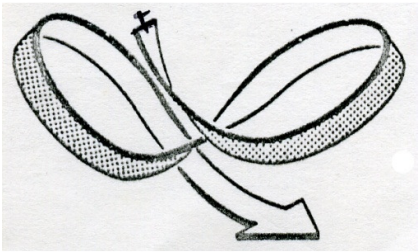
Climbing Half Roll  
(Retournement)



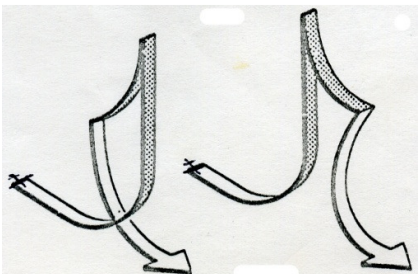
Inverted Flight



Spin



Lazy Eight



Chandelle

## PART 2 — OPERATING INSTRUCTION

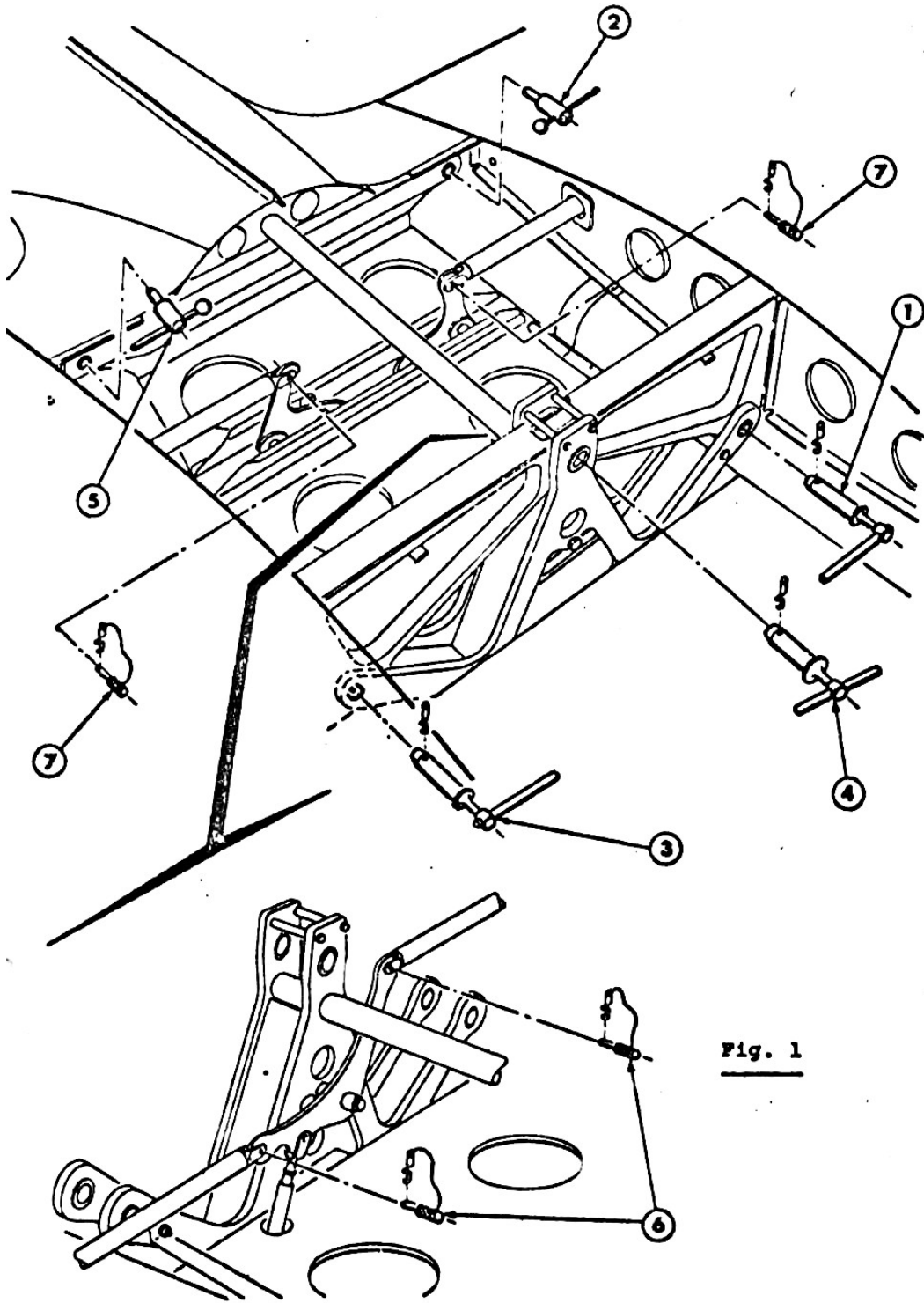
### 1 Assembly and Disassembly

#### 1.1 Preparation

- Prepare required tool.
  - clean clothes
  - grease of mineral or synthetic basis (e.g. Aero Shell Grease 7) or white coloured anti—seize paste “Molykote DX” which is recommended.
  - handle for horizontal stabilizer attachment bolt (stowed in th, cockpit bag)
- Remove canopy.

#### 1.2 Wing Assembly (see Fig. 1)

- Insert left-hand wing, install outer bolt (1) on main bulkhead, then rear bolt (2).
- Insert right-hand wing, install bolts (3) and (4), and finally rear bolt (5).
- Secure all bolts on main bulkhead using safety pins insert cross pins of rear attachment bolts into the holes of the root ribs left and right; ensure that the springs in the cross pins are in correct position and not damaged.
- Reconnect aileron and airbrake control rods by installation of pins (6 and 7) and secure them.
- Following pre-flight check, install wing-fuselage fairing.



**Fig. 1**

1.3 Empennage Assembly (see Fig. 2)

- Pull out attachment bolt (1), using handle (2)
- Prepare elevator control connection; inspect all parts for proper condition.
- Put on horizontal stabilizer and insert it perpendicularly.
- Install attachment bolt (1); screw out the handle and stow it in the cockpit bag. Ensure that the safety spring (3) is engaged.
- Reconnect elevator control rods by installing pin (4) and secure it.

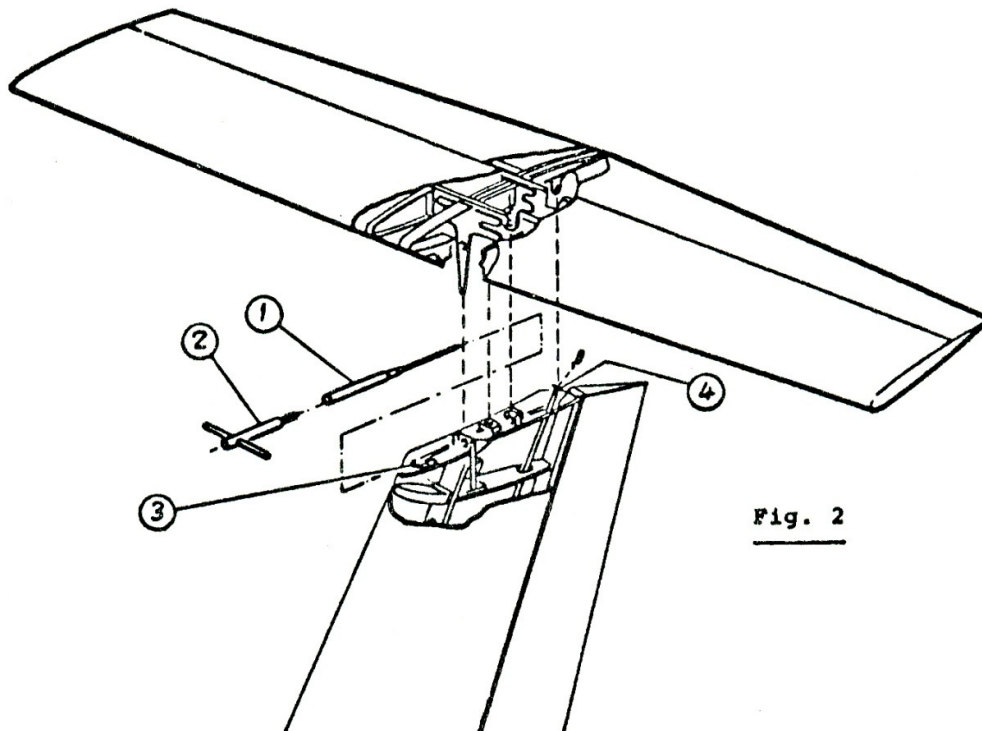


Fig. 2



1.4 Wing Removal

- The wings are removed in reverse sequence of assembly.
- Reinstall all attachment bolts and control rod connection bolts in their holes and secure them.

1.5 Empennage Removal

- Remove the horizontal stabilizer in reverse sequence of installation.
- The handle of the attachment bolt is stowed in the cockpit bag.

2. Pre-flight Check

Following sailplane assembly and before first flight of day carry out the following checks:

- Wing attachment bolts and control rod bolts secured.
- No foreign matter (tools, clothes) between the main bulkheads. Subsequently install the wing-fuselage fairing.
- Horizontal stabilizer attachment bolt and elevator control rod connection secured.
- Control stick and pedals free and full travel.
- Springs of trim control for condition.
- Function of airbrake control.
- Canopy locking mechanism and hinges for condition and proper function (jam). Plexiglas clean
- Safety belts for condition.
- Instruments for condition and correct indication.
- No foreign matter or loose particles in the cockpit, particularly in pedal area.
- Wings, fuselage and empennage for damages of the skin, F wrinkles, dents, cracks, loose rivets. Tapes over wing-aileron and stabilizer-elevator gaps for adherence.
- Static pressure holes and pitot tube free
- Tow coupling clean; proper function. For winch tow remove locking device.
- Tyre pressure.
- Ballast on tail removed.

3 Transportation of Sailplane

For transportation, the use of the special PILATUS trailer is recommended. Instruction for loading and securing is placarded in this trailer.

If the glider is being transported in another vehicle, the following should be checked:

- Support the components as described in PILATUS Document No. 23-11-90-01508. Drawing No. 110.90.11.002 refers to all dimensions necessary for supporting.
- Fix all control surfaces using gust locks (available from PILATUS).
- Lock aileron, airbrake control rods and attachments in the wings, using cords or rubber belts.
- Fix the elevator control rod to the fin end rib.
- Take care that no chafing, jamming or deformation can arise, and avoid entry of water and dirt into the glider.
- On an open air vehicle, protect the canopy, the area of horizontal stabilizer attachment and cover the pitot tube.
- Ensure all components cannot be shifted during transportation.

4 Mooring

For mooring the glider (wind from tail), special ring screws, P/N 936.31.11.101, are available. They are screwed into the threaded holes provided under each wing, and serve as tie-down rope attachment points.

Note

Before installing the ring screws, clean the threaded holes, but do not use a thread chaser for this purpose to prevent damaging of the heli-coil insert.

Tie-down additionally the fuselage tail, install the gust locks on control surfaces and cover the pitot tube.

Protection of the canopy is recommended. A plastic cover, P/N 119.99.11.054 is available from PILATUS.

In any case, the, gust locks should be fitted and the pitot tube covered.

## 5 Maintenance and Care

### 5.1 General

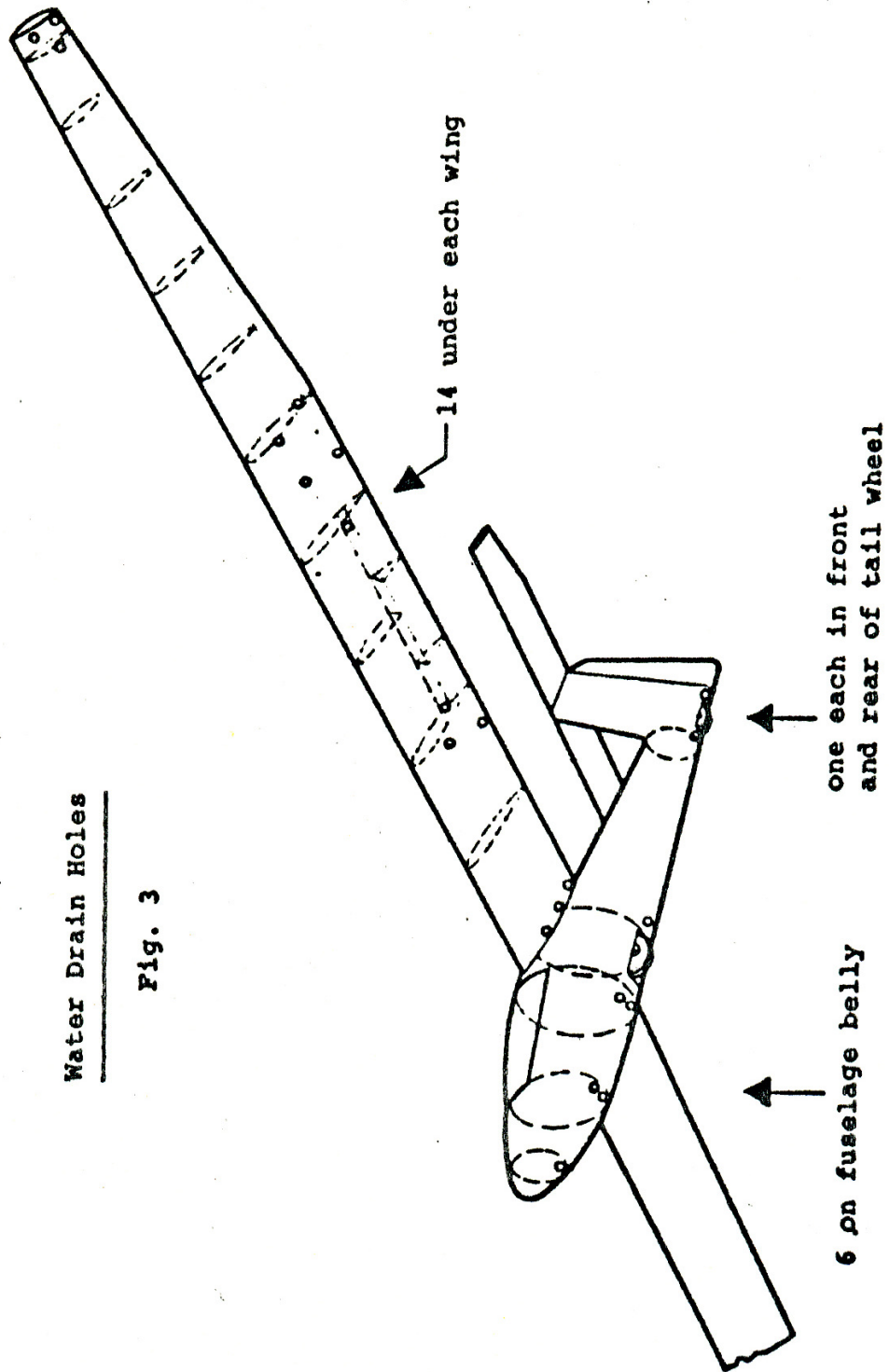
The B4 all metal glider requires minimal maintenance.

Apart from normally conducted periodic inspection of safety belts, tow coupling and instruments, the glider may be subject to care and cleaning of the outside paint, the plexiglass, and the wheel boxes.

To prevent any corrosion, accumulation of water in the structural compartments must be avoided.

Prior to hangaring, the water drain holes, shown in Fig 3, should therefore be inspected for free outlets and cleaned if necessary. If, one day, a pilot should have urinated into the cockpit, the compartment must be thoroughly rinsed with water; approx. 5 % of an aluminium corrosion remover (e.g. TURCO WOL) may be added to the first rinsing water to neutralize alkaline residues, then flushed with clear water.

Since all controls operate on ball bearings or are guided by plastic material, no lubrication is required, except for the landing wheel retracting mechanism. The bearings of this control are lubricated with molybdenum disulphide based grease, and should only be re-lubricated during overhaul or repair. Before hangaring the glider for a longer period, all openings to the sailplane structure should be covered to prevent entering of mice or other animals which could nibble at the foam ribs inside the wings or contaminate with excrements.



Water Drain Holes

Fig. 3

## 5.2 External Surfaces

Wet surfaces should be dried before hanging.

To preserve the, outside paint and smoothing the surfaces, a car wax may be used. After polishing, the surface should be treated with a wax in order to maintain the protective effect of the paint.

Do not use any silicone product with regard to later paint repair.

### Notes

The scheme of existing surface treatment and the list of paint used is given in the Maintenance and Repair Manual.

The upper sides of wings and empennage should be white coloured to prevent extensive heat by sun radiation.

## 5.3 Canopy

The canopy surface, even the blue coloured, may be cleaned and polished using the conventional plexiglass care products.

## 5.4 Tow Coupling

The tow coupling model TOST located in front of the landing wheel is highly exposed to dirt. It should frequently be cleaned and lubricated.

In periods required by the air authority, the unit has to be overhauled at the manufacturer or in a licensed work shop.

### 5.5 Wheel Brake

The Bowden control cable for the wheel brake can be readjusted on the drum brake attachment point. The control cable can easily be removed and replaced.

### 5.6 Air Brakes

With insufficient pre-tension of the air brakes, they can be lifted at higher air speeds, which are indicated by wing and empennage buffeting.

Since the control mechanism may be relieved in course of time, it must periodically (at least every year) be re-adjusted to obtain the required hand force for unlocking the mechanism. The force is defined in Part 1, para 5.4/b of this manual.

### 5.7 Pitot Tube

The pitot tube opening in the fuselage bow should be covered whenever the glider is hangared, moored or transported to avoid entry of dust and insects. The cover has to be marked in such a way that it cannot be overseen during pre-flight check.

The inlet tube should periodically be inspected for the presence of dirt, and the water drain hole on the ends of the inlet tube must be kept free.

### 5.8 Repair

Samples of typical structural and paint repair schemes are given in the Maintenance and Repair Manual which is available from PILATUS. That manual shows also adjustment procedures of the controls and Wear limits.

If severe damages should occur, contact this company.



This copy of the flight manual has been updated as specified in Service Letter No. 105  
Page 16 and 17 have been amended.