0.1 Record of revisions

Any revision of the present manual, except actual weighing data, 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 No. and the date will be shown on the bottom left hand of the page.

Rev. No.	Affected Pages	Description	Issue Date	LBA Approval Date	Inserted Date Signature
1	0.4, 9.1, 9.2, 9.3	Installation of winglets to 17 m wing tip extensions TN 370/4	Febr. 94	March 95	
2	0.4, 9.1, 9.4	Installation of winglets to 18 m wing tip extensions TN 370/6	Febr. 95	25.03.96	
3	0.1, 0,3, 4.1, 4.14	Manual-revision TN 370-10	Febr. 06	EASA appr. 25.04.06	

0.2 List of effective pages

Section	page	issued	replaced	replaced
0	0.0	Dez. 91		
	0.1	/		
	0.2	/		
	0.3	see manual revisions		
	0.4	"		
	0.5	Dez. 91		
1	1.1	"		
	1.2	"		
	1.3	"		
	1.4	"		
	1.5	"		
2	App.	2.1	"	
	"	2.2	"	
	"	2.3	"	
	"	2.4	"	
	"	2.5	"	
	"	2.6	"	
	"	2.7	"	
	"	2.8	"	
	"	2.9	"	
	"	2.10	"	
3	"	3.1	"	
	"	3.2	"	
	"	3.3	"	
4	"	4.1	Febr. 06	
	"	4.2	Dez. 91	
	"	4.3	"	
	"	4.4	"	
	"	4.5	"	
	"	4.6	"	
	"	4.7	"	
	"	4.8	"	
	"	4.9	"	
	"	4.10	"	
	"	4.11	"	
	"	4.12	"	
	"	4.13	"	
	"	4.14	Febr. 06	
	App.	4.15	Dez. 91	

Section 4

4. Normal procedures

4.1 Introduction

4.2 Rigging and derigging, filling the watertanks

4.2.1 Rigging

4.2.2 Filling the wing watertanks

4.2.3 Filling the fin watertank

4.2.4 Derigging

4.2.5 Rigging and derigging the wing tip extensions

4.3 Daily Inspection

4.4 Preflight Inspection

4.5 Normal procedures and recommended speeds

4.5.1 Launch

4.5.2 Free flight

4.5.3 Approach and landing

4.5.4 Flight with waterballast

4.5.5 Flight at high altitude and at low temperatures

4.5.6 Flight in rain and thunderstorms

4.5.7 Cloud flying

4.5.8 Aerobatics

4.5.5 **Flight at high altitude and at low temperatures**

With temperatures below 0@C (32@F) for instance when wave flying or flying in winter, it is possible that the control circuits could become stiffer. Special care should be taken to ensure that there is no moisture on any section of the control circuits to minimize the possibility of freeze up.
It could be advantageous to apply vaseline along all the edges of the airbrake cover plates to minimize the possibility of freezing closed.
Apply the controls in short periods. It is not allowed to carry waterballast.

Caution:

1. At temperatures below -20°C (-4°F) there is the risk of cracking the gelcoat.
2. Attention must be paid to the fact at higher altitudes the true airspeed is greater than the indicated airspeed.
The max. speed VNE is reduced. See the following table:

Altitude in meters	0-2000	3000	4000	5000	6000
VNE IAS km/h	270	256	243	230	218

Altitude in ft.	0-6600	10000	13000	16000	20000
VNE IAS kts	146	138	131	124	117

3. Dump the water ballast before you reach freezing altitude at +2°C (36°F) or descend to lower altitudes.
4. Do not fly below 0° (32°F) when your glider is wet (e.g. after rain).

4.5.6 **Flight in rain and thunderstorms**

With light rain the stall speed and the sink rate increases slightly and the approach speed has to be increased.
Warning: Flights and especially winch launches in the vicinity of thunder storms should be avoided. Due to lightning discharge, carbon fibre structures may be destroyed.

4.5.7 **Cloud flying**

(not permitted with waterballast)
Take care to fly smoothly and coordinated. It is prohibited to use a spin as a method for loosing altitude in the clouds. In case of emergency, pull out the dive brakes fully before exceeding a speed of 200 km/h and dive at 200 km/h (108 kts) to leave the cloud.
Warning: Flying in or near thunderstorm-clouds is prohibited.