

Serial No.: \_\_\_\_\_

## Inspection Checklist for DISCUS CS

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No. Of Flights: \_\_\_\_\_

Reg. Nr.: \_\_\_\_\_

Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

Total Flying Hours: \_\_\_\_\_

*This is an extract of the maintenance manual dated June 1990, chapter 3.2, Pages 13 to 18.*

**In case of doubt, the maintenance manual should be used for the inspection.**

200 Hours Inspection & Annual Inspection	Date/Signature
<p><b>Rudder cables:</b> Every 200 flying hours and at every annual inspection the rudder cables are to be inspected at the point where they feed Through the S-shaped guides in the pedals, particularly at the point of maximum pedal adjustment. If they are damaged, worn or corroded, they must be replaced. It is permissible for individual strands of the cables to be worn up to 25%.</p>	
Annual Inspection	Date/Signature
Clean the entire sailplane	
<p>Check the Discus externally for damage such as cracks, holes, scratches, buckling and delamination. If the outer layer of a component, constructed as a sandwich, has been damaged, then the inner surface must be checked as well. (It is recommended to call upon expert assistance.)</p>	
All fittings which are mounted on GRFP must be checked to confirm there has been no movement.	
Check also the GRFP at the fittings for cracks, white spots and delamination	
Check all accessible metal parts for damage. It is generally found, however, that if the sailplane is operated according to the Manual, no damage will have occurred. <i>If repairs are necessary, then contact the manufacturer.</i>	
Check all accessible metal parts such as fittings, push rods and levers for corrosion. If necessary, remove the rust, clean thoroughly and apply fresh corrosion protection.	
<b>Launching hooks:</b> Check should be carried out in accordance with the Operating and Maintenance Instructions for the TOST launching hocks	
<u>Water ballast system</u>	
<i>In case of suspicion or proof of leaking water tanks the manufacturer should be contacted.</i>	
Check the effective valve lift of the water dump valves. The difference of the valve lift between the left and right wing should not be more than 10 <b>mm</b> (0.39 in)	
Check fin tank dump valve for proper function. For this purpose the rudder must be removed. For proper adjustment of the operating cable refer to section 5.1 in the maintenance manual	
<u>Instruments and harness</u>	
Check Static and Pitot pressure ports and all instrumentation plumbing and pipe connectors for blockages and leakages.	
In the case of all installed instruments and equipment the manufacturer's instructions should be followed	
Check that the glass in the instruments is not loose, broken or lost.	
The harness straps should be checked regularly for damage or stains.	
The metal harness fittings should be checked regularly for corrosion.	

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Reg. Nr.: \_\_\_\_\_

Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

Total Flying Hours: \_\_\_\_\_

*This is an extract of the maintenance manual dated June 1990, chapter 3.2, Pages 13 to 18.***In case of doubt, the maintenance manual should be used for the inspection.**

Annual Inspection	Date/Signature
<b><u>Recommended lubrication</u></b>	
<i>The Discus Cs may be lubricated with acid-free grease and oil customary in trade.</i>	
<b>Fuselage (see diagrams 1 and 3 in the maintenance manual):</b> Lubricate all accessible control circuits (ball bearings with a sealed grease tilling do not require any service).	
It is recommended that the guide tubes for the rudder pedal adjustment and the cables in the area of the S-shaped guides on the pedals are treated with acid-free "Vaseline" or grease to ensure a smooth pedal adjustment.	
Lubricate the trimmer springs in the elevator circuit.	
Lubricate the canopy opening and jettisoning mechanism	
<b>Wings (see diagram 2 in the maintenance manual):</b> Lubricate all accessible points in the air brake and aileron circuits and also their hinges.	
<b>Horizontal tail plane and fin:</b> Lubricate rudder and elevator hinges.	
<b><u>Undercarriage</u></b>	
Check for side play. Check that the wheel axle runs true, that no struts are bent and that their mountings on the steel tube frame are not damaged.	
Check the efficiency of the wheel brake. Refer to section 5.4 of the maintenance manual for instructions how to remove the main wheel for cleaning, lubricating and maintenance work on the brake system.	
Check tire pressure of the main wheel: up to 360 kg (794 lb.) A.U.W.: 3.5 bar (50 psi) above 360 kg (794 it) A.U.W.: 4.5 bar (64 psi)	
<b>Tail wheel:</b> Check attachment of tail wheel for delamination. Check tire pressure: 2.0 bar (28 psi)	
<b><u>Rigging and deflection control</u></b>	
With the Discus Cs rigged, check deflection of control surfaces with the aid of an assistant (see section 2.1 of the maintenance manual)	
With the Discus Cs rigged, check the action of control circuits and the release hooks (for removal and re-installation refer to section 5.2 of the maintenance manual).	
There must be a clearance of at least 2.0 — (0.08 in) between aileron and wing.	
Check wing attachment fittings and control circuit connections for excessive play (see section 2.3 and 2.4 of the maintenance manual). Bearings with excessive radial play roust be replaced.	

Controlled by:

Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

Signature: \_\_\_\_\_

Number: \_\_\_\_\_