Wills Wing Talon 'Annual Super-Preflight' Procedure

Revised February 5, 2004

Return all old parts to customer with checklist

Inspector's Name: _____

Note start time _____ and finish time _____

Replacement part request from customer

- o New glass wands
- o New glider bag
- o New Mylar inserts (install)
- o Carbon inserts (check size)
- o Hang loop. Specify size
- o New noseplate w/ button lock (install)
- o Other – List:

_____

_____

Other service or sail repair request from customer:

- o Remove and replace sail for repair or inspection
- o Test flight

_____

_____

Inspection procedure

- o Attach Redbook printout
- o List applicable tech bulletins below:

_____

_____

Before set-up

- o Check sail for damage that would require removing from airframe, including trailing edge patches that are not sewn at perimeter
- o Replace VG system cords. Replace traveling pulley if necessary (Leave upper cord not rigged at this time).
- o Check sidewire retaining-bushing assembly (spacers, bearings). Replace with knurled if old-style bushing. Verify tight.
- o Replace nose safety-lock with button snap (if requested)
- o Check adjustment of nose bolts (not too tight)
- o Pull and inspect rear leading edges. Check bushing assembly rear leading edge. Thru-drill and install bushing if old style. Install turn adjustment stickers (Install with neutral mark aligned with cap screw).
- o Check streamline basetube fittings for retaining bushing and condition of pip pins.
- o Inspect wands for cracks. Record condition: L _____ R _____
- o Chart and true battens (check symmetry)

- o Replace Mylar insert if requested
- o Check condition of bottom wires. Replace if any kinks, bends or corrosion

Set glider on control bar, spread wings

- o Complete installation of upper VG cord – check adjustment.
- o Check airframe and spars for damage. Check front leading edge noseplate bushings tight and no hole elongation
- o Replace all missing nut caps
- o Check hang-T and pillar. Replace bent safeties, remove pillar and polish any gouges and burrs.
- o Check cam-lever bolts and hinge assy. Disassemble bolt thru xbar to verify straight
- o Check safety on sidewire at crossbar
- o Check adjustment of sprog universal joint (bolts not too tight)
- o Inspect haulback cable. Replace if kinked or severely twisted.
- o Check fasteners and adjust wand cam levers clamp tension as required
- o Check transverse batten install
- o Check condition of interior sail shear ribs (tears, unzipped) also Velcro shear straps secure and properly adjusted
- o Inspect and replace hang loop as required
- o Replace all string batten ties
- o Check adjustment of trailing edge cord (not too tight)
- o Check Xbar haul-back resistance. If too hard to pull, clean and silicone keel. Replace webbing hold-down if necessary.
- o Note wand receptacle turn adjustment: Left _____ Right: _____

Completely assembled

- o Check sail mount webbing adjustment (just snug at VG 50%)
- o Note sail nose symmetry. Record any asymmetry: _____
- o Adjust cam batten (or spring batten) tensions
- o Measure and record sprogs settings
- o Note and record over-all condition of sail and airframe. Re-check sail for loose stitching, holes, and tears.
- o List recommended additional repairs below
- o Sign and install annual inspection sticker adjacent to limitations placard

Sprog Settings:

Left Outer:_____ Left Inner:_____ Right Inner: _____ Right Outer:_____

Overall Sail Condition:

o Poor o Fair o Good o Excellent

Overall Frame Condition:

o Poor o Fair o Good o Excellent

Recommended additional repairs:

_____

_____

_____

_____