



Sport 2 135, 155 and 175
Sport 3 135, 155 and 170

Owner / Service Manual

November 2018 - Seventh Edition



Sport 2 135, 155 and 175

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Owner / Service Manual

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Introduction

Thank you for purchasing a Wills Wing glider, and welcome to the world wide family of Wills Wing pilots. We are a company of pilots and aviation enthusiasts, and our goal is to serve your flying needs now and in the future, as we have done for pilots throughout the world since 1973.

We encourage you to read this manual thoroughly for information on the proper use and maintenance of your Wills Wing glider. If at any time you have questions about your glider, or about any aspect of hang gliding that your Wills Wing dealer cannot answer, please feel free to give us a call.

Because there is no regulation which requires the registration of hang gliders, Wills Wing has no way to maintain an accurate contact list of the owners of the hang gliders we manufacture. As a result, Wills Wing has no reliable way to contact owners directly about service and safety issues. It is therefore, of necessity, your responsibility as an owner to check periodically for service advisories and technical updates that relate to your glider. You can do so most effectively by going to our web site at www.willswing.com. The site features extensive information about Wills Wing gliders and products, a Wills Wing Dealer directory, a comprehensive list of service and technical bulletins, the latest editions of owners manuals, our complete retail price list, a search engine, email and more.

The most important contents of our internet site are the service and technical bulletins, technical articles, and the latest editions of owner's manuals. These are your best sources for safety and airworthiness advisories and information on Wills Wing products. Many of the documents are published in Adobe Acrobat format. A free viewer for Acrobat files is available at <http://www.adobe.com>. We recommend you use a current release of Acrobat Reader, as documents may not open or display properly in earlier versions.

If you are unable to obtain service information from the web site, you can contact us by email, by U.S. mail or by telephone.

We wish you a safe and enjoyable flying career, and, once again, welcome aboard!

Mike Meier, Linda Meier, and Steven Pearson

Wills Wing, Inc.

Disclaimer and Warning

Hang gliding is a form of aviation. Like any form of aviation, its safe practice demands the consistent exercise of pilot skill, knowledge of airmanship and weather, judgment and attention at a level that is appropriate to the demands of each individual situation. Pilots who do not possess or exercise the required knowledge, skills and judgment are frequently injured and killed. The statistical rate at which fatalities occur in hang gliding is approximately one per thousand participants per year.

The Federal Aviation Administration does not require a pilot's license to operate a hang glider. Hang gliders and hang gliding equipment are not designed, manufactured, tested or certified to any state or federal government airworthiness standards or requirements. Federal Aviation Regulation Part 103 states in part, "ultralight vehicles are not required meet the airworthiness certification standards specified for aircraft or to have certificates of airworthiness" and "operators of ultralight vehicles are not required to meet any aeronautical knowledge, age, or experience requirements to operate those vehicles or to have airman or medical certificates."

Wills Wing hang gliding products are not covered by product liability insurance. As a hang glider pilot, you are entirely responsible for your own safety. You should never attempt to fly a hang glider without having received competent instruction. We strongly recommend that you not participate in hang gliding unless you recognize fully and wish to personally assume all of the associated risks.

Please fly safely.

Technical Information and Placarded Operating Limitations

The Sport 2 135, 155 and 175 have been tested and found to comply with the Hang Glider Manufacturers Association (HGMA) Airworthiness Standards. The Sport 2's were granted HGMA Certificates of Compliance on the following dates: Sport 2 155 - November 4th 2004, Sport 2 135 - October 6th, 2006, Sport 2 175 - January 31st, 2010. The Sport 2 155 was also granted the Gütesiegel by the DHV on December 22nd, 2008 in accordance with the German LTF Hang Glider Airworthiness Standards.

The Sport 3 135, 155 and 170 have been tested and found to comply with the HGMA Airworthiness Standards. At the time of this writing, HGMA certificates of compliance have not been applied for nor granted.

For up to date information on the HGMA certification status of any glider, please to to www.hgma.net.

The HGMA standards require:

1. A positive load test at root stall angle of attack at a speed equal to at least the greatest of:
 - a. 141% of the placarded maximum maneuvering speed
 - b. 141% of the placarded maximum rough air speed
 - c. 123% of the placarded speed never to exceed for at least three seconds without failure.

The required speed for the Sport 2 and Sport 3 for this test was 65 mph.

2. A negative 30 degree angle of attack load test at a speed equal to at least the greatest of:
 - a. 100% of the placarded maximum maneuvering speed
 - b. 100% of the placarded maximum rough air speed
 - c. 87% of the placarded speed never to exceed for at least 3 seconds without failure.

The required speed for the Sport 2 and Sport 3 for this test was 46 mph

3. A negative 150 degree angle of attack load test at a speed equal to at least the greater of 30 mph or 50% of the required positive load test speed for at least 3 seconds without failure.

The required speed for the Sport 2 and Sport 3 for this test was 32 mph.

4. For the Sport 2 and Sport 3 with a Vne of 53 mph, pitch tests at speeds of 20 mph, 37 mph and 53 mph which show the glider to be stable over a range of angles of attack from trim angle to 20 degrees below zero lift angle at 20 mph, and from trim angle to 10 degrees below zero lift angle at 37 mph, and from 10 degrees above zero lift angle to zero lift angle at 53 mph.
5. Flight maneuvers which show the glider to be adequately stable and controllable throughout the normal range of operation.

Note: The Sport 2 and Sport 3 have been designed for foot launched soaring flight. They have not been designed to be motorized, tethered, or towed. It can be towed successfully using proper procedures. Pilots wishing to tow should be USHGA skill rated for towing, and should avail themselves of all available information on the most current proper and safe towing procedures. Suggested sources for towing information include the United States Hang Gliding Association and the manufacturer of the towing winch / or equipment being used. Wills Wing makes no warranty of the suitability of the glider for towing.

Because of the design of the nose catch for the bottom front wires on the Sport 2 and Sport 3 it is critically important that the nose line be attached properly during platform towing operations. In no case should the nose line be attached in such a way that there is any possibility that the nose line can pull forward on the nose wires, nose tang or nose tang handle, or, in any other way, contribute to disengagement of the nose wires. Please read the section on towing for more information.

Flight operation of the Sport 2 and Sport 3 should be limited to non-aerobatic maneuvers; those in which the pitch angle will not exceed 30 degrees nose up or nose down from the horizon, and the bank angle will not exceed 60 degrees. The Sport 2 and Sport 3 are generally resistant to spinning, especially at VG settings of less than 50% (VG middle or looser). At VG settings greater than 50% (VGM to VG full tight), the Sport 2 and Sport 3 become progressively more susceptible to spinning, though they are still characteristically resistant to spinning. Any spin and / or the recovery from the spin may involve a possibility of a loss of control of the glider, possibly including in flight inversion and possible structural failure.

Recovery from a spin requires unstalling of the wing, and it is therefore critically important that in the event of a spin, no application of nose up pitch control be held. The Sport 2 and Sport 3 will tend to recover from a spin once control pressures are relaxed. To recover from a spin, move to the center of the control bar and gently pull in to position the basetube below your shoulders. Do not pull in rapidly and do not “stuff” the bar. As the nose lowers and the angle of attack is reduced, the stall will be broken and the spin will stop. In an aggravated spin, be prepared for the nose to pitch down significantly, and for the glider to accelerate to a high speed during the resulting dive. Ease the control bar out gently to recover to level flight. Recognize that such recovery will consume significant altitude, and will result in the glider assuming an unpredictable heading and attitude. Recovery from a spin at low altitude or in the vicinity of terrain or other aircraft may involve a flight trajectory which intersects the terrain or another aircraft at a high rate of speed. In view of the unpredictable nature of spins and spin recovery, Wills Wing recommends that no attempt should ever be made to deliberately spin the glider. The Sport 2 and Sport 3 provide the pilot with a high degree of pitch authority, in combination with a very low twist sail. As a result, it is possible to produce a very aggravated and severe stall, the recovery from which may involve very severe pitch down rotation, the pilot going weightless, and the glider recovering via an unpredictable trajectory with a significant altitude loss. Therefore, aggravated stalls should not be induced except on landing flare.

The maximum steady state speed for a prone pilot in the recommended weight range full forward on the control bar with the VG set full tight will range from approximately 47 mph to as high as 53 mph or more for the Sport 2, and three to seven mph faster for the Sport 3, depending on wing loading, harness design and adjustment, and glider tuning. The placarded speed never to exceed for the Sport 2 and Sport 3 is 53 mph. The V_{ne} speed will generally be achieved, if achievable in steady state wings level flight, for a prone pilot with the control bar at full arms extension. The placarded maximum speed for maneuvering flight or flight in rough air is 46 mph. This speed will be achieved for a prone pilot with the control bar basetube approximately four to eight inches below the waist. This speed should not be exceeded in anything other than smooth air. No abrupt maneuvering or control inputs should be made at anything above this speed. The stall speed of the Sport 2 and Sport 3 at maximum recommended wing loading is 25 mph or less. The top (steady state) speed at minimum recommended wing loading for a prone pilot with a properly designed and adjusted harness is at least 35 mph. All speeds given above are indicated airspeeds, for a properly calibrated airspeed indicator mounted in the vicinity of the pilot. An airspeed indicator marked with the appropriate speed ranges is available for the Sport 2 and Sport 3 and it is recommended that the pilot fly with this or some other airspeed indicator and use it as an aid to comply with the placarded limitations. Refer to the section on using the airspeed indicator for further information on speeds to fly.

The recommended hook in pilot weight range for the Sport 2 and Sport 3 are:

Sport 2 - Sport 3 155: 150 - 250 lbs.

Sport 2 - Sport 3 135: 135 - 200 lbs.

Sport 2 175: 175 - 320 lbs.

Sport 3 170: 175 – 310 lbs.

Be advised that pilots with hook in weights of less than 20 lbs. above minimum will find the Sport 2 and Sport 3 more demanding of pilot skill to fly, and that pilots hooking in within 20 lbs. of the maximum will experience some relative degradation of optimum sink rate performance due to their higher wing loading, as well as increased difficulty in foot-landing the glider in very light winds or at high density altitudes.

A minimum USHGA Intermediate (III) level of pilot proficiency is required to fly the Sport 2 and Sport 3 safely. Pilots are advised that the optimum proficiency level for the Sport 2 and Sport 3 is higher than the minimum recommended. In particular, due to the high L/D of the Sport 2 and Sport 3, and the tendency of the glider to retain a high L/D at higher speeds, it is important that the pilot have well developed landing approach skills in order to insure the ability to land safely within a landing area of restricted size. Operation of the glider by unqualified or under qualified pilots may be dangerous.

Operating the Sport 2 or Sport 3 outside of the above limitations may result in injury and death. Flying the Sport 2 or Sport 3 in the presence of strong or gusty winds, or turbulence may result in loss of control of the glider which may lead to injury and death. Do not fly in such conditions unless you realize and wish to personally assume the associated risks. The Sport 2 and Sport 3 were specifically designed and developed for recreational soaring, to achieve the maximum level of performance possible at the minimum practical glider weight. The stability, controllability, and structural strength of a properly maintained Sport 2 or Sport 3 have been determined to be adequate for safe operation when the glider is operated within all of the manufacturer specified limitations. No warranty of adequate stability, controllability, or structural strength is made or implied for operation outside of these limitations. The Sport 2 and Sport 3 are specifically not designed, nor are they suitable for aerobatic maneuvers. Because of the Sport 2 and Sport 3's broad speed range and high degree of aerodynamic efficiency it is possible to exceed the placarded VNE speed by a wide margin, and, as a result, it is possible if abrupt maneuvers are performed at such very high speeds to induce loads on the structure beyond those for which the glider has been tested. Wills Wing is well aware that pilots have in the past, and continue in the present to perform maneuvers and fly in conditions which are outside the recommended operating limitations for their gliders. Please be aware that the fact that some pilots have exceeded these limitations in the past without dangerous incident does not imply or insure that the limitations may be exceeded without risk. We do know that gliders which meet all current industry standards for airworthiness can suffer and have suffered in-flight structural failures, both as a result of turbulence, and as a result of various deliberate maneuvers outside the placarded operating limitations, including, but not necessarily limited to aerobatics. We do not know, and cannot know, the full range of maneuvers or conditions which may cause the pilot's safety to be compromised, nor can we test the glider in all possible circumstances.

Glider Owner's Manual Addendum

Falcon 3 – Sport 2 – U2

We have introduced a new bolt, nut and nut cap assembly configuration for the crossbar – leading edge junction on Falcon 3's, Sport 2's and U2's, and for the separate crossbar -side wire junction on Sport 2's and U2's. The photos below show an example of the new assembly as installed on the Falcon 3 Tandem. In each assembly, a ¼ inch clinch nut (10N-1740) is used in combination with a long enough bolt to provide several threads exposed beyond the nut, and then the nylon nut cap is threaded onto the end of the bolt.



Installation of clinch nut



Nylon nut cap installed above clinch nut

The nylon nut cap pictured is item 15A-2010 NYLON THREADED NUT CAP 1/4 28

The nylon nut cap serves as a wear protector, and also, in effect, provides a visual check that the nut is adequately engaged on the bolt, because the nut cap can only engage if there are threads on the bolt extending beyond the nut.

Note: Although the nylon nut cap has the appearance of an acorn nut, it is not a structural part, and must not be used as a fastener in any application.

The original assembly configuration for all of these assemblies included a bolt, castle nut, and small safety ring. A later, interim configuration used a clinch nut and safety ring. The change to the clinch nut and nylon nut cap is intended to address a number of problems with each of these configurations.

When installing the clinch nut on the bolt, it should be tightened down until all slack is taken up, and then backed off just enough to all the secured parts to swivel under light to moderate pressure. The nylon nut cap is then installed onto the bolt as far as it will go – do not over tighten or you will strip the nylon threads.

The following bolt changes are required to provide sufficient threads to engage the nut cap:

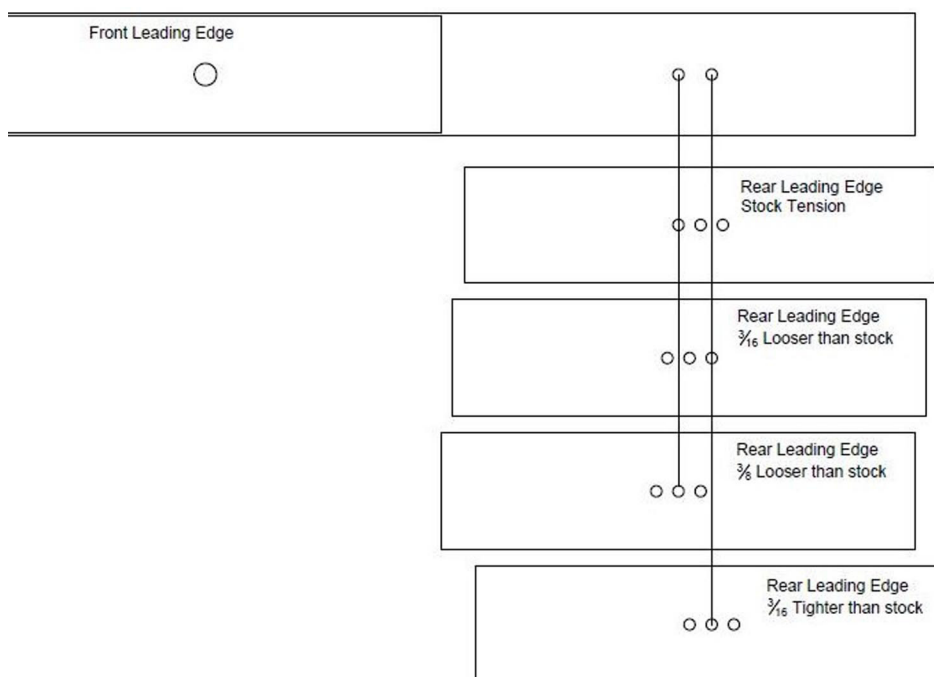
Falcon 3 145, 170, 195	No changes required – may change to A type (no hole)
Falcon 3 Tandem	AN4-32 changed to AN4-33 (or 33A)
Sport 2 62mm Xbar/side wire	AN4-32 changed to AN4-33 (or 33A)
Sport 2 175 66mm xbar	Xbar/side wire – AN4-33 changed to AN4-34 (or 34A)
U2 Xbar/side wire	AN4-30 changed to AN4-31 (or 31A)
Sport 2 Xbar/Leading Edge	AN24-46 changed to AN4-27 (or 27A)
U2 Xbar/Leading Edge	No changes required – may change to A type (no hole)

Sport 2 and Sport 3 Reassembly After Shipping and Breakdown

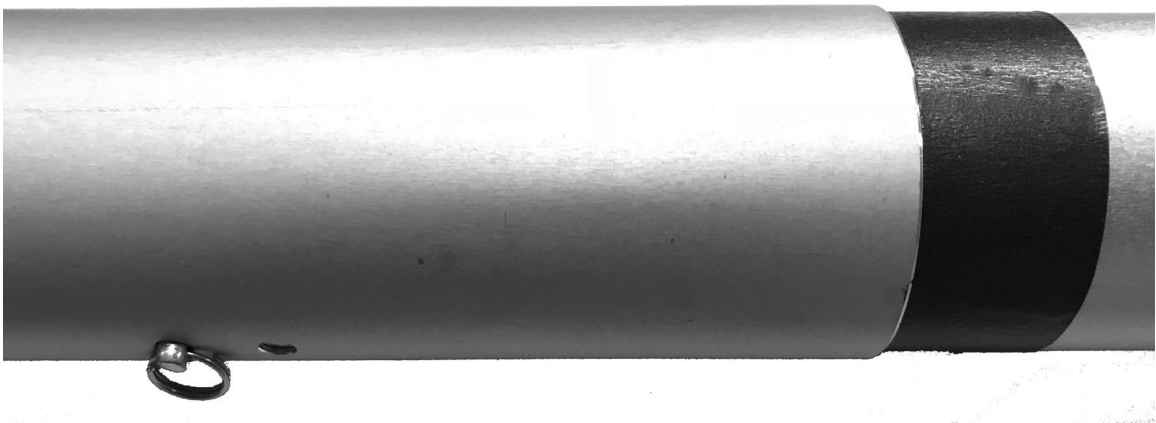
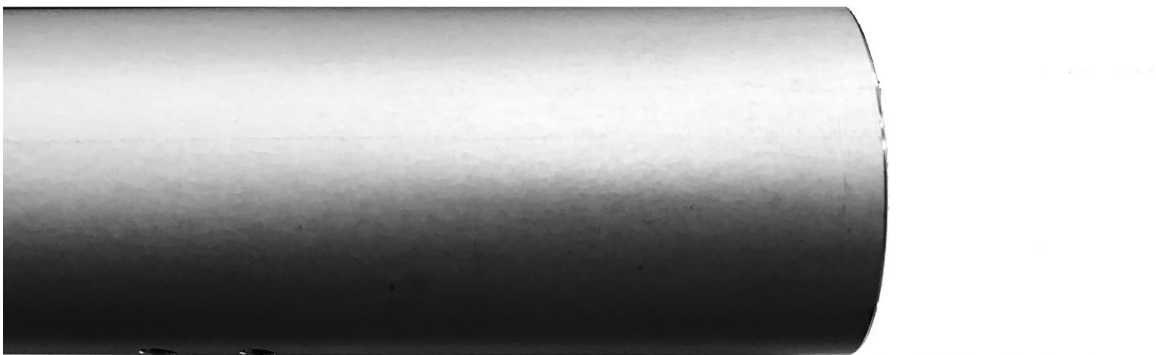
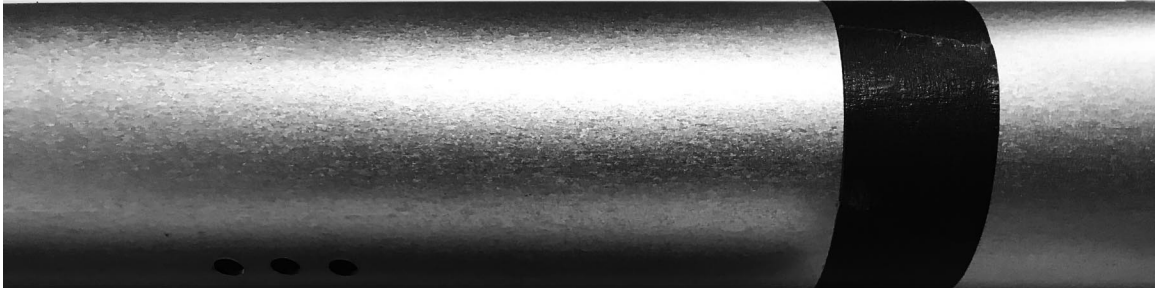
Note: The following instructions apply in general to both the Sport 2 and Sport 3. Where procedures differ between the Sport 2 and Sport 3, this is noted in the text. Please read carefully through the procedures below, and consider which procedures apply to your glider. If you are re-assembling a Sport 3, please read the description and explanation immediately following of the leading edge mounting and sail tension adjustment system on the Sport 3 before proceeding.

The Sport 3 uses a new leading edge construction that features a new means for adjusting the sail tension by adjusting the length of the leading edge. Because of this, it is possible to re-install the rear leading edges with an incorrect sail tension adjustment. Refer to the diagrams and photos below.

The rear leading edge is secured in the front leading edge behind the crossbar junction with a 3/16 inch diameter clevis pin and small safety ring. The front leading edge over sleeve has two holes, 9/16" apart, and the rear leading edge has three holes, 3/8" apart, allowing for four different leading edge lengths, in 3/16" increments, with four different corresponding sail tensions. There is a stock setting, where all gliders are initially assembled, two looser settings, and one tighter setting.



During assembly of the airframe, blue tape, 15/16" wide, is applied to the rear leading edge in alignment with the rear end of the front leading edge over sleeve. When re-assembling a glider that was broken down for shipping, simply slide the rear leading edge into the front until the forward edge of the tape aligns with the end of the over sleeve. At this point, one of the holes in the rear leading edge should align with one of the holes in the front leading edge. Install the clevis pin, from the outside or forward side of the leading edge, and install the safety ring.



The Sport 2 and Sport 3 can often be shipped full length, without having the rear leading edges removed. If your glider has been "broken down" for shipping, follow these procedures to reinstall the rear leading edges. The front leading edge is 50mm (1.97") oversleeved with 52mm (2.05") at the nose and crossbar junction. The rear leading edge is 50mm (1.97") oversleeved with 52mm (2.05") at the outer sprog attachment point. On the Sport 2, the front end of the rear leading edge is slotted and engages in a clevis pin installed in the front leading edge. On the Sport 3, as described above, a clevis pin passes through holes in both the front and rear leading edges, and secures the rear leading edge in position in the front. The rear end of the rear leading edge contains a receptacle for the tip wand, secured in place by a bushing and clevis pin five inches from the rear end of the tube and a small screw 1/2" from the end of the tube. The clevis pin also passes through a tang on the rear sail mount webbing strap and secures this strap to the rear leading edge.

Special instructions for Sport 2 175

On the Sport 2 175, the leading edge breaks down forward of the leading edge / crossbar junction. In addition, the clevis pin which secures the rear leading edge to the front passes through a hole in both the rear leading edge and front leading edge, (instead of engaging in a slot in the rear leading edge as it does on the 135 and 155), and thus this clevis pin must be removed and re-installed, both when breaking down the leading edges and when re-assembling them. Also, because the joint is forward of the leading edge / crossbar junction, it is necessary when breaking down the leading edge for shipping to first disassemble the leading edge / crossbar junction. Therefore, after re-installing the rear leading edges it will be necessary to re-assemble the leading edge / crossbar junction.

On earlier models, where the leading edge crossbar junction bolt uses a castle nut and safety ring, the safety ring will usually be deformed in the process of removing it. In this case you should either discard it and put a new safety ring on the bolt, or upgrade the assembly to the longer bolt, clinch nut and nylon nut cap as shown on the previous pages of this manual.

When re-assembling the crossbar / leading edge junction, use the pictures and diagrams in this manual to verify the correct installation and assembly sequence and orientation of the components.

Reassembling the Sport 2 or Sport 3 after breakdown for shipping

1. Lay the glider down on its back (bag zipper up) on a smooth, clean work surface. Unzip the glider bag, pull it off of the glider at the front and rear, and unfold the sail to its full length. Remove the wing tip cover bags and the Velcro sail ties from the glider, and unroll the sail part way.
2. Identify the rear leading edges as to left and right in order to make sure you are mounting the correct rear leading edge into the correct front. Check the “right” / “left” label or marking on the rear leading edges. Remember that the right leading edge is to your left as you look from the rear when the glider is upside down. If the leading edges are not marked, identify left and right by consideration of the following: The sprogs are mounted to the back side of the leading edges, the sprog cables are attached to the top of the leading edges, and the wand receptacle is at the outboard end of the leading edge. The photo below shows the right rear leading edge, in a right side up orientation.



3. Working on one wing at a time, and working with the appropriate rear leading edge, fold the sprog which is attached to the rear leading edge “forward” against the rear leading edge. Turn the rear leading edge upside down (because the glider is lying on its back, upside down) and slide the rear end of the rear leading edge tube into the sail through the opening at the sprog zipper.
4. Slide the rear leading edge forward, with the sprog outside the sail, and slide the rear leading edge into the front leading edge. Align the rear leading edge properly so that the sprog

bracket is on the inside of the leading edge. On the Sport 2, you will slide the rear leading edge forward, rotating as necessary, until the slot in the rear leading edge engages securely on the pin in the front leading edge. When the rear leading edge is fully engaged, you will not be able to rotate it. On the Sport 3, you will slide the rear leading edge forward until the forward edge of the blue tape on the rear leading edge aligns with the rear edge. At this point you should be able to align one of the two holes in the front leading edge with one of the three holes in the rear leading edge, and install the clevis pin through these holes, from the outside or front side towards the inside or rear side, and then install the safety ring.

5. Find the sail mount strap and stretch it towards the rear of the leading edge. Position the sail mount strap on the bottom of the leading edge tube (which will be on top with the glider upside down) and make sure the strap is not wrapped around the tube or twisted. Remove the safety ring from the clevis pin located five inches from end of the leading edge, remove the clevis pin, and pass it through the tang in the sail mount webbing. Reinstall the clevis pin in the leading edge, and reinstall the safety ring on the clevis pin. Check again to make sure that the sail mount strap is mounted to the bottom of the leading edge tube and not twisted or wrapped around the tube.

Note: If you are having trouble installing the strap, on a Sport 2 first check to make sure that the rear leading edge is fully engaged in the front leading edge. If the slot in the rear leading edge is not engaged on the clevis pin in the front leading edge, the overall leading edge length will be one half inch too long. After confirming that the rear leading edge is fully engaged, if you are unable to stretch the sail mount strap far enough to install the securing pin, dismount the sail at the nose of the glider, mount the rear, and then remount the sail at the nose. If necessary, you can mount the nose of the sail after the glider is set up - but if you wait until then to mount it, make sure to spread the wings carefully and ensure that the sail is riding forward on the leading edges as you do so. Otherwise, you could tear the sail.



6. Fold the sprog to the rear and against the leading edge. Place a velcro around the sail at this point. Fold the tip of the sail over, roll it up and reinstall the tip bags. Put the glider bag back on and zip it up.

To remove the rear leading edges for shipping follow these steps

This process will basically be the reverse of installing the rear leading edges after shipping. Before beginning, read through the section above on how to reinstall the rear leading edges. While following the instructions below, refer to the photos in the section above for reference, if necessary.

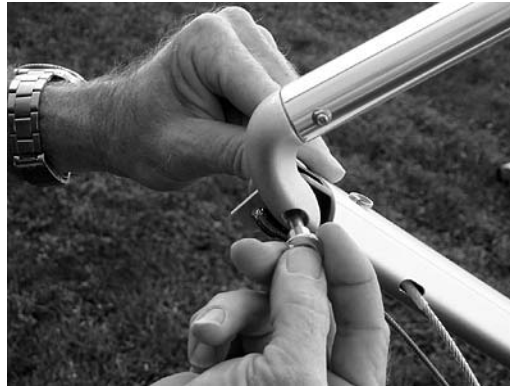
1. Lay the glider on the ground or floor, unzip the bag and remove the Velcro ties. Remove the tip bags and lay the tips out flat. The sprog access zippers should be fully unzipped.
2. Working through the opening at the tip of the sail, slide the sail forward exposing the end

of the leading edge tube and locate the clevis pin which secures the sail mount strap to the leading edge. Remove the safety ring from the sail mount clevis pin and remove the pin from the leading edge and from the tang on the sail mount strap. Reinstall the clevis pin in the leading edge tube and reinstall the safety ring.

3. Check to see that the rear leading edges are labeled “Left” and “Right.” If they are not, mark them with an indelible marker. Remember that left and right are reversed if the glider is lying “on its back”, upside down.
4. Fold the sprog towards the nose, and make sure that it is positioned so that it will slide into the sail through the sprog zipper opening when you remove the rear leading edges. On the Sport 2, working through the opening of the sail at the tip, pull the rear leading edge straight aft to disengage it from the front, and then slide it forward out through the sprog opening in the sail. On the Sport 3, check to see that blue tape is correctly in place on the rear leading edge so that the forward edge of the tape aligns with the rear edge of the front leading edge oversleeve, as described above. Remove the safety ring and clevis pin from the front leading edge oversleeve, and slide the rear leading edge aft to disengage it from the sleeve. Then slide the rear leading edge forward, out through the sprog opening in the sail. Tape or pad the edges of the front end of the rear leading edge tubes, and the rear of the front leading edge tubes to prevent sail damage during transit.
5. Roll up the sail, and the tips of the sail and reinstall the tip cover bags. Carefully fold the rear of the sail over against the front, and replace the bag on the glider.

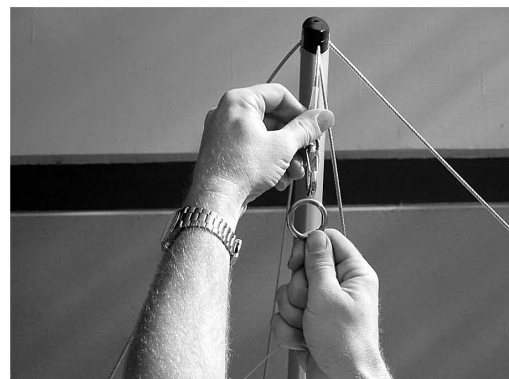
Sport 2 - Sport 3 Set-Up Procedure

1. Lay the glider on the ground, with the bag zipper up, with the bag at right angles to the wind.
2. Undo the zipper, remove the battens, and remove the control bar bag.
3. Lift and deploy the control bar legs.
 - a. Remove the ball lock pins from downtube bottom plug and inspect the pin at this time for any signs of wear or damage. Note: Be sure to depress the button when removing or inserting the ball lock pins. Otherwise, you may dislodge the sleeve in the downtube end fitting which retains the sidewire tang. (This sleeve has to have only a light press fit to hold it in place, as it must be removable in order to change the bottom side wires.)
 - b. Align the downtube bottom plug on one side properly in the appropriate basetube corner fitting and install the ball lock pin securing the plug to the basetube bracket.
 - c. Repeat for the other side. Thread the VG rope through the VG cleat.



Make sure that the small bushing that secures the side wire tang in the downtube end fitting is in place, and that the side wire tang is properly secured. Also make sure that the ball lock pin is fully and securely engaged in the basetube end bracket. Note that the ball lock pins are critical structural components and must be replaced if they show any sign of wear or damage.

4. Flip the glider upright on the control bar. Try to set the basetube on level ground, and try to avoid rocks. Remove the glider bag and all the Velcro sail ties. Do not remove the leading edge tip protector bags at this time. Before spreading the wings, pull upwards on the wire attached to the front of the nose batten, and lift the batten up over and onto the stud on top of the keel. (This is easiest to do at this point in the set up.)
5. Spread the wings almost all the way and erect the kingpost. Attach the reflex bridle ring to the bridle pigtail clip.



6. Remove the battens from the batten bag, and check each batten for symmetry against the

corresponding batten from the other wing. Align the battens at the nose, and at about the 60% chord point as shown. There should not be any deviation of more than 3/8" from one to the other along the full length of the battens. Note: If you fly in a dusty or sandy environment, it will help to prolong the life of your batten pockets in your sail if you wipe each batten with a rag before you insert it in the batten pocket.

7. Wills Wing convention is that green labeled (or on older gliders, the black tipped) battens go in the right wing and red labeled (or white tipped) battens in the left. Top surface cambered battens are numbered from the tip inwards, and the shortest cambered batten in a Sport 2 or Sport 3 is designated as the "#2" batten (there is no "#1 batten"). Working from the root out, install the three longest cambered top surface battens in each wing of the sail. Do not engage the rear tips in the trailing edge at this time.



Insert the battens carefully, so as to minimize stress and wear on the sail. Do not hold the battens by the rear tips, and do not apply significant force to the rear tips during insertion or removal - the lever type tips can be broken if the force required for insertion or removal is applied to the tip. Do not insert or remove the longest top surface battens with the crossbar tensioned and never insert or remove battens with heavy wind pressure on the top of the sail or in any condition which causes the battens to slide with great resistance in the pockets. Take care when inserting the longer cambered battens that the front batten tip does not catch the aft edge of the Mylar insert through the sail and fold it under. This is best avoided by keeping the trailing edge of the sail as low as possible, and lifting on the batten in the area behind the Mylar pocket if necessary as you push the batten in. If the Mylar insert does become folded under when inserting a batten, remove the batten, smooth the Mylar down, and reinstall the batten. Also take care not to force the rear batten tips into the ground when installing or removing the battens. When working with the longest inboard batten it is helpful to lift the rear end of the keel slightly, and also to insert the batten initially upside down, flipping it over after it is inserted about a quarter of the way.

If you choose not to check your battens for symmetry before each flight, you should, at a minimum check them once every five flights, or at any time that you experience a hard landing or ground handling mishap.

8. Spread the wings all the way and check all cables for any twisted thimbles or tangled cables. At the rear of the keel, pull on the line that is attached to both the top rear wire and the sweep wire in order to retrieve the sweep wire from inside the keel pocket. (Note: Sometimes the sweep wire tang will catch on the front of the keel pocket at this point in the set-up. If this happens, reach through the opening in the sail at the base of the kingpost, grasp the sweep wire, and work it forward and aft while pulling gently on the line at the rear until you clear the interference.) Pull the sweep wire out the rear end of the keel pocket. Tension the sail by

continuing to pull back on the sweep wire and secure the sweep wire by installing the keyhole tang onto the keyhole collar on the rear wire bolt. Make sure the tang slides fully forward in the slot on the collar so that the narrow part of the keyhole slot is fully captive in the narrow part of the bolt collar, and make sure that the button lock pops up behind the tang. Now install the top rear wire keyhole tang onto the same keyhole collar, again making sure that the tang is fully installed, and that the button lock pops up behind the tang. You can stow the excess line inside the neoprene sleeve on the rear keel.



Never install the keyhole tang onto the keyhole bolt without making absolutely sure that the tang is fully engaged on the narrow neck of the bolt, and tensioned forward into the fully locked position. An in-flight disengagement of this attachment will cause a complete loss of structural support of the glider and a total loss of control. Never attach the pull string to the collar, even temporarily. Also, avoid applying any forward, rearward, or sideways pressure on the button spring, or allowing the tang to catch on the back of the button, as this can result in the button becoming bent and not deploying properly.

9. The next step is to install the tip wands. Remove the wingtip protector bag. Unfold the tip of the sail and open the Velcro closure between the top surface and bottom surface at the tip. The tip wands are tapered; the larger end is installed in the receptacle in the end of the leading edge tube. At the narrow end of the tip wand is a label that reads "Back." This indicates the side of the tip wand that should be positioned towards the rear after the wand is inserted in the leading edge and before the cam lever and cup are installed. Rotate the tip wand cam lever outside the sail. Holding the larger diameter end of the tip wand in your hand, reach into the opening in the tip of the sail and work your way up to the end of the leading edge. Install the tip wand into the receptacle, and push it all the way in until it bottoms out. Rotate the wand to align the "back" label to the rear away from the front of the leading edge. (Note: The purpose of aligning the wand in this way is to extend the service life of the wand - see Wills Wing Technical Bulletin TB20040424 - available at www.willswing.com - for more information.)



Working from the front side of the leading edge, facing the glider, hold the end of the leading

edge tube from underneath in one hand and grasp the wand lever and cup in the other hand. Place the open end of the wand cup against the front side of the tip wand. While supporting the leading edge tube by pulling it towards you, push back against the wand with the wand cup, allowing the cup to slide outwards along the wand as the wand bows back. (Keep in mind here that you are not trying to “stretch” the sail lengthwise along the wand - that won’t work. You are bowing the wand back by pressing the cup against the front, which will naturally pull the sail outwards around the bow of the wand as you do so. Also keep in mind that the wand must be allowed to bow for this to work; you cannot be holding onto the wand with your other hand during this operation.) As the wand cup reaches the end of the wand, it will rotate and pop into place over the end of the wand.



Note: There are two other methods that can be used to install the wand cup onto the wand if you’re having difficulty with this method. One is to use the same procedure as described above, but to follow the procedure before tensioning the crossbar. The other is to install the wands and wand cups before installing any battens or tensioning the crossbar. To do this, install the wand into the wand receptacle as described above. Then, sitting on the ground with the wing tip in front of you, grasp the wand in one hand and the cam lever pull string in the other hand. Pull straight back on the cam lever pull string until the cup is beyond the end of the wand, and install the cup onto the wand. Either of these methods is an acceptable alternative to the primary method described above, and you may find either or both to be easier. The disadvantage of either of these two methods is that because the crossbar is not tensioned, the top side wires are not holding the tips off the ground, so the tip area of the sail is more exposed to dirt and wear.

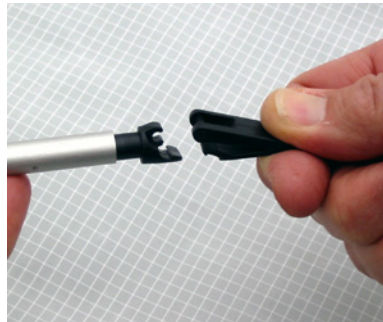
10. The next step is to cam over the tip wand cam lever, tensioning the sail at the tip. Grasp the pull string attached to the cam lever in one hand, and with the other hand firmly grasp the bottom surface of the sail at the tip at the velcro opening. Pull your hands towards each other to rotate the cam lever first towards the keel and then against the tip wand.



11. After you cam the lever over, check to see that the “back” label is properly aligned - it should now lie directly under that cam lever. Look into the sail from the tip and verify that the most outboard internal rib is fully zipped up.
12. Install the remaining outboard top surface battens. Secure the shortest cambered battens with

a double purchase loop of the 205 leech line. After installing the tip battens, open the Velcro closure between the top and bottom surface at the tip, and while supporting the tip batten with light upward pressure, re-close the opening and secure the Velcro attachment. (This is to ensure that both surfaces of the sail mate cleanly in this area).

13. At this time you can install the batten tips for the cambered battens into the hem of the trailing edge. The lever tip incorporates a hinge and a snap locking mechanism, as well as a threaded shank that allows for adjustment of the overall batten length, and hence the chordwise tension that the batten puts on the sail. The locking mechanism can be broken if it is not released properly before the lever portion of the tip is rotated upwards. If it does break, it will usually break at the locking hook on the lever (rear) portion of the tip. Also the hinge portion can pop apart relatively easily. (This is not a failure of the tip, and you can easily pop the hinge back together again.)



If you do have a failure of the locking hook on the lever portion, simply pop the hinge apart and pop on a new lever part. It is also possible, though less likely, to break the forward portion of the tip. If that happens, unthread the tip from the batten and thread in a new piece.

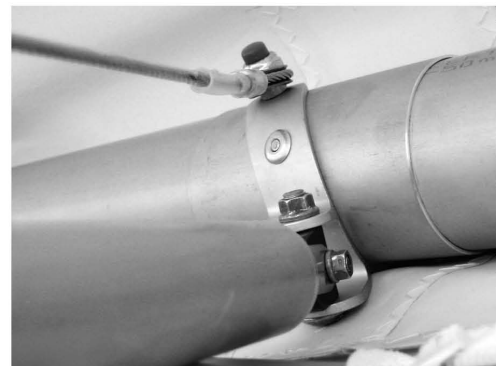
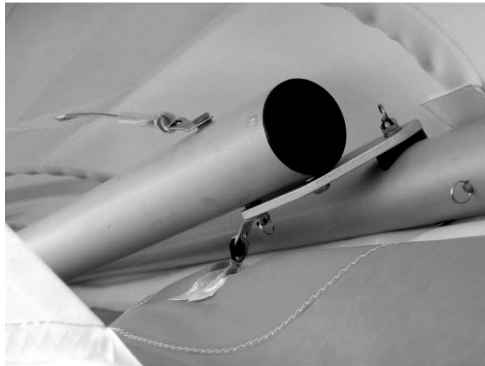
Once the batten is installed, in order to fit the batten tip into the trailing edge hem, you will need to unlock the lever part of the tip and pivot it upwards. To unlock the tip, place a slight downward pressure on the top of the lever portion of the tip, and squeeze upwards on the bottom of the lever portion just behind the locking clasp. Then pivot the lever tip upwards. You should not feel any resistance to the lever rotating upwards - if you do you haven't properly released the locking portion. If you hear a click when pivoting the lever upwards, it is likely that you have broken, or partly failed the locking tab on the lever.



After the rear of the tip has been rotated upwards, fit it into the gap in the hem of the trailing edge and then rotate the tip downwards until it locks into place. You should hear a click at this point, and the tip should be securely held in the locked position. (Note: A tip with a failed catch will still “click” when you rotate the lever downwards into position, but depending on the degree of failure of the catch, it may not support an upward load on the trailing edge sufficient to keep the tip locked in position.)



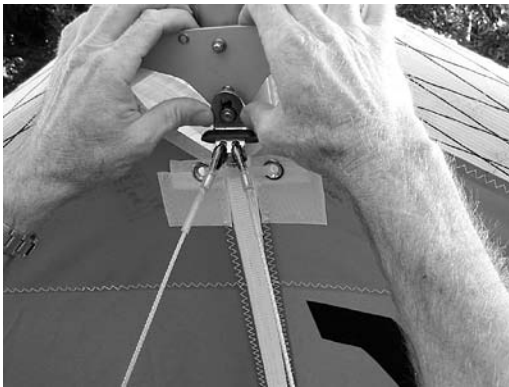
14. The next step is to deploy the sprogs and secure them in position. Before doing so, working through the sprog access zippers, preflight the following items:
- The remaining internal ribs to confirm that they are fully zipped up.
 - The sprog hardware, including the leading edge sprog brackets, the attachment of the sprogs to these brackets, and the sprog cable attachments at both ends of each sprog cable.
 - The leading edge crossbar junction hardware, including the nut, bolt and safety ring or nylon nut cap at this junction and at the bottom side wire attachment to the crossbar.



To deploy and secure each sprog, swing the sprog away from the leading edge and align it in the center of the rear end of the sprog access zipper, such that the rear end sprog paddle lies below both the transverse batten and, on the Sport 2, the short piece of bungee attached to the sail. Rotate the sprog as necessary to align it such that the cable pulls directly from the top of the sprog. (Note: The sprog should align easily and remain in this position - with the tang on top. If it will not remain aligned properly, there is probably a twist in the sprog cable. To fix this, dismount the sprog from the leading edge and rotate the sprog around the cable until the twist is removed.) On the Sport 2, pull the loop of bungee cord over the end of the sprog twice to secure the alignment. On the Sport 3, there is no bungee loop, as the sprog is enclosed entirely with the bottom surface and is secured in place when the zipper is closed. Fully close the sprog access zipper. Note: Do not lift on the sail at or near the trailing edge while trying to close the sprog access zipper. If you want to lift the wing to gain easier access to the underside of the glider, lift the wing by the leading edge tube.



15. Attach the bottom front wires to the bottom of the nose. Install the keyhole tang over the keyhole collar by pulling down on the nose of the glider while pressing the tang upwards over the collar. Remember, it is the pulling down of the glider's nose rather than the upward pressure on the tang that allows you to install the tang over the collar. Make sure that the tang is fully seated in the collar, and that the button lock pops up in front of the tang, locking it in place.



16. With the center zipper open, look inside the sail to preflight the following items:
- The crossbar center section, including the crossbar hold down rope, the sweep wire hinge bracket attachment to the crossbar, and the hinge bracket center hinge pin, push nut and safety ring,
 - The routing and condition of the VG line and the attachment and alignment of the VG triple blocks (pulleys).
 - Each crossbar half along its entire length.
 - The top to bottom surface sail velcro attachments and internal ribs.
 - The main / backup hang loops. Verify that the main hang loop spreader bar is positioned just below the bottom surface.
17. Check the operation of the VG throughout the range, and leave the VG set full tight. Zip up the center sail zipper, and the lateral zippers at the rear end of the bottom surface in the root on early Sport 2s.
18. Install the nosecone as follows -. First make sure the nose cone is secured at the rear, on top, and is not twisted. Then pull the bottom front end of the nose cone tight around the bottom of the nose and attach the Velcro. It is important to fit the nosecone carefully so that there are minimal discontinuities in the sail in the nose area. Any discontinuity in the sail in the nose area, or along the leading edge will tend to promote premature separation of the airflow, leading to an increased stall speed and reduced performance.

It is important to fit the nosecone carefully so that there are minimal discontinuities in the sail in the nose area. Any discontinuity in the sail in the nose area, or along the leading edge will tend to promote premature separation of the airflow, leading to an increased stall speed and reduced performance. If there are gaps between the nosecone and the sail, it is likely that the string that secures the nosecone to the sail needs to be tightened.

19. Return the VG to the full loose position.
20. Install the bottom surface battens, pushing them all the way forward into the pocket from the opening at the rear, and then pulling them back to engage the rear tip in the closed rear end of the pocket.
21. On Sport 3's, and on Sport 2's so equipped, install the speed battens. These short, carbon battens install from the underside of the sail, into pockets located between the 2 and 3, 3 and 4, and 4 and 5 battens. Engage the front end of the batten with the elastic at the front of the speed batten pocket, and then insert the rear end of the speed batten in the gap in the trailing edge hem.
22. On Sport 3's so equipped, install the raked tips. Note that these are left / right specific. The notch in the raked tip is at the front, outside corner of the tip, and the larger amount of Velcro pile and the Wills Wing sticker are on the top surface of the tip. There is a video showing how to install the raked tips here:

<https://www.willswing.com/how-to-install-carbon-fiber-raked-tips-on-the-sport-3/>

Open the Velcro fully at the tip of the sail and with the rear of the tip angled slightly outboard, slide the notch on the raked tip into position over the washer that is between the top of the tip wand lever and the bottom of the top surface of the sail. Make sure to fully engage the notch onto the washer. Rotate the tip inward and forward until the Velcro on the top of the tip aligns with the Velcro on the bottom of the top surface of the sail, and secure the tip by pressing the Velcro together. Pull the bottom surface of the sail away from the raked tip to make sure it is fully disengaged from the raked tip, and then pull the bottom surface aft and inward before raising it against the raked tip and mating the Velcro. Finally, pull the aft inside end of the raked tip downwards away from the sail to gain access to the short tab sewn to the underside of the top surface at the number two batten. Pull this tab down, press the raked tip upwards against the top surface of the sail, and secure this tab to the Velcro on the bottom of the raked tip.

22. Conduct a complete preflight of the glider, checking all assemblies which have not already been checked.

Preflight Procedure

Along the left leading edge

Carefully check the entire length of the leading edge pocket to insure that the Mylar insert is lying flat in the pocket. If any section of the Mylar is folded under, de-tension the crossbar, remove the batten closest to the area of distortion, and unfold the Mylar.

Failure to correct folded under or severely creased Mylar will cause a severe alteration of the flight characteristics of the glider that may lead to a dangerous loss of control.

Look inside the bottom surface where the bottom side wire enters the sail, and make sure that the bottom and top side wires are properly secured to the crossbar, that the thimbles are not cocked on the tangs, and that the nut and safety ring or nylon nut cap are in place.

Note: Make sure that the bottom surface of the sail is not caught on the bottom side wire at or below the wire / tang junction. This tends to happen especially on the 175 model, and can result in a distortion in the sail which can cause a significant turn in the glider.

While pushing up on the leading edge between the nose and the crossbar junction, step on the bottom side wire with about 75 lbs. of force. This is a rough field test of the structural security of the side wire loop, the control bar and the crossbar, and may reveal a major structural defect that could cause an in-flight failure in normal operation.

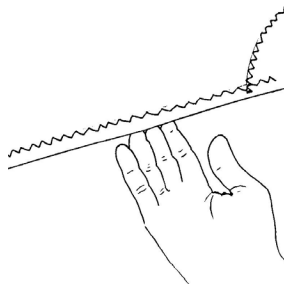


At the left wingtip

Check that the tip wand lever access velcro closure is cleanly mated and closed.

Along the trailing edge, left wing

Check that there are no tears in the sail material along the trailing edge.



Check that all battens are properly secured.

Check that the sprogs are properly secured in position supporting the transverse battens, that the transverse battens are properly located and secured in the sail, and that the sprog access zippers

are properly closed.

Check that the bridles are properly engaged, with the plastic retainer balls fully seated against the grommets.

Check the condition of the bridle cables and verify that they are not damaged.

From the rear keel

Check again that the keyhole tangs are fully engaged to the keyhole collar and that the button lock is up and engaged.

Check that the keyhole collar is fully secured to the keel, and that the mounting bolt is at least flush with the surface of the clinch nut pressed into the collar.

Check the attachment of the hang loop to the kingpost. This will require that you peel back the protective sock over this junction.

Check the attachment of the bridle ring to the pigtail at the top rear of the kingpost, and that the bridle cables are not twisted.

Along the trailing edge, right wing

Same as for left wing.

At the right tip

Same as for left tip.

Along the right leading edge

Same as for left leading edge.

Under the glider at the control bar

Sight down the downtubes, making sure that they are straight.

Check that the ball lock pins are fully inserted and secure.

Check the cables at the control bar corners, making sure there are no kinks or twisted thimbles.

Check for proper installation of all nuts at the control bar corners. Check the clevis pins and safety rings at the bottom of each downtube.

Check the VG operation - the pull should be light initially, becoming harder as the VG tight limit is reached. The return on release should be smooth.

Pull back the padded protectors and check the control bar apex bracket hardware, including the clevis pins and safeties, the control bar top plug bolts, and the elbow to apex bracket bolt and nut.

Inside the sail, at the crossbar center and VG system

Unzip the center zipper.

Check that the Rapidlink which secures the backup hang loop around the keel is secure. The threads on the link can normally be completely engaged with fingertip pressure. Be careful not to overtighten the link if you use an open-end wrench.

Check the sweep wire for wear and damage between the crossbar hinge brackets and where it passes by the kingpost. Check the kingpost base bracket attachment to the keel.

Verify that the locknut and screw that secure the rear pulleyblock shackle to the sweepwire spreader bar are secure.

Check the condition and the knot on the cord that secures the front pulleyblock to the crossbar ball-center.

Check the condition and knots on the cord that restrains the crossbar center around the keel

Check the hinge assembly and safety between the crossbar hinge brackets. Also check the 4 locknuts that secure the hinge brackets to the crossbar tube.

Check that the routing of all VG ropes and pulleys is clear and straight.

Check that the front keel pocket is secured to itself with the mating Velcro surfaces, and that all VG cables and ropes are inside the keel pocket.

Zip up the bottom surface.

At the nose

Check that the keyhole tang on the bottom front wires is fully engaged on the collar, and that the button lock is properly engaged. Check that the keyhole collar is fully secured to the keel, and that the mounting bolt is at least flush with the surface of the clinch nut pressed into the collar. If you are platform towing, and have a nose line attached in this area, check to see that the nose line is not routed in a manner in which it can apply any forward load against the bottom front wires or the keyhole tang. (See the information on Towing elsewhere in this manual.)

Launching and Flying the Sport 2 and Sport 3

Before launching, hook in to the glider and do a careful hang check. We recommend that you hang as close to the basetube as possible - this will give you lighter control pressures and better control in both roll and pitch.

We recommend that you launch with the VG set between full loose and 1/2 on. Because the Sport uses a conventional VG, there is significant slack in the side wire loop at VG full loose. This may interfere with your ability to position the glider properly in roll prior to launch. Setting the VG partly on will reduce this slack, but will also reduce your roll control authority immediately after launch. Setting the VG somewhere between 1/4 and 1/2 provides a reasonable compromise.

If you launch with the VG set partly on, you must make sure that there is no way that you can step on the excess VG rope, and that it cannot catch on anything on the ground. One way to do this is to fold the rope into a flat loop about eight inches long, and tuck it around the outside of the right downtube above the bottom front, rear, and side wires.

If the wind is more than 10 mph or gusty you should have an assistant on your nose wires on launch, and, if necessary, an assistant on one or both side wires. Make sure all signals are clearly understood. The angle at which you hold the glider should depend on the wind speed and slope of the terrain at launch; you want to achieve a slight positive angle of attack at the start of your run.

Run aggressively on launch and ease the bar out for lift off.

The flying characteristics of the Sport are typical of a high performance flex wing. Make your first flights from a familiar site in mellow conditions to give you time to become accustomed to the glider.

Minimum controllable airspeed and minimum sink airspeed

There are two important airspeeds with which all hang glider pilots should be intimately familiar; minimum sink airspeed (hereinafter referred to as MSA) and minimum controllable airspeed (MCA). Minimum sink airspeed is that speed at which your descent rate is the slowest possible. It is the speed to fly when you want to maximize your climb rate in lift, or slow your rate of descent to a minimum in non-lifting air. (You would normally not fly at MSA in sinking air; the strategy there is normally to speed up and fly quickly out of the sink. By minimizing your time spent in the sinking air you minimize altitude lost, even though you have momentarily increased your sink rate by speeding up.)

Minimum controllable airspeed is that speed below which you begin to rapidly lose effective lateral control of the glider. Recognition of this speed and its implications is a more subtle problem than many pilots realize. We have seen several instances of pilots who were having a lot of trouble flying their gliders simply because they were unknowingly trying to fly them too slowly; below the speed at which the glider responded effectively to lateral control inputs. It is our opinion that a great percentage of hang gliding accidents are caused by inadvertent flight below MCA, and subsequent loss of control of the glider with impact preceding recovery. Such incidents are usually attributed to “stalls,” but it is not the stall per se that causes the problem, indeed the glider need not even be “stalled” in the traditional sense.

On most hang gliders, MCA and MSA have evolved towards a common value during the design and development of the glider. This is so because if the wing is tuned so tight that minimum controllable airspeed is at a higher speed than minimum sink speed, then effective sink rate performance can be improved by loosening the wing so as to lower the minimum controllable airspeed. Conversely, if minimum controllable airspeed is reached at a speed below that of minimum sink, the wing can usually be tightened so as to improve glide performance without

significant sacrifice in other areas. One important thing to note is that as the VG is tightened, minimum sink airspeed normally goes down, while minimum controllable airspeed goes up. Therefore as you tighten the VG, you will find that at some point you can no longer adequately control the glider at minimum sink airspeed. The exact VG setting at which this happens depends on how active the air is, and how advanced your skills are. On the Sport, at the looser VG settings, the opposite occurs - the glider remains controllable at a speed below that at which it is most efficient aerodynamically. As a result, it is possible to fly the glider too slowly for optimum sink rate performance, because control is retained well into a partial stall or “mush.” As a result, you may find that you climb more effectively if you speed up a little from your slowest controllable airspeed.

Using wing tufts to find the minimum sink speed of your glider

Your Wills Wing glider has been equipped from the factory with short yarn tufts on the top surface of each wing. The shadow of these tufts will be visible through the sail. The tufts are useful for indicating the local reversal of the airflow which is associated with the onset of the stall in that portion of the wing. You can use these tufts, as described below, to help determine when you are flying at minimum sink airspeed.

On a flex wing hang glider with moderate twist, the wing experiences a progressive stall, and different spanwise stations of the wing stall at different angles of attack. The tufts have been placed on your wing at the approximate location of the first onset of stall. As the angle of attack is raised further, the stall propagates both outward towards the tips and inward towards the root. If you wish to observe the stall propagation across the whole wing on your glider, you can cut some more tufts from knitting yarn, about 3-4” long, and tape these to the top surface of your sail across the rest of the span. (Note: On a Sport, with the VG set full tight, the twist is reduced markedly, and the wing stalls more abruptly, with the stall progressing across the entire span more quickly).

During normal flight the flow will be chordwise along the wing, and the tufts will point towards the trailing edge. When the wing stalls, the tufts will reverse direction, indicating the local flow towards the leading edge.

At the first onset of stall, the tufts will indicate the impending separation by first wiggling, and then deflecting spanwise, before they fully reverse and point forward. The first onset of stall occurs well before the familiar “stall break” in which the glider pitches uncontrollably nose down to recover from the stall. By the time the stall break occurs, all tufts but those farthest outboard will have indicated reversed flow.

On the Sport, minimum sink rate is achieved with the tufts deflected spanwise between 30 and 45 degrees. Significant control authority is normally retained even with the tufts indicating 60 to 90 degree spanwise flow - however, you will usually achieve better performance at a slightly higher speed.

To find the glider’s minimum sink speed, fly the glider in smooth air, early in the morning or late in the afternoon. When you are well away from the terrain, and well clear of other aircraft, look up at the wing tufts while you very gradually reduce the speed of the glider. Note the speed at which the tufts indicate a partial spanwise flow - between 30 and 45 degrees of deflection. This is your speed for minimum sink rate. Familiarize yourself with the position of the control bar relative to your body at this speed, with the sound and feel of the wind, with the reading on your airspeed indicator, and with the feel of the glider in terms of pitch and roll pressures. Most of the time when you are flying it will not be practical to look up for extended periods of time at your tufts. Also, in active air, the tuft behavior will be affected by transient changes in angle of attack due to gusts. That is why familiarization with these other, more accessible indicators is important.

After finding your minimum sink speed, experiment with roll control response at speeds just

above and just below this speed to find the value of MCA and the corresponding bar position and other indicators for this speed. Realize that your effective MCA is going to be higher and higher as the air becomes more and more turbulent; control response that is perfectly adequate in smooth air will not be good enough in rougher air. At VG 1/4 or looser, you can try flying the glider with the tufts indicating spanwise flow or partially reversed. You will probably find that the glider is controllable, but only with more than normal physical effort. Note that both MCA and MSA come well before the glider actually “stalls” in the traditional sense, i.e. pitches uncontrollably nose down. You may also be able to sense, or your vario may tell you that although the glider has not “stalled” (pitched nose down) your sink rate has increased significantly. In this mode the glider is “mushing.”

The VG rope is marked in 25% increments - one mark indicates VG 1/4, two marks VG 1/2 or VGM, three marks VG 3/4 and one long mark at the full pull of the rope indicates VG tight (VGT). The stall and spin characteristics of the Sport are relatively benign at VG settings of VGM (50% or two marks) and looser. At tighter VG settings, the stall becomes more abrupt, and the glider becomes easier to spin. We recommend that flight at speeds less than three mph above minimum sink airspeed be avoided at VG settings of tighter than 75%, except in relatively smooth air. We recommend against deliberate spins, or aggressive full breaking stalls, (with the exception of the landing flare).

Once you have familiarized yourself with the glider’s characteristics in the range of speeds near minimum sink, you will not need to look at the tufts very often. You will know from bar position and bar pressure, and from the sound and feel of the relative wind when you are at your minimum sink / minimum controllable airspeed. In general, you should not fly your glider below this speed. Be aware, however, that when you are flying at minimum sink in thermal gusts and turbulence, you will experience gust-induced separation of the airflow which will periodically cause the tufts on your sail to reverse.

Of course in a turn, your minimum sink *speed* goes up because you are banked, and the bank effectively increases your wing loading which increases your flying *speed* for any angle of attack. But note this: *The tufts indicate angle of attack, without regard to airspeed!* Therefore, if you practice flying various bank angles in smooth air (while well away from any terrain or other gliders) and watch your tufts (on the inside wing, which will be at the highest angle of attack) you will get a feel for the way your minimum sink speed varies at varying bank angles.

Also be aware that in some thermalling situations, such as when trying to maximize climb rate in a thermal with a very strong and very small core, there may be an advantage in overall effective climb performance to flying so slowly that some portion of the inside wing is partially stalled most of the time. This is, however, an advanced and potentially dangerous technique - it is the beginning of a spin entry, and if pushed just a little too far can result in a sudden loss of control and / or altitude. In general, if the tufts are indicating flow reversal associated with the stall, you will improve both performance and controllability by pulling in and speeding up a little.

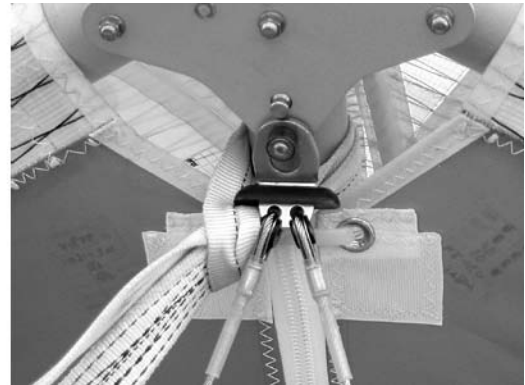
One final caution: from time to time a tuft may tend to stick completely to the sail, and fail to properly indicate the direction of local flow. This may result from static buildup, or from the fine threads of the yarn becoming caught on a seam or some dirt or imperfection in the sail. The tuft may stick while indicating normal flow, but most often it will stick after having reversed, such that the tuft will indicate a stalled condition that does not exist. One clue in this situation is to note whether or not the tuft is wiggling. Since flow reversal occurs during a turbulent separated flow, a reversed tuft should be wiggling rapidly. If it is not, it is probably stuck. A tuft indicating normal flow will not usually wiggle. An occasional application of Harken McLube SailKote spray to the tufts, and making sure that they are positioned so that they cannot catch on any seam will minimize the problem of sticking.

Platform Towing

Special care must be taken in any form of towing. In particular, in platform towing, it is critically important that the nose line be attached so that there is no possibility of inducing a spontaneous disengagement of the bottom front wires. In particular, there must be no way that the nose line can pull forward on the nose wires, the nose tang, or anything attached to either. See the photos below for the correct and incorrect methods of nose line attachment.



The photo above shows a CORRECT method for attaching a nose line for platform towing. Note that the line is cinched over the top of the tang, in front of the tang handle and in front of the wires.



The two photos above both show INCORRECT methods for attaching a nose line.

In the photo on the left, the nose line is routed between the wires, making it likely that the nose line could push forward on the nose tang, causing it to become disconnected. In the photo on the right, the nose line is outside the V of the wires, but behind the tang handle, which also makes it likely that the nose line could push forward on the tang, causing it to disconnect. In any platform towing launch, a final check of the routing of the nose line and the security of the nose tang should be made prior to launching.

Aerotowing

The Sport 2 and Sport 3 aertow fairly easily as compared with other gliders in its performance class. We recommend that the VG be set to 50% prior to launch. This reduces pitch pressures, slows the roll response of the glider, and provides the best qualitative flight characteristics for flying in formation with the tug at normal aertow speeds.

When aertowing, it is important to match the height of your control bar to the height of the rear keel support on the ground cart so as to properly set the initial angle of attack of the glider. If the glider is at a higher angle of attack on the cart than is optimum, you should recognize the launch will be more demanding, and more dangerous, as the glider will have an increased tendency to leave the cart at a lower speed, where lateral control is reduced, and the tendency to come off the cart with one wing low is increased. To some degree, this can be compensated for by pulling forward through the control bar to position the basetube below your shoulders, and holding tight to the hold down rope. This will cause the glider to raise the keel as it begins to develop enough lift to fly out of the cart. At that point, and not before that point, you can release the rope and ease your weight aft to fly the glider off of the cart. Be prepared to pull in once clear of the cart if necessary so as not to climb more quickly than the tug.

Once clear of the cart and in position behind the tug, use firm lateral movements of short duration for roll and directional control in order to stay in position behind the tug. Do not move to one side of the bar and wait for the glider to respond - this will lead to over control and being out of position, and may lead to roll / yaw oscillations. It is better to “bump” the glider firmly in the direction of the desired correction and then return to center. If you need more correction, bump again. In pitch, stay on top of the situation and be as aggressive as necessary to keep the tug on the horizon.

Tow bridles and release position for aertowing

Conventional 2-point (upper and lower) tow attachments assume the use of two spliced Spectra ropes to attach to the tow line. The shorter line is attached to one shoulder tow point on the harness with a weak link, and then is routed through a spliced loop in one end of the second longer Spectra rope, and then attached to the other shoulder via a back-up release. (1-arrow in the photo). The longer rope (2-arrow) is then routed through the tow ring or carabiner on the end of the tow rope (3-arrow) and attached to the upper release with a proper weak link (4-arrow). The assumed tow speed is 32 miles per hour. Some trikes tow at significantly higher speeds. The higher the tow speed, the further forward the top release must be positioned to trim away pitch pressure. Under no circumstances should you attempt to aertow behind a tug which has a tow speed that is near the steady state maximum top speed of your glider! We do not recommend releasing from the bottom release point on your shoulders when using a V-bridle. If the bridle or weak link gets caught on the tow rope ring after releasing at the shoulders, and the glider is being pulled only from the top point, it may become unstable in pitch on tow. Use the bottom back up release only if you have a top release failure.

Towing from only the shoulder attachments without a top release is generally referred to as “pro-tow”. The Sport 3s may be pro-towed without a top release, however this method is more difficult than using a 2-point release as described above. Towing without a top release will cause the base tube to be positioned much further back during tow and the pilot has to make a quick but smooth bar position transition when leaving the cart. We don’t recommend pro-towing Sport 2s because the pitch pressure is high and lockouts are more difficult to correct.

The recommended top release position for a Sport 2 is on the keel immediately in front of the front keel pocket. (As shown in the photo).



Use a piece of perlon or spectra cord to secure the top release to the keel. Start by making a short overhand loop knot. Secure the rope around the keel and through the loop knot behind the kingpost. Feed the line forward through the kingpost base and above the keel to the desired position. Make another overhand loop knot long enough that each side can be pulled to the bottom of the keel and secured together with a rapid-link at the desired location of the forward release. Attach the top release to this rapid-link. Check that the release anchor is secure and cannot be pulled forward on the keel. Check that the top release anchor system does not interfere with the crossbar restraint cables or VG system. You must unzip the bottom surface zipper slightly to provide clearance for the release system.

The Sport 3 pitch pressure is much lighter than the Sport 2 so the top release should be attached to the bottom of the hang loop as with U2s and T2s.

Always use an appropriate weak link with a finished length of 1.5 inches or less. Longer weak links are more likely to get tangled on the tow ring upon release. Carry a hook knife when towing.

Trimming Your Glider in Pitch

You will find that on the Sport 2 and Sport 3 the basetube position at trim changes with VG setting. At VG loose the glider will trim with the bar farther out, and as VG is pulled on, the basetube trim position will move back. The trim speed will normally not change by more than a few mph at different VG settings. The Sport 2 and Sport 3 will normally be trimmed slightly above minimum sink speed. .

At tighter VG settings, the amount of pitch pressure felt as you move away from trim also decreases. At VG loose, the pitch “well” is very defined; the pitch force increases quickly as you pull in from trim speed. At tighter VG settings, the pitch well becomes more shallow, and the pitch force increases much less as you pull in from trim speed. At VG full tight, the pitch pressures when pulled all the way forward may be as light as 8 to 12 lbs. per hand on a Sport 2, and as light as 3 to 6 lbs. per hand on a Sport 3.

Overall pitch trim is affected by several factors. Among the most significant is the location along the keel of your hang point (commonly, if mistakenly, referred to as your “CG location”). The farther forward your hang point is, the faster the glider will trim, the less effort will be required to fly fast, and the more effort will be required to fly slow. If the glider’s trim is too slow, it will make the glider more difficult to control in roll, especially in turbulent air and when the nose pitches up on entering a strong thermal.

On the Sport 2 and Sport 3, hang loop fore and aft position is adjusted by repositioning the kingpost base bracket attachment to the keel. The bracket is secured by a bolt through the keel. There are three holes in the keel to allow three positions in increments of 3/4” over a range of 1.5” of adjustment.

We recommend that you not stow your glider bag, or any other cargo on the glider. The practice of putting your glider bag inside the sail, for example, can drastically alter the pitch trim and static balance of your glider, and adversely affect its flying and landing characteristics. The best place to carry your glider bag or other cargo is in your harness.

Another factor that can affect pitch trim is the adjustment of the keel pocket rear support strap. If this strap is too tight, it can slow the trim speed. With the glider fully set up on the ground, and the VG set full loose, there should be .25” to 0.5” of slack in this strap.

Finally, the adjustment of the sprogs will affect pitch trim at tighter VG settings, although not at VG settings looser than about 2/3. If there is excessive “transient trim” (increase in trim speed at tighter VG settings), it is an indication that the sprogs may be set too low. If there is a marked reduction in trim speed between VG 2/3 and VG tight, it indicates that the sprogs may be set too high. When the sprogs are set properly, the trim speed will normally remain the same, or increase slightly up to VG 3/4, and will not be significantly higher or lower at VGT than at VG 3/4.

In the absence of the use of tufts, it has become common for pilots to talk about bar position, or about indicated airspeed, when trying to communicate how to trim a glider properly or how to fly a glider at the proper speed for a given situation. The problem is that these methods are unreliable and inconsistent from one pilot to another even on the same glider. The angle at which your harness suspends your body in your glider has a great deal to do with your perception of the bar “position” relative to your body. Airspeed indicators vary in their indicated airspeed depending on the make of the instrument, its calibration, any installation error, etc. The use of tufts gives you an absolute first hand indication of the actual aerodynamic event associated with two critically important airspeeds on your glider. It is a potentially useful tool that may improve your flying.

Speeds to Fly and Using Your Airspeed Indicator

The Wills Wing Hall Airspeed Indicator has been specially designed to help you fly your Sport at the proper speeds for optimum safety and performance, and is a recommended option for your glider.

There are four color-coded bands on the ASI:

White: This is the range from 18 mph to 28 mph. This is the normal thermalling speed range for light to moderate thermalling conditions. Try to keep your speed within this range when thermalling in light to moderate conditions. Very strong or turbulent conditions will warrant a faster flying speed.

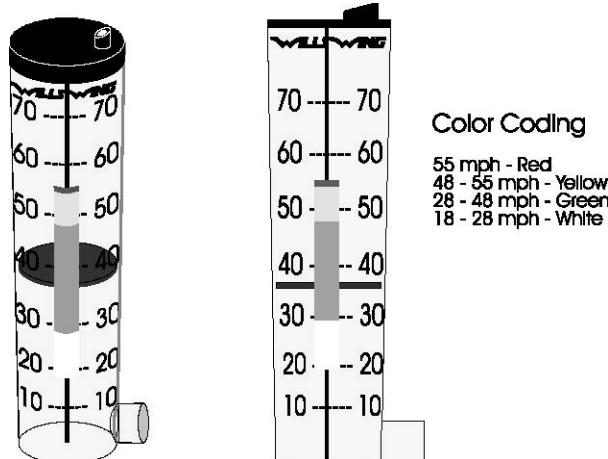
Green: The top of the green region represents the placarded maximum rough air and maximum maneuvering speeds. This speed of 46 mph should not be exceeded except in smooth air, and no abrupt large control deflections should be used above this speed. In significant turbulence it is recommended that you keep the airspeed “in the green” for best control and stability and best structural margin at all times.

Yellow: This region represents the upper speed range between maximum rough air / maximum maneuvering speed and the speed never to exceed. You should fly in this range only in smooth air as described above.

Red Line: This is your never to exceed speed. At no time should you fly faster than this speed.

The design of the Hall type airspeed indicator involves using a ram air versus static pressure differential to raise a disc in a tapered tube against the force of the weight of the disc. Because of this the ASI has certain operating limitations:

- a. It is only accurate in one G flight. If you are turning at a bank angle of more than 30 degrees, the ASI will read artificially low as a result of the G loading of the turn. Reliance on the ASI for limiting airspeeds in high banked sustained spiral maneuvers will likely cause you to exceed the placarded speed limitations of the glider and will compromise your safety.
- b. It is only accurate when within 15-20 degrees of the vertical orientation.



Using the VG System

The Sport 2 and Sport 3 VG system uses a reduction system of pulleys both inside the sail behind the crossbar center, and also inside the right downtube. Tightening the VG increases the spanwise tension which the airframe places on the sail, reducing the spanwise twist and the sail elasticity. The result is an increase in L/D performance and a reduction in roll control authority and roll control response.

The VG is activated by pulling laterally on the VG rope and then moving the rope to set the rope in the V-cut knife cleat. The recommended procedure for increasing VG tension is to grasp the rope firmly at the cleat, and pull straight across the baretube.

VG full loose is for maximizing roll control authority and roll rate. Due to the slightly slower trim and increased pitch pressures at VG full loose, you may find that total effective control is actually improved in some conditions at slightly tighter settings up to VG 1/4. VG settings between VG loose and VG 1/3 are recommended for working lift when any significant degree of turbulence is present, or when you are in proximity to terrain or other gliders.

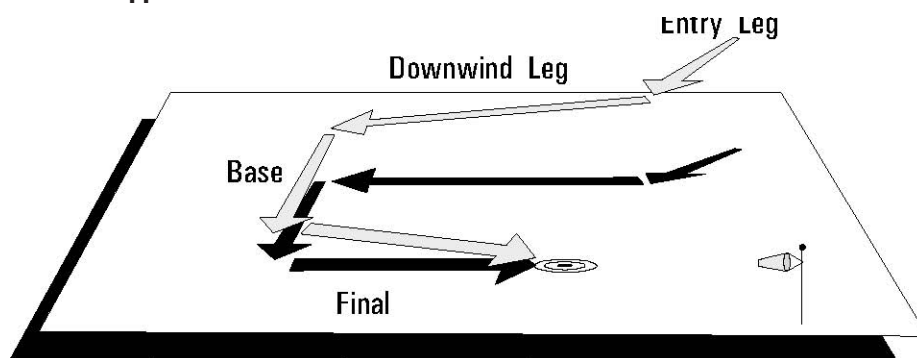
Between VG full loose and VG one half, the glider retains good lateral control authority and response. Tighter than VG one half, the glider's roll pressures increase significantly and the roll rate becomes significantly slower. Tighter VG settings are recommended for straight line gliding, or for flying in smoother conditions when well clear of both the terrain and of other gliders. The stall characteristics of the Sport at tighter VG settings are more abrupt and less forgiving and the glider is more susceptible to spinning. Full breaking stalls and accelerated stalls at tighter VG settings are not recommended.

Landing the Sport 2 or Sport 3

The following discussion assumes that you are executing the landing without the aid of a drag device such as a drogue chute. At the end of this section, we will discuss the use of drag inducing devices.

We recommend using an aircraft landing approach (45 entry leg, downwind leg, base leg, and final leg) whenever possible, and we suggest that you practice making your approaches with as much precision as possible. Under ideal conditions, landing approaches are best done so as to include a long straight final into the wind at a speed above best L/D speed. In a very limited field, or a field which slopes slightly downhill, when landing in light wind, you may need to make your final approach at a slower speed, perhaps as slow as minimum sink, in order to be able to land within the field. In winds of less than 5 mph, if the landing area slopes down hill at more than 12:1, you should seriously consider landing downwind and uphill; or crosswind, across the slope. Landing attempts which require slow speed approaches, maneuvering around obstacles or into a restricted area, or downwind or crosswind landings are not recommended for pilots below an advanced skill level.

Standard Aircraft Approach Pattern



We recommend that you make your approach with the VG set between full loose and 1/3 on. A full loose VG setting will reduce glide performance, making it easier to land on a target or within a small field. It will also ensure maximum control authority during the approach, and especially when flying very slowly on final. At VG full loose, however, there is some loss of aerodynamic efficiency and flare authority. For this reason, in very light winds, at higher wing loadings or at higher density altitudes, it is recommended that a setting of VG 1/4 be used. A full loose VG setting will also increase the glider's roll sensitivity, and some pilots have had difficulty with roll / yaw oscillations on final. The best way to avoid this is to fly your entire approach at a constant airspeed, and to control your touchdown point by making adjustments to the shape of your pattern. You should choose your approach speed based on the amount of wind and turbulence present - in stronger wind and more turbulent air, fly faster. In strong wind when the air is stable, and you expect a strong gradient, or if obstacles indicate the likelihood of a wind shadow near the ground, fly faster. In any case, however, try to fly a constant airspeed throughout the approach. In particular, we recommend against the technique of make a diving turn onto final. This maneuver, sometimes called a "slipping turn" is often taught to student hang glider pilots as a way to lose altitude during the approach. While it will work reasonably well with low or medium performance low aspect ratio gliders which have high levels of yaw stability and damping, and which are able to lose energy by diving because of the large increase in drag at higher speeds, on a high performance glider this technique serves only to convert the energy of altitude to energy of speed, while at the same time suddenly increasing the glider's sensitivity to control inputs. The result is a high probability of overshooting the intended landing point and the prospect of roll / yaw oscillations which may interfere with a proper landing.

Once established on a straight final approach, with wings level and flying directly into the wind, you should fly the glider down to where the basket is between three and six feet off the ground. At this altitude, let the control bar out just enough to "round out" so that your descent is arrested

and your flight path parallels the ground. The remainder of your approach will consist of bleeding off excess speed while paralleling the ground and keeping the wings level and the nose pointed in your direction of flight until it is time to “flare” for landing.

Prior to the landing flare your body position should be generally upright, but slightly inclined forward, with your head and shoulders forward of your hips and your legs and feet trailing slightly behind. Many pilots make the mistake of trying to get too upright at this stage of the landing, which actually reduces your flare authority and makes it harder to land on your feet. Your hands should be at shoulder width and shoulder height on the uprights. You should be relaxed, with a light grip on the bar, and your weight should be fully supported in your harness and not at all by your arms. (If your harness does not allow you to hang in the proper semi-upright landing position “hands off,” without supporting your weight on the control bar, you will have a lot more difficulty making good landings. Talk to your harness manufacturer or your dealer about getting your harness adjusted to allow you to hang properly in the landing position.)

There are several options for when to make the transition from prone to this semi upright position. Some pilots favor going upright and moving both hands to the downtubes while still at altitude prior to the start of the approach. Others transition at the start of the approach to a semi upright position with one hand on a downtube and one hand on the basetube, and complete the transition by moving the other hand to the downtube just a few seconds prior to flare. Still others fly with both hands on the basetube until established on final glide, and then transition one hand at a time to the downtubes prior to flare.

Whichever method you use, there are a few important principles to observe. The first is that you should not make any change in hand position unless you are flying at or very near trim speed. At speeds faster than trim, you will be holding the bar in pitch against substantial force, and if you let go to move your hand the glider will pitch up and roll towards your remaining hand. The second is that while moving either hand, you have no control over the glider. You should move only one hand at a time. Even so, if you can't make the transition in the position of each hand quickly and reliably, you should transition both hands while at altitude, before you start your approach. Otherwise, if you fail to make a quick transition, you could be out of control close to the ground, and suffer a turbulence-induced change in heading or attitude without sufficient time to recover. Many pilots make the mistake of trying to change position while flying fast and close to the ground, and experience a dangerous loss of control as a result. A third principle to observe is that if you are using a “pod” type harness, you should unzip and confirm that your legs are free to exit the harness at least 500 feet above the ground and before you start your approach. If there is any problem finding the zipper pull, or dealing with a stuck zipper, you don't want to have to try to fix that problem while also flying the approach.

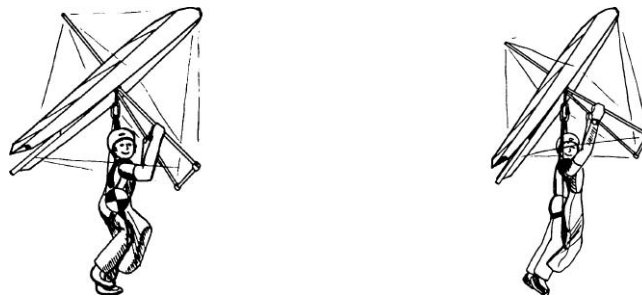
Once established on a wings level short final, into the wind, body semi upright and with both hands on the downtubes, your final concern is the timing and execution of the landing flare. The goal is to arrive on the ground, on your feet, under control with the glider settling on your shoulders. If the wind is 15 mph or more, you will not really execute a flare at all; you will simply slow to minimum flying speed, put a foot down, and step onto the ground. In lighter winds, you will want to use some combination of a final nose up flare, and running out your landing, in order to finish the flight on your feet with the glider settling on your shoulders. The lighter the wind, the stronger should be both your flare and your run.

The traditional method of landing in light or no wind calls for a sharp, aggressive flare at precisely the correct moment. This technique works fine when done correctly, but it's not easy to get the timing just right. Flare too early and you will climb, and then fall with the nose pitching down. Flare too late and you won't get the nose up enough to stop your forward motion, and the glider may nose into the ground as you run into it from behind.

The flare timing process is made much easier by using a combination of a “crescendo flare” and

a run out of the landing. As you bleed off speed on final, flying just above the ground, you are at first letting the control bar out towards its trim position. As the glider reaches trim speed, which will normally be one to three mph above stall speed, you begin to gently push the bar out to keep the glider from settling. At this point it is almost time to flare. As the glider enters the “mushing” range of angles of attack, it will begin to settle in spite of your continuing to ease the bar out. This should be happening well before your arms are significantly extended. At this point begin your flare by smoothly accelerating the rate at which you push out on the bar. At the same time, draw one leg forward, put a foot down, and start to run as hard as you can. This run should be very much like an aggressive take off run – your body should be leaning forward into the run and you should be driving with your legs. The difference here is that while you are leaning into your run and driving forward with your legs, your arms are extending fully from your shoulders, pushing out, and what feels like upwards, on the control bar in an accelerating, “crescendo” flare.

Done correctly, this type of flare / run combination will bring the glider quickly to a very nose high attitude, producing a great deal of drag and quickly arresting all of your forward motion. You will feel the glider pulling you from behind, resisting your attempt to run, and as you slow down the glider will settle gently on your shoulders. Even in no wind, you should not have to take more than a few steps. If your timing is a little early, and you feel the glider start to climb, simply stop pushing out and resume the flare when the glider again begins to settle. If your timing is a little late, your feet will touch down a little sooner, but as long as you’re running and flaring at the same time, the glider will stay over your head or behind you.



Note: Pilots who have trouble with the flare, and with the glider nosing over during landing, usually do so because of one of the following problems:

1. Harness leg straps too long / hanging too low below the glider, and / or hands too low on the control bar. This reduces pitch authority and prevents an adequate flare.
2. Improper body position - pilot leaning back, (away from the anticipated hard landing), with feet extended in front. This moves the pilot’s center of mass forward ahead of his shoulders, effectively shortening the pilot’s arms and reducing flare authority. The proper position is with the pilot’s body inclined forward, with the shoulders out ahead of the pilot’s center of mass. Thinking about pushing “up” instead of “out” when flaring may help you to maintain the proper forward inclined body position.
3. Slowing too much prior to flare, so that your arms are too extended to allow enough flare amplitude.



Using drag devices during landing

It is becoming more popular on high performance gliders for pilots to utilize a small parachute or “drogue chute” during landing approach. The proper function of such a device is to increase drag on the glider, and as a result reduce the glide ratio. Please note that a drogue chute, because it produces only drag and not lift, does not “slow the glider down” or allow it fly at a slower speed, or reduce the landing speed. What it does do is to allow the pilot to fly a steeper approach at a higher speed, have much less “float” after round out, and thus make it much easier for the pilot to plan his approach, to time the flare, and to accurately “hit the spot” and land close to the intended landing point. It restores the ability, which used to be present on lower performing gliders, to use adjustments in speed to control the steepness of the descent.

Drogue chutes have been used which attach to the glider, and others have been used which attach directly to the pilot’s harness. There are several significant dangers in using a drogue chute. One pilot died when he deployed a drogue chute over the bottom side wire, and the glider was pulled into a fatal spiral dive. A drogue chute attached to the pilot’s harness can, if it becomes caught on the keel or on a batten at the trailing edge, interfere in a dangerous way with the pilot’s control of the glider. A drogue chute which is unstable, or does not remain inflated, can create distractions for the pilot which interfere with his safe operation of the glider.

Wills Wing manufactures a drogue chute that attaches to the pilot’s harness on one side, and deploys and flies off to one side behind the pilot attached to a very short bridle that keeps it inside the keel and the trailing edge of the sail. This configuration minimizes the prospect of entanglement of the chute with the glider.

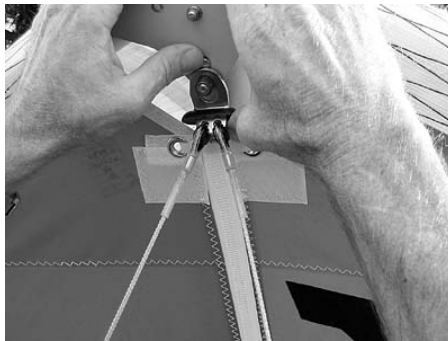
When using a drogue chute, we recommend that you deploy it early, before you begin your approach. Deploying the drogue will effectively change the performance polar of your glider - the glide ratio will be reduced at all speeds, and it will be reduced more and more as you fly faster and faster. As a result, proper approach technique will include setting up a normal approach, but at a significantly steeper approach angle in all phases of the approach. In other words, you will be higher, and on a steeper angle of descent, at every point during the approach. You should also err on the high side when in doubt, because with the drogue chute you have limited ability to extend (flatten) your glide, but very good ability to reduce (steepen) it. For example, in the normal glider configuration, if you were approaching at best L/D speed into a head wind, and were coming up short, you would speed up. With the drogue, speeding up will primarily degrade your glide and will not get you significantly more distance. When using the drogue, set up higher, and approach with more speed. Then, if you are too high, you can still speed up more and cut your glide, while if you are too low, you can slow down and extend your glide. When you round out on short final and begin slowing down, the drogue will shorten the time period between round out and flare. This reduces the opportunity that turbulence would otherwise have to lift a wing or yaw the nose away from your flight direction. As a result, timing the flare becomes easier, and the chances of making a wings level flare with the glider pointed in the direction of flight are increased. Overall, the effect is very much that of making the glider take on the landing characteristics of a lower performance, easier to fly glider.

The first time you use a drogue chute you should fly over the LZ at more than 1000’ AGL, and deploy it long before you start the landing approach. This will allow you to take the time to learn how the glider flies with the drogue. A properly designed and mounted drogue chute should not have any major effect on the glider’s flight characteristics, other than to reduce the glide ratio, but you should get a feel for these effects at altitude.

Sport 2 and Sport 3 Breakdown

Breakdown of the glider is essentially the reverse of assembly.

1. Unzip the sprog access zippers all the way to the leading edge end of the zippers. This should be your first step when you break down. If the sprog zippers are not unzipped fully when you remove the battens, the sail may catch on the end of the sprog and damage the sail or the zipper. After unzipping the zipper, detach the bungee loop from around the rear tip of the sprog.
2. Set the VG to the full loose position and pull the rope entirely through the cleat to the outside of the cleat. This will facilitate the later removal of the baretube and help prevent inadvertent damage to the VG rope as you fold the wings in.
3. Detach the nosecone from the bottom surface. Remove any instruments. Detach the bottom front wires at the noseplate. You will need to push up on the button lock to allow the tang to disengage from the collar. Remove the raked tips if so equipped.



4. Remove all of the speed battens, if so equipped, and remove all but the three longest cambered battens from each wing. On the lever tip battens, remember to apply slight downward pressure on the top of the lever while squeezing the bottom portion so as to release the locking catch before pivoting the lever tip upwards.
5. Open the tip wand cam lever Velcro closure, and pull on the string attached to the end of the lever to “un-cam” the lever and straighten the tip wand. Install the tip bag over the wand and tip of the sail at this time.
6. Disengage the top rear wire, and de-tension the crossbar sweep wire and let the wings fold in slightly. (To release the tangs, depress the rear button on the button lock system, which will also depress the front button and allow you to disengage the tangs from the keyhole collar.) Reinstall the neoprene protective socks over the rear wire junction bolt and the rear end of the keel. Remove the remaining top surface battens and the bottom surface battens at this time.
7. Swing each wing in about 1/3 of the way. At each wingtip, remove the tip cover bag. Holding the tip wand in one hand, pull straight aft on the cam lever and disengage the cup from the end of the wand. Remove the tip wand by pulling straight aft from the end of the leading edge. Rotate the lever inside the sail.



8. Fold the wings all the way in to the keel pulling the sail over the top of the leading edges. At this time you should be able to dismount the front end of the nose batten from the top of the keel. Lift up on the batten to disengage them from the stud, and then pull the tip clear of the stud and pull the batten partly out of the pocket.
9. Swing the sprogs to the rear against the leading edge. Make sure the sprog zippers are fully open. The sprogs remain outside the sail when the glider is packed up.
10. Pull the sail out away from the keel until it is even on top and bottom. Place the bottom surface battens and tip wands on the sail and roll the sail gently and carefully, parallel to the trailing edge of the outboard portion of the sail. Install a Velcro sail tie on each wing just behind the trailing edge at the root.



Try to roll the sail in such a way that the leading edge portion remains as smooth as possible. Do not attempt to stuff the sail between the Mylar pocket and the leading edge tube at any point where you feel resistance, and do not attach the Velcro ties so tight so as to induce creases in the Mylar or leading edge sail material.



11. At the wingtips, lay the sail at the tip out flat, and fold the tip of the sail forward over onto the bottom portion of the sail. Working from the trailing edge, roll the sail tightly to the leading edge, and install the tip cover bag. Note: If you're breaking down in a dirty, rocky and/or abrasive area, you can combine this step with step 7 above, by pivoting the wing inwards

enough to allow you to flip the sail at the tip over the top of the leading edge, fold forward and roll up the wing tip and put it in the tip cover bag.



12. Finish rolling the sail in the area of the sprogs, and install the other sail velcro ties at this point.



13. Install the long, wide sail Velcro around the sail forward of the control bar apex, passing it first over the top of the keel tube jut ahead of the front keel pocket, (unzip the center zipper slightly if necessary), and stow the nosecone under this Velcro.
14. Install the glider bag. Flip the glider over onto the ground. Remove both control bar corner ball lock pins and stow them in the downtube end plugs. Pull the VG rope through to the outside of the cleat if you have not already done so, and remove the basetube and set it aside.
15. Fold the control bar downtubes together, lay them down against the keel and install the control bar bag. Place the basetube in the rear end of the glider bag with one end of the basetube lying between the tip bags at the end of the glider bag.
16. Put the battens in the batten bag and stow the bag just forward of the basetube, with the open end of the batten bag adjacent to the end of the basetube. Slide the end of the batten bag over the end of the basetube to protect the sail from the basetube end hardware. Each end of the basetube should now be isolated from the sail. Zip up the glider bag. Stow the raked tips, if so equipped, underneath the red center band of the glider bag with both top-side up or down so any storage related curvature is left-right symmetric. Take care not to tie or support the glider over the raked tips.

Sport 2 and Sport 3 Stability Systems

Several design features of the Sport 2 and Sport 3 determine the glider's degree of stability in pitch:

- a. The combination of wing sweep and spanwise twist.
- b. The alignment of the sprogs, and the height at which they and the transverse battens support the trailing edge.
- c. The length of the bridle cables and the height at which they support the trailing edge of the sail.
- d. The shape of the preformed battens and the internal fabric ribs, and adjustment of the internal Velcro attachments which define the airfoil.
- e. The setting of the tip wands.

Correct attachment and proper adjustment of the sprogs and reflex bridles are critical to providing adequate stability at low angles of attack, particularly those below the normal operating range.

Sport 2 and Sport 3 Sprog and Bridle Adjustment and Flight Testing

The Sport uses two internal sprogs, one per side, in combination with one transverse batten on each sprog, such that each sprog supports two top surface battens. In addition, the Sport uses one reflex bridle cable per wing (Sport 2), supporting one batten per wing (Sport 2 135 and 155), or one transverse batten per wing that in turn supports two battens (Sport 2 175), or one bifurcated reflex bridle cable per wing supporting two battens per wing (Sport 3 135, 155 and 170). The sprog and bridle systems are the primary components that provide pitch stability at low angles of attack outside the normal flight envelope. The function of these systems is to support the trailing edge of the sail when the glider is at a low angle of attack, and thus provide a nose up pitching moment. The bridles also provide structural support in a manner that reduces the loads on the sprog system. The sprogs and bridles are adjusted at the factory to their proper settings. You should not arbitrarily re-adjust your sprogs or bridles without first establishing that a readjustment is appropriate. Although we provide reference measurements for checking the adjustment of your sprogs and bridles, there are many factors that can influence the accuracy or validity of such measurements taken in the field, and an over reliance solely on these measurements can result in an inappropriate or incorrect adjustment and a compromise in the handling qualities or stability of your glider. If you believe that your sprogs or bridles need to be adjusted, please contact the factory before making any changes to these adjustments.

General Information Regarding the Adjustment of Sprogs and Bridles, and the Effects of These Adjustments on Flight Characteristics.

Note that the following applies to the Sport 2 and Sport 3 models, and may not apply to other models.

Bridles

The bridles on the Sport 2 and Sport 3 will have significant slack in flight at looser VG settings. As the VG is tightened, the slack will gradually come out, and at VG full tight, the bridles will be just slightly slack to almost snug. You can check this adjustment in flight by flying shallow circles, watching the shadow of the bridles on the sail, and shaking the control bar to induce the bridles to move. If the bridles are too tight, it will result in a marked reduction in roll response as you tighten the VG beyond the point where they become tight.

Sprogs

In a similar manner, the sprog cables will be slack at the loosest VG settings, and the slack will gradually come out as you tighten the VG. In general, the sprog cables should not go tight prior to reaching VG $\frac{3}{4}$. If you have a laminate bottom surface, you can observe the cable through the sail. If you have a Dacron bottom surface, you can observe the cable by mounting a camera inside the sail aimed to look at the cable. If the sprog cables are too tight (become tight too early) it may result in excessive pitch pressure with the VG set to the tight setting, and it will likely cause the glider's handling response to be slower and stiffer than it should be at VG settings where the cables have become tight. If the sprog cables are too loose, it may result in inadequate pitch pressures at higher speeds at tighter VG settings, and / or an inappropriate increase in trim speed at tighter VG settings.

DO NOT assume that you can arbitrarily improve the handling or performance of the glider by lower the sprogs or bridles below the correct settings. Doing so risks reducing the pitch stability of the glider below that for which it was designed and tested, and may significantly compromise your safety.

Measurements of the Sprog and Bridle Adjustments

You can check these adjustments with the following measurement procedures – however, as explained above, these measurements will not necessarily provide the final determinant of proper adjustment.

1. Fully set up glider on a reasonably level surface and set the VG to full tight.
2. Place the rear end of the keel on the floor. The wing tips should be just slightly off the floor. If they are not, place something under the rear keel so that the wing tips are not contacting the floor.
3. Tie a lightweight thread tightly across wing from the rear tip left #4 batten to the right #4 batten, and from the left #5 batten (Sport 2 135 and 155) or #6 batten (Sport 2 175) to the corresponding right #5 or #6 batten, or from the #4, #5, and #6 battens on the left to the corresponding battens on the right (Sport 3 135, 155 and 170). These are the third and fourth, and fifth cambered battens, counting in from the tip – counting the shortest cambered tip batten as the #2 batten.
4. Press firmly on the top of the sail at the center of the transverse batten at the end of the sprog and then release. Measure the height of each thread relative to the top of the keel tube. The results should be as follows:

Sport 2

Outer (Sprog) Thread	Inner (Bridle) Thread
Sport 2 155 at least 6-1/4" (158 mm) above keel	at least 6-1/4" (158 mm) above keel
Sport 2 135 at least 5-5/8" (143 mm) above keel	at least 4.0" (102 mm) above keel
Sport 2 175 at least 4-3/4" (121 mm) above keel	at least 4-5/8" (117mm) above keel

Sport 3

Thread height	#4 (Sprog)	#5 (Outer Bridle)	#6 (Inner Bridle)
Sport 3 135	at least 4.6" (117mm)	at least 4.6" (117mm)	at least 3.5" (89mm)
Sport 3 155	at least 4.8" (122mm)	at least 5.5" (140mm)	at least 3.75" (95mm)
Sport 3 170	at least 6.5" (165mm)	at least 8.2" (208mm)	at least 6.875" (175 mm)

Please call the factory if you think your sprogs settings are out of specification before you make any adjustments.

5. Note that this method will not disclose sprogs that are asymmetric. If, after achieving the proper measurement, you have a turn in the glider which is only present at tighter VG settings, lower the sprog on the side the glider is turning towards, and raise the other sprog by the same amount.

Method of adjustment

1. To adjust the sprog height, fully unzip the access zipper to gain access to the front of the sprog where it is mounted to the sprog bracket. (Note: The procedure described herein is most easily done with the battens removed and the wings folded.)
2. Remove the horizontal bolt and nut that secures the sprog clevis fork to the pillar block, taking care to maintain the rotational alignment of the clevis fork in the sprog at its original setting.
3. To raise the sprog, turn the clevis fork so as to "loosen" or unscrew the fork in the end of the

sprog, thereby lengthening the sprog. To lower the sprog, turn the clevis fork in the opposite direction. One full turn raises or lowers the sprog about one half inch. The adjuster may be locked in place with a thin jam nut, in which case you will need to loosen this jam nut before you can turn the clevis fork.

You can usually loosen the jam nut by rotating the sprog counter clockwise before dismounting it, and then spin the nut out of the way until you have readjusted the clevis fork as desired. When you have achieved the desired adjustment, run the nut against the end of the sprog, loosen the clevis fork a quarter turn, and snug the nut finger-tight against the sprog. After you reattach the clevis fork to the pillar block, while holding the nut, rotate the sprog 1/4 turn in the correct direction so as to tighten the nut. Note that the jam nut is primarily to preserve the sprog adjustment if the sprog or sprog cable is detached. With the sprog and cable fully installed and attached, the adjustment cannot change.

4. Reattach the sprog clevis fork to the pillar block. Note: DO NOT overtighten the bolt that secures the clevis fork to the sprog pillar. The fork should not be compressed against the pillar, and must be completely free to pivot on the pillar. With the glider fully set-up, press down firmly on the rear end of the sprog to seat the cable before checking the measurement again.
5. To adjust the bridles, substitute a longer or shorter bridle pigtail at the top rear of the kingpost, or install tubular shims below the sail above the plastic retainer balls. Contact your dealer or Wills Wing to obtain these parts as necessary.



Test flight

If the sprogs are set too low, it may cause a significant increase in trim speed and a reduction in pitch pressures at tighter VG settings, and there will be a reduction in pitch stability at angles of attack below normal flight. This stability reduction could increase the probability of a turbulence-induced tumble or other in-flight stability related loss of control. If the sprogs are set too high, it may cause excessive pitch bar pressure at high speeds, and excessive roll control pressures, lag in roll response, and adverse yaw. Please be aware that flight testing encompasses a very limited angle of attack range and that pitch stability in the flight test envelope does not necessarily correlate to pitch stability in the extended angle of attack range that is investigated on a test vehicle. In particular, do not assume that adequate stability is only contingent on positive pitch pressure during flight testing. However, in the case of the Sport 2 or Sport 3, insufficient pitch pressure in steady state flight with pilot full forward is a significant indicator that the sprogs are set too low. If, while maintaining steady state flight in smooth air at VG full tight, with the bar pulled all the way in, you experience less than 8 lbs. (4 kg) per hand of positive pitch pressure on a Sport 2, or less than 2 lbs. (1 kg) on a Sport 3, you should check and readjust your sprogs as necessary.

The bridles will normally be quite slack in flight at loose VG settings, becoming

progressively less slack at tighter VG settings. Even at VG full tight, they will normally have some degree of slack. The primary means for checking the bridles should be the measurement as listed above. If the bridles are set too low, it will not usually create a noticeable difference in flight characteristics. If they are set too high, they will, at the point where they become tight, interfere with the control of the glider, both in pitch and roll.

In the performance of the above test it may be that the you will exceed the maximum placarded VNE of the aircraft, especially if the sprogs are adjusted lower than the normal setting. This test is best performed by a qualified test pilot, and, in any case, should be performed only in smooth air and with caution.

Maintenance

This section contains a recommended schedule of periodic maintenance. None of the items in this section are a substitute for the continual and consistent practice of proper preflight inspections and immediate maintenance of any items on the glider which require it. Safety requires that your glider be fully airworthy for every flight. Nuts and bolts must always be secure, safeties must always be in place, and damage to any part which could compromise the airworthiness of the glider cannot be tolerated. If you have a question about the need to repair or replace some part of your glider, feel free to contact your dealer or Wills Wing directly. It is not always obvious which items require attention and which may not. Minor dents or dings in a non critical location on an airframe tube may not require any repair or maintenance. On the other hand, a wire that has been kinked one time can fail very quickly after that, and should be replaced immediately. A control bar corner fitting that has had a significant landing impact may have a crack that is almost undetectable, but which could cause the part to fail catastrophically at a later time.

We recommend that you have all maintenance work done by your Wills Wing dealer.

Parts Ordering and Parts Replacement

Wills Wing policy requires, for safety reasons, that replacement parts be ordered through an authorized Wills Wing dealer. The purpose of this policy is to insure that the parts will be delivered to someone who has the required expertise to install the parts properly. We have seen multiple examples of incidents in which a pilot's life was endangered as a result of the incorrect installation of replacement parts, or incorrect assembly of a glider.

The serial number of the glider is required when ordering any fabricated replacement part. The serial number is a five digit number which can be found in several places on the glider; on an embossed label on the bottom of the front of the keel tube, on the operating limitations placard on the bottom of the rear of the keel, and written inside the nose area of the sail. In addition to the serial number, you should provide any relevant information regarding configuration options for the glider in question.

When replacing a part on the glider, always compare the old part with the new part to make sure that the new part appears to be the correct item. If you have any question, contact Wills Wing. Also, be sure to do a thorough inspection of the glider after the installation of the part, to insure that the part has been installed correctly, and appears to be functioning correctly, and that the rest of the glider is properly assembled.

Every Six Months

1. Check your battens on a flat level floor against the batten diagram provided, and correct any that deviate from the pattern by more than 3/8".
2. If you fly in a dusty or sandy environment, it will help to prolong the life of your batten pockets if you wipe each batten with a rag before you install it in the sail.
3. Inspect all cables and suspension system components, and replace any suspension system component that shows any wear, and any cable that shows any kinks, wear, damage, corrosion, etc.
4. Inspect all bolts and nuts for tightness, all safeties for proper installation and possible damage. Inspect plates and fittings for damage, holes in tubes for elongation. Inspect the ball lock pins for any sign of damage or wear and replace the pins if damage or wear is found. Inspect the keyhole tang button locking mechanisms at the nose and rear keel for proper operation - adjust or replace as necessary if the button locks do not operate smoothly and engage fully.
5. Inspect the sail for wear, tears, UV damage, loose stitching, etc.
6. Check for free operation of all pulleys. Disassemble, clean and / or lubricate or replace as necessary. Inspect all VG ropes for wear or damage and replace if necessary.
7. Lightly spray any zippers on the glider that show indication of excess friction with McLube SailKote spray lubricant. Do not use any other type of lubricant. Wipe off any excess silicone so that it does not attract dirt.
8. Inspect the sprogs, sprog hardware and sprog cables. If the sprogs have been loaded heavily, it is possible that the sprog tubes may have been bent, and the cables may have been stretched. (Note -the Sport 2 sprog tubes are pre-formed with a bend to accommodate the change in section of the sail at the aft edge of the bottom surface - this is normal.) The normal sprog cable length is shown below. Any cable which exceeds this measurement by more than 3/32" should be replaced.

Sprog wire rear tang rivet center to center of LE mounting bolt

Sport 2 155/175: Sprog Wire 25.1"

Sport 3 155/170: 25.2”

Sport 2 135: 25.0”

Sport 3 135: 25.0”

There are three hinge mechanisms in each sprog assembly that must be free to swivel. One is the cable attachment to the leading edge. Make sure the cable can swivel in the horizontal plane at this attachment. Also make sure that the locknut is fully engaged and secure on the bolt. Second is the junction of the sprog fork and sprog pillar. This junction should be disassembled, cleaned and lightly lubricated with white grease. When reassembling, take care not to overtighten the nut, as there should be no clamping effect of the sprog fork on the pillar. Third is the junction of the pillar and the sprog bracket attached to the leading edge. Service this junction in the same manner, and again, do not overtighten the nut.

Ever Year

In addition to the normal six month service items, also perform the following:

1. Check the adjustment of your sprogs, as described in the last section.
2. Remove the sail completely from the frame, and disassemble all frame components. Inspect every part of the glider for any damage or wear. Inspect the tubes for straightness, dents, cracks, and for signs of corrosion. Inspect each hole or slot in each tube for elongation, cracks, wear, loose bushings, or other signs of damage.
3. Anytime you have the sail off the frame, turn the sail inside out through the bottom surface center zipper and inspect all of the batten pockets and batten pocket terminations.
4. Replace bottom side wires and hang loops. Note: The bottom side wires are retained by a lightly press fit bushing. This bushing is best removed with a special stepped drift, by pushing it out of the fitting from the rear. Take care not to damage the fitting.
5. Replace the VG ropes.
6. Remove the transverse battens and inspect for damage.

Special circumstances

1. Any time you suffer a crash or extremely hard landing you should have an “annual” inspection done on your glider to insure that you find all damaged parts. Following any hard landing, be sure to inspect the apex hardware, the control bar legs and basetube, and all control bar fittings and fasteners for damage, including the ball lock pins. Any time you replace a control bar leg or basetube, you must carefully inspect all related fittings and replace any that are bent or damaged.

Hard landings may also impose very high loads on the sprog assemblies and transverse battens. Inspect accordingly.

2. If your glider is ever exposed to salt water you will need to have the glider completely disassembled in accordance with the recommended annual inspection procedure. All frame parts will need to be disassembled, including the removal of all sleeves and bushings, flushed liberally with fresh water, dried completely, and treated for corrosion inhibition with LPS-3 or other suitable agent.
3. Cleaning Your Sail - Keeping your sail clean will extend the life of the cloth. When cleaning the entire sail you should generally use only water and a soft brush. You may clean small spots or stains with any commercial spot remover that is labeled for use on polyester. Such cleaning agents are available at the supermarket or drug store, or you may order a cleaning solution from Wills Wing through your dealer.

A note about cables and cable maintenance

The cables which support the glider's airframe are critical components of the glider's structure, and must be maintained in an air worthy condition. It is a general practice in the design of aircraft structures to design to an ultimate strength of 1.5 times the highest expected load in normal service. Hang glider cables, like other structural components on the glider, are typically designed with a structural safety factor of only about 50% above the expected maximum load. No significant loss in cable strength can be tolerated.

A cable with even a single broken strand must be replaced before the glider is flown again. A cable which has been bent sharply enough to have taken a permanent set (will not lie flat in a straight line when all tension is removed) must also be replaced immediately. If it is not, subsequent tensioning and de-tensioning of the cable will induce fatigue, and the cable will fail. In tests we have conducted, a cable bent one time to 90 degrees, and then loaded to the equivalent of a normal flight load 100 times (corresponding to 100 or fewer flights), failed at only 56% of its original strength.

Some degree of fatigue due to repeated bending of cables is almost unavoidable in an aircraft that is assembled and disassembled with every flight. Bottom side wires are subject to the highest loads in flight, and are therefore the most critical. This is why we recommend that these wires be replaced annually, even if there is no known damage. The requirement for immediate replacement of a cable known to have been bent or otherwise damaged supersedes this annual replacement requirement.

Replacement cables should always be obtained from the factory, or, if not from the factory, from a reliable source known to use proper fabrication procedures. An improperly made cable may appear perfectly OK on visual inspection, but could fail in flight at a load much below the intended design strength of the cable.

Removing the Sail from the Airframe and Re-Installing

Many maintenance and repair procedures will require the removal of the sail from the frame. Please follow these instructions when removing and reinstalling the sail. Please read all the instructions for each operation before beginning.

Sail removal

You will need an unobstructed area six feet by thirty feet. Make sure the surface is clean. If it is abrasive, like rough concrete, you should either put down a protective tarp or be extremely careful not to scrape your sail.

1. Lay the glider on its back, unzip and remove the glider bag and put the battens aside. Remove the control bar bag.
2. Remove the screws that mount the sail at the front of the leading edges. Remove the webbing zipper stop at the bottom nose area. Completely unzip and separate the bottom surface zipper.
3. Spread the wings slightly. Unroll the sail so as to gain access to the bridle attachment points on the trailing edge. Push on the bridle cable loop at the bottom of the loop to expand the loop into a circle, and rotate the plastic ball out one side of the loop to remove it. Disconnect the bridles from the sail.
4. Dismount the sail from the rear leading edges by removing the clevis pin located five inches forward of the rear of the leading edge tube. Remove the pin from the sail anchor strap and reinstall it in the leading edge.
5. Remove the rear leading edges (see the section on “Breaking Down The Rear Leading Edges” at the beginning of this manual).
6. Unbolt the bottom side wires and top side wires from the crossbar and feed them through the holes and out of the sail. Unbolt the bottom rear flying wires from the rear keel. Reassemble the hardware removed onto the bolts in the original order so that it doesn't get lost. All disassembled assemblies on the glider must be reassembled in the proper order and orientation. Use the exploded parts diagrams in this manual to help you.
7. Unbolt the kingpost from the keel, and detach the top front wire from the kingpost.
8. Undo the Velcro which holds the front part of the keel pocket together. Slide the frame out through the open center zipper. If you encounter resistance, stop and find out what is hanging up.
9. If you need to send the sail in to the factory for repair, remove the Mylar and the transverse battens. The Mylar is removed from the front end of the Mylar pocket. It helps to secure the opposite end of the sail to something solid, so that you can lay the leading edge out straight and pull the Mylar straight out of the pocket. If you have trouble getting it to slide out freely, it is probably because the edge of the Mylar has worked its way into the seam and gotten stuck on the adhesive seamstick tape. Work your way up and down the leading edge pocket rolling the Mylar away from the seam until it is free along its entire length.
10. Fold and package the sail carefully if you plan to ship it in for repair. Be sure to include written instructions of what you want done, your name and a phone number where you can be reached during the day.

Reinstalling the Sail on the Frame

1. Install the Mylar in the sail. Make sure you install it right side up; the slit edge is at the front and on the bottom. The easiest way to install the Mylar is to push it into the pocket using a long lofting batten attached to the end of the Mylar insert which is first inserted in the pocket. A small diameter pin on the end of the lofting batten placed through a small hole in the end of the Mylar insert allows you to push the Mylar into the sail and remove the batten while leaving the Mylar in place. You will have to stop from time to time to make sure the Mylar is properly lying flat in the pocket. Do not push the Mylar too far into the pocket. Make sure there are no folds in the Mylar, especially at the tips. Make sure the Mylar wraps in the proper direction to follow the sail around the leading edge as it enters the pocket.
2. Install the transverse battens in the sail.
3. Position the sail on the floor with the keel pocket up and the wings folded over so that the leading edges lie along the length of the root line, with the Mylar pockets lying on top.
4. The frame is most easily inserted without the rear leading edges installed, and without the inboard sprogs attached.
5. Position the frame with the bottom of the noseplate facing up and with the rear end of the leading edges at the nose of the sail. Slide the frame into the sail through the open bottom surface zipper, making sure that the leading edges of the frame pass properly into the leading edge pockets of the sail and don't get caught at the rear of the bottom surface near the root. As you feed the frame slowly into the sail, check periodically to see that none of the hardware is snagging on the sail or internal sail ribs.
6. After the frame is fully installed, mount the webbing anchor straps to the rear leading edges with the clevis pin located 5" from the end of the leading edge. Make sure the strap is properly oriented on the bottom of the leading edge tube (which is on top with the glider upside down) and that the strap is not wrapped around the tube. (See the section at the beginning of the manual about reassembly after shipping.)
7. Insert the top and bottom side wires into the sail and attach to the crossbar, making sure that no cable is wrapped around a leading edge or crossbar, and that no thimbles are cocked or twisted.
8. Reconnect the bottom surface center zipper at the nose, zip part way up, and install a new securing zip tie at the nose.
9. Install the rear leading edges (see the section on reinstalling the rear leading edges after shipping at the beginning of this manual.)
10. Install the screws to mount the sail to the front of the leading edges.
11. Pull the top front wire out through the hole in the sail.
12. Bolt the bottom rear wires and sail retainer webbing strap to the rear of the keel.
13. Feed the sweep wire through the keel pocket.
14. Flip the glider up onto the control bar. Mount the kingpost to the keel, and attach the top front wire to the kingpost.
15. Spread the wings slowly and carefully, making sure that the sail rides forward as necessary at the nose without catching. ***Be careful: you can easily tear the sail open at the nose at this point.***
16. Attach the bridles to the trailing edge. Finish the assembly of the glider completely according to normal assembly procedures.
17. Do a very careful and complete preflight of the glider according to the normal preflight procedure as explained earlier in this manual.

Glider Tuning

CG adjustment

This has already been covered in the section of this manual on using your wing tufts. Wills Wing recommends that tuning other than CG adjustment be performed by your Wills Wing dealer.

Turn trim

Turns are caused by an asymmetry in the glider. If you have a turn, first try to make the glider symmetrical in every way. If a turn only appears at VG settings of 3/4 to full tight, it may be an indication that the sprogs are set asymmetrically. See the section below on tip wand receptacles.

Airframe

Check the leading edges for possible bent tubes. Check that the keel is not bent to one side.

Check for symmetrical twist in the leading edges by checking for symmetry in the alignment of tip wand receptacles.

Battens

Check the battens for symmetrical shape.

Tip Wand Receptacles - rotational alignment

The plastic plug which fits directly into the rear leading edge determines the rotational alignment of the tip wand. This plug is secured against rotation by a small screw in the end of the leading edge. There are five holes in the plastic cap, allowing for two notches of rotational adjustment on either side of the normal, center hole. Prior to removing the securing screw to rotate the plug, note the position of the scribe mark on the cap relative to the label on the rear leading edge. If the plugs are not each set at the neutral position in the center of the label, take note of where they are so you will know what your starting point is.



Sail tension

Check for symmetrical sail tension on the leading edges. In order to check this, sight the hem of the sail at the bottom of the leading edge tube relative to the noseplate on each side. Leading edge sail tension is adjusted by changing the mounting hole where the tip wand cam lever mounts to the sail (1/4" adjustments are available) or by shortening the tip wands. A one eighth of an inch difference (3mm) in the length of the tip wand can make a noticeable difference in how a glider handles. If you have a glider that is a little too stiff, you might try shortening the wands by an eighth inch.

You should also check the relationship between the tension in the sail mount strap at the aft end of the leading edge, and the tension as taken by the tip wand. With the glider fully assembled, and the VG set to full loose, the sail mount webbing strap at the rear end of the leading edge should be

snug, but not overly tight, and it should be symmetrical from side to side. It should then become progressively tighter as the VG is engaged.

The Sport 3 uses a new leading edge construction that features a new means for adjusting the sail tension by adjusting the length of the leading edge. The advantage of this system is that you can loosen or tighten the leading edge sail tension while preserving the relative tension adjustments of the sail mount and the tip wand.

Refer to the diagrams and photos below.

The rear leading edge is secured in the front leading edge behind the crossbar junction with a 3/16 inch diameter clevis pin and small safety ring. The front leading edge over sleeve has two holes, 9/16" apart, and the rear leading edge has three holes, 3/8" apart, allowing for four different leading edge lengths, in 3/16" increments, with four different corresponding sail tensions. There is a stock setting, where all gliders are initially assembled, two looser settings, and one tighter setting.

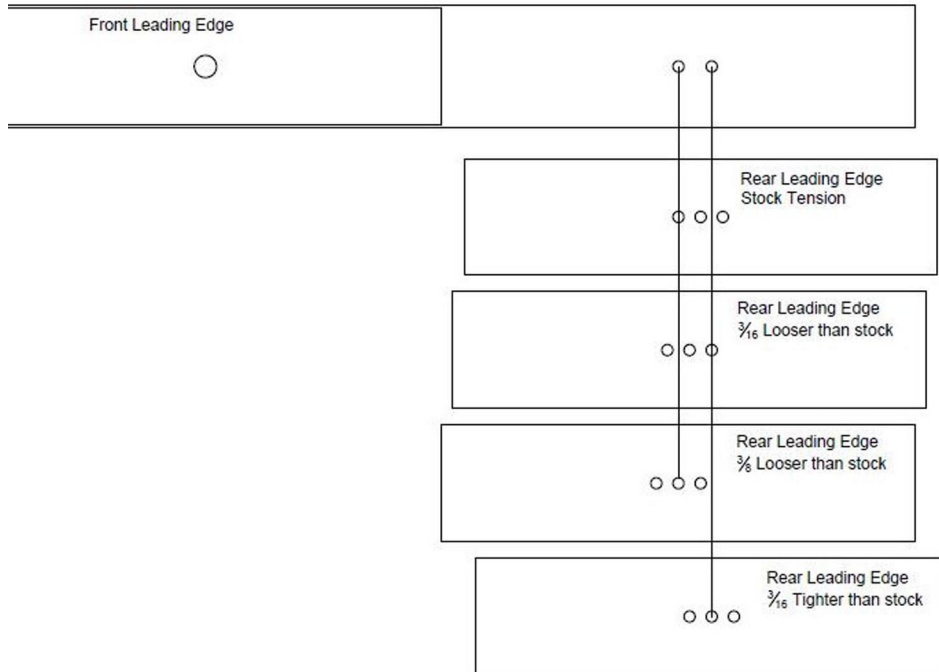
During assembly of the airframe, blue tape, 15/16" wide, is applied to the rear leading edge in alignment with the rear end of the front leading edge over sleeve. If the leading edge sail tension needs to be adjusted during the factory flight test, the tape will be moved so as to indicate the setting at which the glider was test flown and shipped.

If it is necessary to loosen or tighten the sail for tuning purposes, first dismount the sail at the rear of the leading edge by removing the clevis pin there. Remove the tape, then remove the pin at the front leading edge over sleeve, slide the rear leading edge in (to loosen) or out (to tighten) by 3/16 of an inch until the next pair of holes lines up, and re-install the pin and safety. Reapply the tape to mark the new adjustment.

Early Sport 3's did not have the blue tape marking the stock setting. During production, a black permanent marker line is made on the rear leading edge, marking the alignment of the front leading edge over sleeve when the rear leading edge is all the way forward (loosest sail tension adjustment – 3rd one down in the diagram above). In the stock adjustment, this line should be 3/8" behind the rear edge of the front leading edge over sleeve (not lined up with the rear edge of the over sleeve) as shown in the following picture.

The diagram below shows in detail the four useable alignments if the front and rear leading edges:

- 1) Pin in the forward FLE hole and forward RLE hole – this is the STOCK tension adjustment.
- 2) Pin in the rear FLE hole and rear RLE hole – this adjustment is $\frac{3}{16}$ inch looser than stock
- 3) Pin in the forward FLE hole and middle RLE hole – this adjustment is $\frac{3}{8}$ inch looser than stock
- 4) Pin in the rear FLE hole and middle RLE hole – this adjustment is $\frac{3}{16}$ inch tighter than stock



The setting with the pin in the forward FLE hole and rear RLE hole cannot be obtained because the rear leading edge bottoms out against the rear end of the front leading edge, inside the over sleeve.

The setting with the pin in the rear FLE hole and front RLE hole can be achieved, but this is not a useable setting. This would be $\frac{9}{16}$ " tighter than stock and the sail tension in this configuration would be much too high.)

Twisting a tip

After you have made everything symmetrical, if you still have a turn, you can correct it by rotating one or both tip wand receptacle end caps. A left turn is corrected by twisting the left sail plug counter clockwise (twisting the tip wand down) or twisting the right sail plug counter clockwise (twisting the tip wand up) or both, as indicated on the label attached to the rear leading edge. Twist clockwise on either or both plugs to correct a right turn. Note that the mechanism of adjusting the sail wand receptacle for tuning out a turn in the glider is the same as performing the same tuning function on a conventional tip, although the direction of rotation seems to be opposite. For example, to remove a right turn, if working with the right wing tip, you would rotate the end cap clockwise, so as to rotate the wand down, thus depressing the right wing tip. On a conventional wingtip, you would rotate the end cap counter clockwise, because doing so would rotate the wingtip downwards. The aerodynamic effect is the same, even though the direction of rotation appears at first glance to be opposite. Adjustments are best made in one "notch"

increments. If you have rotated the right wing down both available notches, and still have a right turn, you can rotate the left wing up.

To rotate the tip wand receptacle end cap, remove the securing screw, rotate the cap until you see the next hole, then reinstall the screw.

Batten tension

The outboard most battens on each side are tensioned by looping the batten string over the notched end of the batten twice. The remaining battens are all fitted with lever tips. The outboard batten with strings should be adjusted relatively tight for maximum sail cleanliness. On the battens fitted with lever tips, it is important to adjust the lever tips to set the right batten tension. The lever action makes it easy to have the battens set too tight. Batten tension is best judged by noting at what point the batten begins to tension the sail as you pivot the lever tip down into its locked position. This is the point at which chordwise slackness begins to be pulled out of the sail, the high point of the batten begins to make a prominent ridge in the top surface, and a noticeable increase in resistance is felt in pivoting the tip downwards. The two longest battens adjacent to the root should be relatively tight and this point should come when the lever is 30 to 40 degrees of straight. On the remaining battens outboard of the root, the tension should be looser and this point should not come until the lever tip is within no more than the last 15 to 30 degrees of travel before becoming straight. To lengthen the batten, simply unscrew the batten tip shank from the batten, to shorten the batten screw the tip further in. Each three turns changes the length of the batten by 1/8 of an inch.

Car Top Mounting and Transport

Improper or careless transport of your glider can cause significant damage. You should transport your glider on a rack which has at least three support points which span at least 13' of the length of the glider. These should be well padded and at least four inches wide to distribute the load. Your glider should be securely tied down with webbing straps which are at least 1/2" wide, but not tied so tightly or with such a small diameter rope that the Mylar insert is permanently deformed. If you drive on rough roads where the glider receives impact loads, you should take extra care to pad your glider internally when you pack it up. Note that we specifically recommend against transporting your glider inside of a tube or box, unless the glider rests on a padded surface and is secured against movement. We have seen many examples of gliders inside of tubes that underwent highly accelerated wear due to the continuous movement of the glider in the tube when driving over normal bumps in the road surface.

In Closing - A Few Final Words on Your Safety

With proper care and maintenance, your glider will retain a high level of airworthiness for some years. Because of the relatively short history of hang gliding, and the rapid advances in new designs, we do not have a lot of information about the ultimate service life of a hang glider. We do know that ultraviolet (UV) damage to the sail from sunlight is one limiting factor in the life of your sail. Try to avoid exposing your sail to sunlight any time you are not actually flying it. We also know that sails will both stretch and shrink over the life of the glider, and that because of these dimensional changes in the sail the glider's flight characteristics can change with time. The most common manifestation of this is that a glider's trim speed often tends to slow down as the glider ages. At some point it may no longer be possible to trim the glider at a speed above stall. Because the changes that cause this are changes to the shape of the sail, there may not be any tuning adjustments that can return the glider to its original flight characteristics. A glider which, because of the natural effects of aging, cannot be tuned so as to exhibit acceptable flight characteristics, performance, and stability, should be retired.

We also know that there are forces in nature that can be so violent that they can result in fatal accidents regardless of the airworthiness of your aircraft. Weather can change rapidly and even on a day on which the weather seems fairly constant, manifestations of micro - meteorology, like turbulence, have a statistical nature. On a day where the average peak lift in thermals is five hundred feet per minute, there is a nonzero probability of encountering air that is much stronger than that, and may be strong enough to overwhelm your control of the glider. Ultimately your safety is your responsibility. Know the limitations of your knowledge, skill and experience, and know the limitations of your aircraft. Fly within those limitations.

Analysis of accidents across the whole spectrum of aviation shows that most accidents are caused by avoidable errors in pilot decision making. The quality of your decisions as a pilot is the single most important determining factor in your safety. In light of this, it becomes illustrative to ask the question, "why do pilots make bad decisions that lead to accidents?" This is a complex question. For a more detailed treatment of it, we invite you to read the article "Why Can't We Get A Handle On This Safety Thing" published in the September 1998 issue of Hang Gliding Magazine, and also published on our web site at www.willswing.com. In brief, one answer to the question of why pilots make bad decisions seems to be that pilots are rewarded and reinforced for making bad decisions. This happens because most bad decisions do not result in an accident, and therefore they appear to the pilot to be good decisions. If they don't result in an accident, how do we know they're bad decisions? Think of it this way: in any decision you make; Do I fly today? (are these conditions within my abilities?), Is the glider well enough balanced for me to start my launch run?, Do I have enough room to turn back into the hill in this thermal?, Can I continue to drift over the back in this weakening lift and still glide back above the ridge top and avoid the rotor?, - there is a percentage of certainty involved. If you make decisions at the 99% level of certainty, the vast majority will be "rewarded" as good decisions. However, if they're only 99%, they are really bad decisions, because in one out of 100, you will be wrong. Since the consequences of being wrong can be as serious as a fatal accident, any decision that can be wrong is a bad decision. The logical conclusion of this analysis of safety is that most pilots are making far too many bad decisions. (If they weren't, we wouldn't see nearly as many accidents in the sport). The logical conclusion from that is that not only can you not use a "good" result as evidence you made a good decision, you also cannot use other people's decision making as an example for your own. If you want to "beat the odds" and have better personal safety than the statistical average, you have to make better decisions than the average pilot. That will sometimes mean choosing not to fly at all, and it will sometimes mean passing up that turbulent thermal that is too close to the hill, and as a result going down to the LZ instead of staying up. It will sometimes mean cutting an XC flight short to take advantage of a more suitable landing area. In each of these cases, your friends may well not take the conservative route, and in most cases they will be rewarded with successful flights. In the end, however, making the more conservative decision will mean you'll still be around to fly another day.

Have fun. Fly safely. See you in the sky!

Wills Wing, Inc.

www.willswing.com

HGMA COMPLIANCE VERIFICATION SPECIFICATION SHEET Sport 2 155

GLIDER MODEL Sport 2 155

MANUFACTURED BY Will's Wing Inc.

All dimensions in inches; weights in pounds.

NOTE: These specifications are intended only as a guideline for determining whether a given glider is a certified model and whether it is in the certified configuration.

Be aware, however, that no set of specifications, however detailed, can guarantee the ability to determine whether a glider is the same model, or is in the same configuration as was certified, or has those performance, stability, and structural characteristics required by the certification standards. An owner's manual is required to be delivered with each HGMA certified glider, and it is required that it contain additional airworthiness information.

1. Weight of glider with all essential parts and without coverbags and non-essential parts: 60
2. Leading Edge Dimensions
 - a. Nose plate anchor hole to:
 1. Crossbar attachment hole 128.0
 2. Rear sail attachment point 189 (5" from end of LE tube)
 - b. Outside diameter at:
 1. Nose 2.05
 2. Crossbar 2.05
 3. Rear sail attachment point 1.97
3. Crossbar Dimensions
 - a. Overall pin-to-pin length from hole at leading edge bracket attachment to center of load bearing ball at glider centerline. 115.75
 - b. Largest outside diameter 2.44
4. Keel dimensions; least and greatest allowable distances, whether variable through tuning or through in-flight variable geometry, from the line joining the leading edge nose bolts to:
 - a. The center of the xbar center load bearing ball 40.5 - 45.5
 - b. The pilot hang loop 55.5 - 57.0
5. Sail Dimensions
 - a. Chord lengths at:
 1. 3 ft outboard of centerline 77
 2. 3 ft inboard of tip 43.75
 - b. Span (extreme tip to tip) 380 VGT
6. Location of Information Placard Keel
Location of Test Fly Sticker Keel
7. Recommended Pilot Weight Range 150 - 250
8. Recommended Pilot Proficiency USHGA Intermediate

HGMA COMPLIANCE VERIFICATION SPECIFICATION SHEET Sport 2 135

GLIDER MODEL Sport 2 135

MANUFACTURED BY Wills Wing Inc.

All dimensions in inches; weights in pounds.

NOTE: These specifications are intended only as a guideline for determining whether a given glider is a certified model and whether it is in the certified configuration.

Be aware, however, that no set of specifications, however detailed, can guarantee the ability to determine whether a glider is the same model, or is in the same configuration as was certified, or has those performance, stability, and structural characteristics required by the certification standards. An owner's manual is required to be delivered with each HGMA certified glider, and it is required that it contain additional airworthiness information.

1. Weight of glider with all essential parts and without coverbags and non-essential parts: 54
2. Leading Edge Dimensions
 - a. Nose plate anchor hole to:
 1. Crossbar attachment hole 119.0
 2. Rear sail attachment point 173 (5" from end of LE tube)
 - b. Outside diameter at:
 1. Nose 2.05
 2. Crossbar 2.05
 3. Rear sail attachment point 1.97
3. Crossbar Dimensions
 - a. Overall pin-to-pin length from hole at leading edge bracket attachment to center of load bearing ball at glider centerline. 107.75
 - b. Largest outside diameter 2.36
4. Keel dimensions; least and greatest allowable distances, whether variable through tuning or through in-flight variable geometry, from the line joining the leading edge nose bolts to:
 - a. The center of the xbar center load bearing ball 37.75 - 42.5
 - b. The pilot hang loop 52.625 - 54
5. Sail Dimensions
 - a. Chord lengths at:
 1. 3 ft outboard of centerline 73.5
 2. 3 ft inboard of tip 41.5
 - b. Span (extreme tip to tip) 349.5 VGT
6. Location of Information Placard Keel
Location of Test Fly Sticker Keel
7. Recommended Pilot Weight Range 135 - 200
8. Recommended Pilot Proficiency USHGA Intermediate

HGMA COMPLIANCE VERIFICATION SPECIFICATION SHEET Sport 2 175

GLIDER MODEL Sport 2 175

MANUFACTURED BY Will's Wing Inc.

All dimensions in inches; weights in pounds.

NOTE: These specifications are intended only as a guideline for determining whether a given glider is a certified model and whether it is in the certified configuration.

Be aware, however, that no set of specifications, however detailed, can guarantee the ability to determine whether a glider is the same model, or is in the same configuration as was certified, or has those performance, stability, and structural characteristics required by the certification standards. An owner's manual is required to be delivered with each HGMA certified glider, and it is required that it contain additional airworthiness information.

- 1) Weight of glider with all essential parts and without coverbags and non-essential parts: 70
- 2) Leading Edge Dimensions
 - a) Nose plate anchor hole to:
 - 1) Crossbar attachment hole 134.0
 - 2) Rear sail attachment point 201.0 (5" from end of LE tube)
 - b) Outside diameter at:
 - 1) Nose 2.00
 - 2) Crossbar 2.00
 - 3) Rear sail attachment point 2.00
- 3) Crossbar Dimensions
 - a) Overall pin to pin length from hole at leading edge bracket attachment to center of load bearing ball at glider centerline. 119.75
 - b) Largest outside diameter 2.44
- 4) Keel dimensions; least and greatest allowable distances, whether variable through tuning or through in-flight variable geometry, from the line joining the leading edge nose bolts to:
 - a) The center of the xbar center load bearing ball 43.75 - 48.75
 - b) The pilot hang loop 59.0 - 60.5
- 5) Sail Dimensions
 - a) Chord lengths at:
 - 1) 3 ft outboard of centerline 80.5
 - 2) 3 ft inboard of tip 47.5
 - b) Span (extreme tip to tip) 398 VGT
- 6) Location of Information Placard Keel
Location of Test Fly Sticker Keel
- 7) Recommended Pilot Weight Range 175 - 320
- 8) Recommended Pilot Proficiency USHGA Intermediate

HGMA COMPLIANCE VERIFICATION SPECIFICATION SHEET Sport 3 155

GLIDER MODEL Sport 3 155

MANUFACTURED BY Will's Wing Inc.

All dimensions in inches; weights in pounds.

NOTE: These specifications are intended only as a guideline for determining whether a given glider is a certified model and whether it is in the certified configuration.

Be aware, however, that no set of specifications, however detailed, can guarantee the ability to determine whether a glider is the same model, or is in the same configuration as was certified, or has those performance, stability, and structural characteristics required by the certification standards. An owner's manual is required to be delivered with each HGMA certified glider, and it is required that it contain additional airworthiness information.

1. Weight of glider with all essential parts and without coverbags and non-essential parts: 60
2. Leading Edge Dimensions
 - a. Nose plate anchor hole to:
 1. Crossbar attachment hole 128.0
 2. Rear sail attachment point 189 (5" from end of LE tube)
 - b. Outside diameter at:
 1. Nose 2.05
 2. Crossbar 2.05
 3. Rear sail attachment point 1.97
3. Crossbar Dimensions
 - a. Overall pin-to-pin length from hole at leading edge bracket attachment to center of load bearing ball at glider centerline. 115.75
 - b. Largest outside diameter 2.44
4. Keel dimensions; least and greatest allowable distances, whether variable through tuning or through in-flight variable geometry, from the line joining the leading edge nose bolts to:
 - a. The center of the xbar center load bearing ball 40.5 - 46.25
 - b. The pilot hang loop 56.5 - 58.0
5. Sail Dimensions
 - a. Chord lengths at:
 1. 3 ft outboard of centerline 77
 2. 3 ft inboard of tip 43.75
 - b. Span (extreme tip to tip) 378 VGT (without raked tips)
6. Location of Information Placard Keel
Location of Test Fly Sticker Keel
7. Recommended Pilot Weight Range 150 - 250
8. Recommended Pilot Proficiency USHGA Intermediate

HGMA COMPLIANCE VERIFICATION SPECIFICATION SHEET Sport 3 135

GLIDER MODEL Sport 3 135

MANUFACTURED BY Will's Wing Inc.

All dimensions in inches; weights in pounds.

NOTE: These specifications are intended only as a guideline for determining whether a given glider is a certified model and whether it is in the certified configuration.

Be aware, however, that no set of specifications, however detailed, can guarantee the ability to determine whether a glider is the same model, or is in the same configuration as was certified, or has those performance, stability, and structural characteristics required by the certification standards. An owner's manual is required to be delivered with each HGMA certified glider, and it is required that it contain additional airworthiness information.

1. Weight of glider with all essential parts and without coverbags and non-essential parts: 54
2. Leading Edge Dimensions
 - a. Nose plate anchor hole to:
 1. Crossbar attachment hole 119.0
 2. Rear sail attachment point 173 (5" from end of LE tube)
 - b. Outside diameter at:
 1. Nose 2.05
 2. Crossbar 2.05
 3. Rear sail attachment point 1.97
3. Crossbar Dimensions
 - a. Overall pin-to-pin length from hole at leading edge bracket attachment to center of load bearing ball at glider centerline. 107.75
 - b. Largest outside diameter 2.36
4. Keel dimensions; least and greatest allowable distances, whether variable through tuning or through in-flight variable geometry, from the line joining the leading edge nose bolts to:
 - a. The center of the xbar center load bearing ball 37.5 - 43.0
 - b. The pilot hang loop 52.75 - 54.25
5. Sail Dimensions
 - a. Chord lengths at:
 1. 3 ft outboard of centerline 73.5
 2. 3 ft inboard of tip 41.5
 - b. Span (extreme tip to tip) 350.75 VGT (without raked tips)
6. Location of Information Placard Keel
Location of Test Fly Sticker Keel
7. Recommended Pilot Weight Range 135 - 200
8. Recommended Pilot Proficiency USHGA Intermediate

HGMA COMPLIANCE VERIFICATION SPECIFICATION SHEET Sport 3 170

GLIDER MODEL Sport 3 170

MANUFACTURED BY Will's Wing Inc.

All dimensions in inches; weights in pounds.

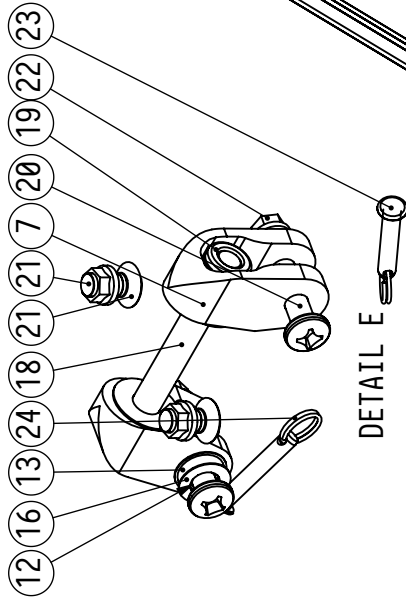
NOTE: These specifications are intended only as a guideline for determining whether a given glider is a certified model and whether it is in the certified configuration.

Be aware, however, that no set of specifications, however detailed, can guarantee the ability to determine whether a glider is the same model, or is in the same configuration as was certified, or has those performance, stability, and structural characteristics required by the certification standards. An owner's manual is required to be delivered with each HGMA certified glider, and it is required that it contain additional airworthiness information.

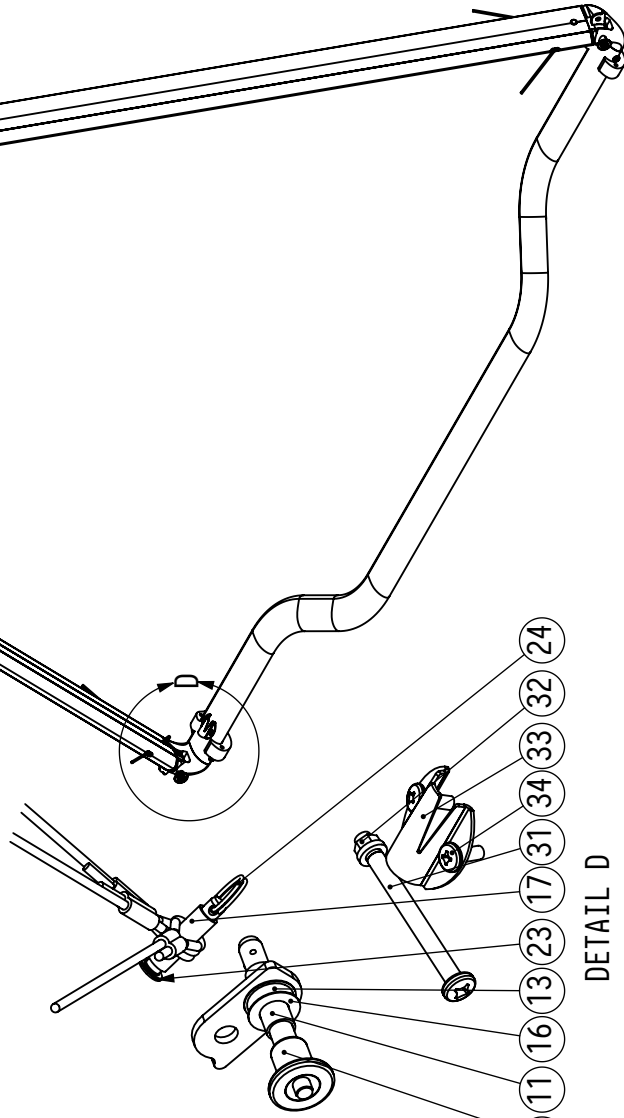
- 1) Weight of glider with all essential parts and without coverbags and non-essential parts: 66
- 2) Leading Edge Dimensions
 - a) Nose plate anchor hole to:
 - 1) Crossbar attachment hole 134.0
 - 2) Rear sail attachment point 197.625 (5" from end of LE tube)
 - b) Outside diameter at:
 - 1) Nose 2.05
 - 2) Crossbar 2.05
 - 3) Rear sail attachment point 1.97
- 3) Crossbar Dimensions
 - a) Overall pin to pin length from hole at leading edge bracket attachment to center of load bearing ball at glider centerline. 122.38
 - b) Largest outside diameter 2.44
- 4) Keel dimensions; least and greatest allowable distances, whether variable through tuning or through in-flight variable geometry, from the line joining the leading edge nose bolts to:
 - a) The center of the xbar center load bearing ball 41.0 - 46.5
 - b) The pilot hang loop 57.25 - 58.75
- 5) Sail Dimensions
 - a) Chord lengths at:
 - 1) 3 ft outboard of centerline 77
 - 2) 3 ft inboard of tip 44
 - b) Span (extreme tip to tip) 396 VGT (without raked tips)
- 6) Location of Information Placard Keel
Location of Test Fly Sticker Keel
- 7) Recommended Pilot Weight Range 175 - 310
- 8) Recommended Pilot Proficiency USHGA Intermediate

Item 10T-4120 removeable press fit in bottom leg plug.
 Front side of bushing is knurled. Install front to rear
 with 10L-1561 sidewire bushing tool. Retains sidewire, VG
 bearing and, washers and spacers

Item 10T-1103 aluminum bushing, assembly aid and retainer
 for front-rear wires



DETAIL E



DETAIL D

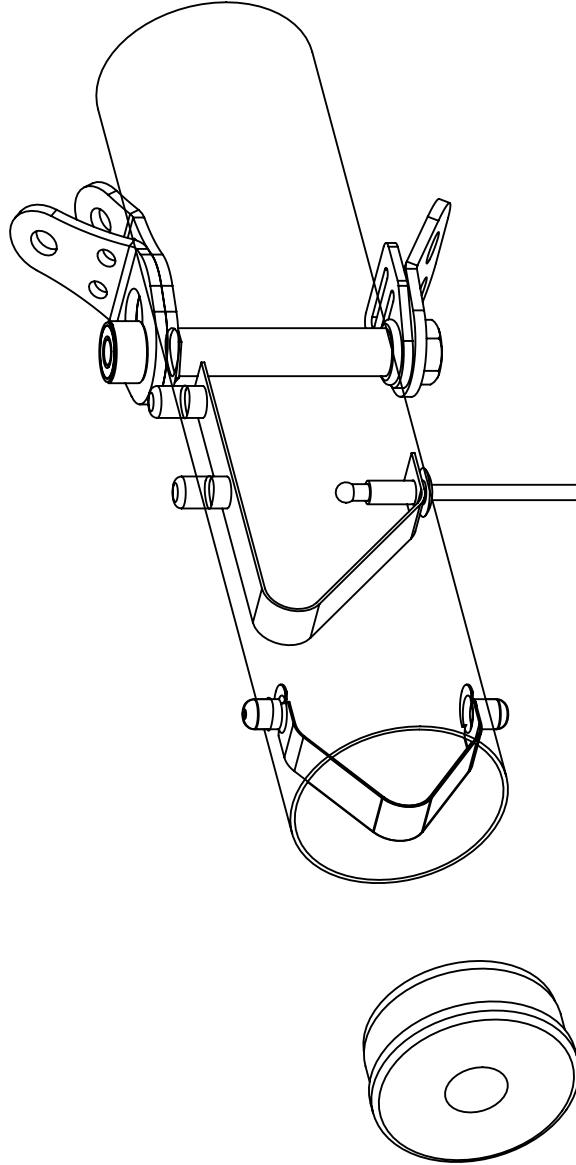
ITEM NO.	PARTNUMBER	PARTNAME	QTY.
1	406-1471B	LITESTREAM LEG 65 (S3 155/170)	2
2	206-1489	CB PLUG LITESTREAM LEG BOTTOM RIGHT	1
3	206-1488	CB PLUG LITESTREAM LEG BOTTOM LEFT	1
4	206-1479	CB PLUG LITESTREAM LEG TOP RIGHT	1
5	206-1478	CB PLUG LITESTREAM LEG TOP LEFT	1
6	206-1615	BRACKET KEEL CNTR 44MM SADDLE	1
7	206-1714	CBAR ELBOW	2
8	40P-3203	WIRE SET BOTTOM FRONT SLIPSTREAM	1
9	40P-3302	WIRE SET BOTTOM REAR SLIPSTREAM	1
10	40P-3105	WIRE BOTTOM SIDE SLIPSTREAM	2
11	10T-4120	BUSH SS .3115 X .028 X .850	2
12	10T-4114	BUSH SS .312 X .028 X .125	1
13	20P-1270	BEARING .5 OD .312 ID .156 TH.SLDPRT	2
14	10T-5103	SPACER NY .560 X .320 X .187	1
15	10U-5125	WASHER NYLON .75 X .316 X .020	2
16	10U-5095	WASHER NYLON .560 X .320 X .013	4
17	10T-1103	SPACER AL .250 X .028 X .770	2
18	10A-3231	AN5-23A	1
19	10N-1030	LOCKNUT 5/16 AN365-5	1
20	10C-5201	NAS623-4-20	2
21	10C-2011	NAS517-4-1	2
22	10N-1740	CLINCH NUT 1/4 MS21042-4	4
23	106-1290	MS20392-2C29	4
24	10P-1100	SAFETY RING AN 9491 SMALL	4
25	45K-1506	V6 ROPE - U2/S2 LOWER	1
26	30J-3022	V6 UPPER - AMSTEEL 1/8 15 FT	1
27	206-1844	LITESTREAM BASETUBE BRACKET RIGHT	1
28	206-1843	LITESTREAM BASETUBE BRACKET LEFT	1
29	40F-1511B	BASETUBE ALUM STREAMLINE 65/68	1
30	10K-3133	PIN BALL LOCK 1/4 X 33MM GRIP	2
31	10C-4301	NAS623-3-30	2
32	10N-1730	CLINCH NUT 3/16 MS20142-3	2
33	20C-1803	JANCLEAT VCUT STREAMLINED BASETUBE	1
34	10M-1651	SCREW PAN 8-32 X .375 THRD CUT	2
35	15J-2201	STREAMLINED BASETUBE SKID	2
36	20P-1209	PULLEY HARKEN SINGLE w/BECKET	1
37	20P-5201	WIRE V6 LEG PULLEY	1

TITLE: **S3 Litestream Control Bar Assy**
 SLDNMF ID: Sport 3

500 BLUERIDGE AVE • ORANGE, CA 92865 • PH/FAX (714) 998-6369 / 998-0647

REVISION:	A
BY:	PEARSON
STATUS:	.
REVISED:	11/1/2018
DRAWN:	7/28/2004
DOCUMENT ID:	

ITEM NO.	PARTNUMBER	PARTNAME	QTY.
1	40P-4209	WIRE XBAR SWEEP U2 SET SPREADER	1
2	10A-2241	AN4-24A	1
3	20A-1511	BUTTON SPRING HAULBACK LOCK	1
4	10R-0364	RIVET AL 3/16 X .250 CHAAPQ6-2	1
5	40P-3302	WIRE SET BTM REAR SLPSTR-LTSTR	1
6	20E-2321	TANG 1 HOLE 2 SLOT 5/8 WEBBING	1
7	40P-2401	WIRE TOP REAR BALL SWG 3/32	1
8	15C-4209	ENDCAP 42mm OD 40.2 ID	1
9	15K-1525	PLASTIC RIVET PUSH-IN 3/8	1
10	30J-3101	BUNGEE - 1/8	1
11	20G-2906	KEYHOLE COLLAR NUT ASSY REAR2	1
12	20A-1505M	BUTTON SPRING DBL HLW MODIFIED	1



WALLS WANG
500 BLUERIDGE AVE • ORANGE, CA 92865 • PH/FAX (714) 998-6359 / 998-0647

TITLE: **Sport 3 Rear Keel**

SLODDMIF ID: **Sport 3**

DOCUMENT ID:

DRAWN: **11/1/2018**

REVISED: **11/1/2018**

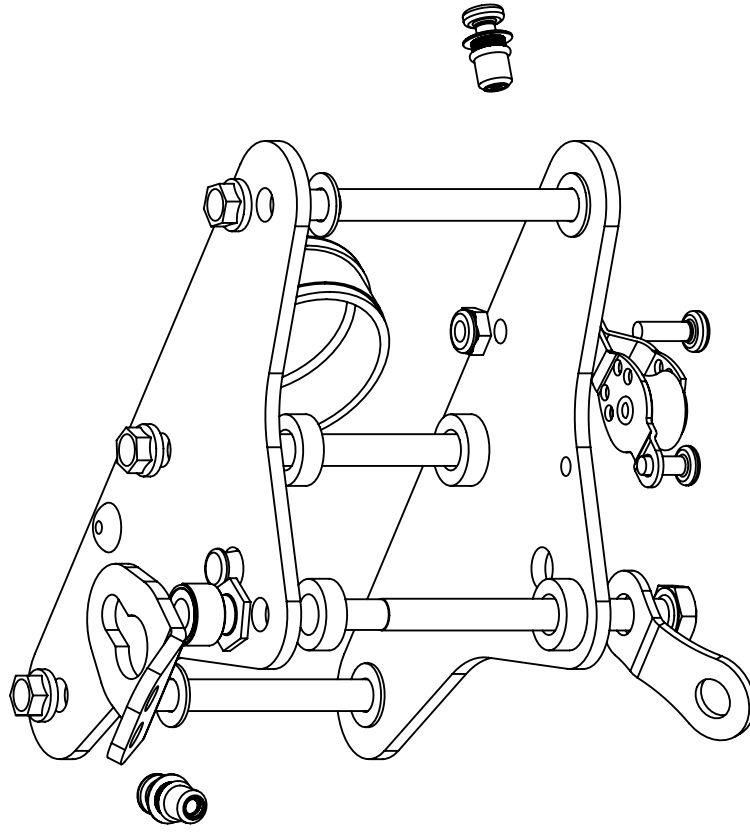
STATUS:

BY: **PEARSON**

REVISION:

A

ITEM NO.	PARTNUMBER	PARTNAME	QTY.
1	20C-1639	NPLATE 2003 ASSY W/KHOLE BUTN LOC	1
2	20C-1638	NOSEPLATE UNIVERSAL 2003	1
3	10A-2261	AM4-26A	3
4	10A-2301	AM4-30A	1
5	10U-1141	WASHER STEEL AN960-416 1/4 THIN	4
6	10N-1740	CLINCH NUT 1/4 MS21042-4	3
7	20G-2905	KEYHOLE COLLAR NUT ASSY	1
8	10T-5103	SPACER NY .560 X .320 X .187	4
9	40P-3203	WIRE SET BOTTOM FRONT SLIPSTREAM	1
10	40P-2301	WIRE TOP FRONT BALL SWEDG 3/32	1
11	20P-1237	PULLEY HARKN 16mm AIRBLOCK CHEEKBLOCK	1
12	10D-2080	NAS602-2-8	3
13	10N-1220	LOCKNUT LOMPRO 0832 SS	1
14	10M-1651	SCREW PAN 8-32 X .375 THRD CUT	1
15	15C-4209	ENDCAP 42mm OD 40.2 ID	1
16	10N-1811	RIVNUT 8-32 0.08-0.12	2



WALLS WING
500 BLUERIDGE AVE • ORANGE, CA 92865 • PH/FAX (714) 998-6359 / 998-0647

TITLE: **S3 Noseplate Assembly**

SLDDMF ID: **Sport 3**

DOCUMENT ID:

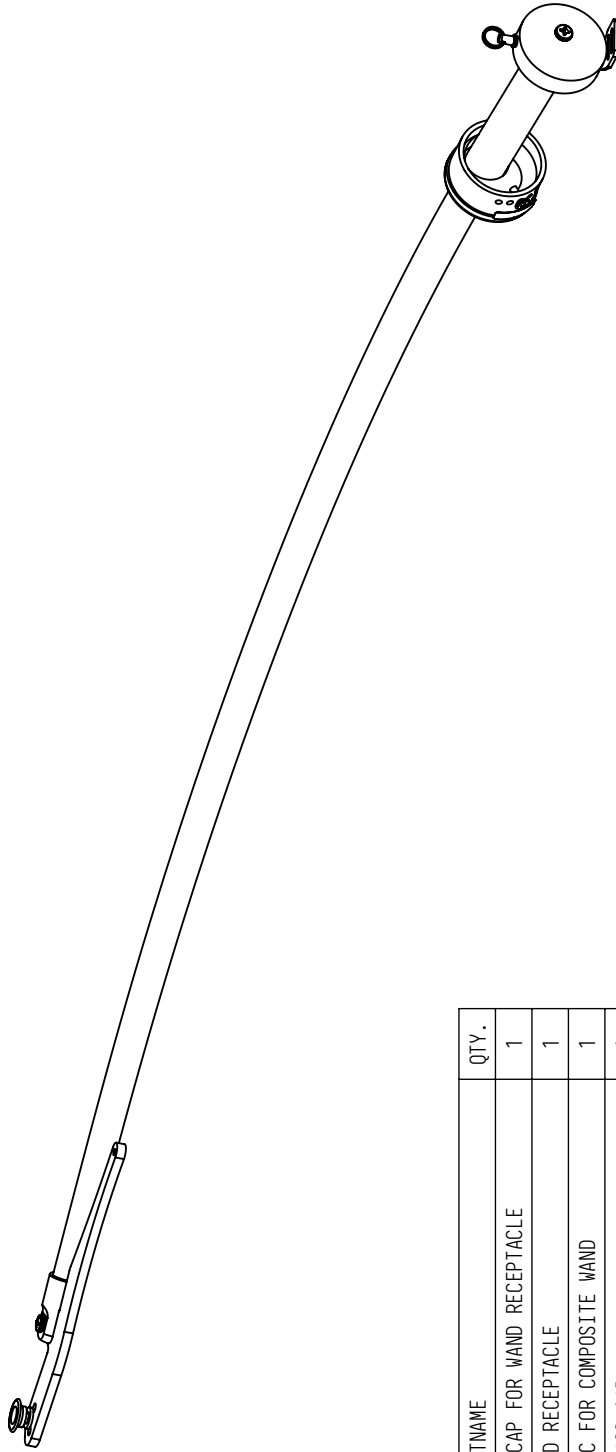
DRAWN: **2/26/2003**

REVISED: **11/1/2018**

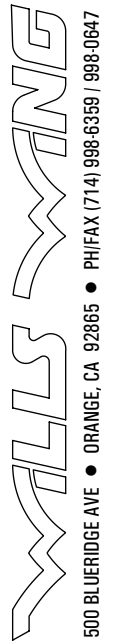
STATUS:

BY: **PEARSON**

REVISION: **C**



ITEM NO.	PARTNUMBER	PARTNAME	QTY.
1	15J-3010	ENDCAP FOR WAND RECEPTACLE	1
2	206-3120	WAND RECEPTACLE	1
3	15J-3020	DISC FOR COMPOSITE WAND	1
4	100-1161	NAS603-16P	1
5	10N-1730	CLINCH NUT 3/16 MS20142-3	3
6	10T-1145	BUSH 3003 7/32 X .1908 X 2.125	1
8	106-1710	MS20392-2C71	1
9	10M-1651	SCREW PAN 8-32 X .375 THRD CUT	1
10	40R-7601	TIP WAND	1
11	206-3140	WAND LEVER	1
12	206-3130	WAND CUP	1
13	10C-4061	NAS623-3-6	1
14	10U-5084	WASHER NYLON .472 X .252 X .060	3
15	10P-1100	SAFETY RING AN 9491 SMALL	1
16	706-4019	PLACARD - SAIL ADJUSTER ALIGN	1
17	206-3002	GROMMET INSERT N02 TOP	1
18	206-3003	GROMMET INSERT N02 BOTTOM	1
19	10C-1061	BOLT NAS 517-3-6	1

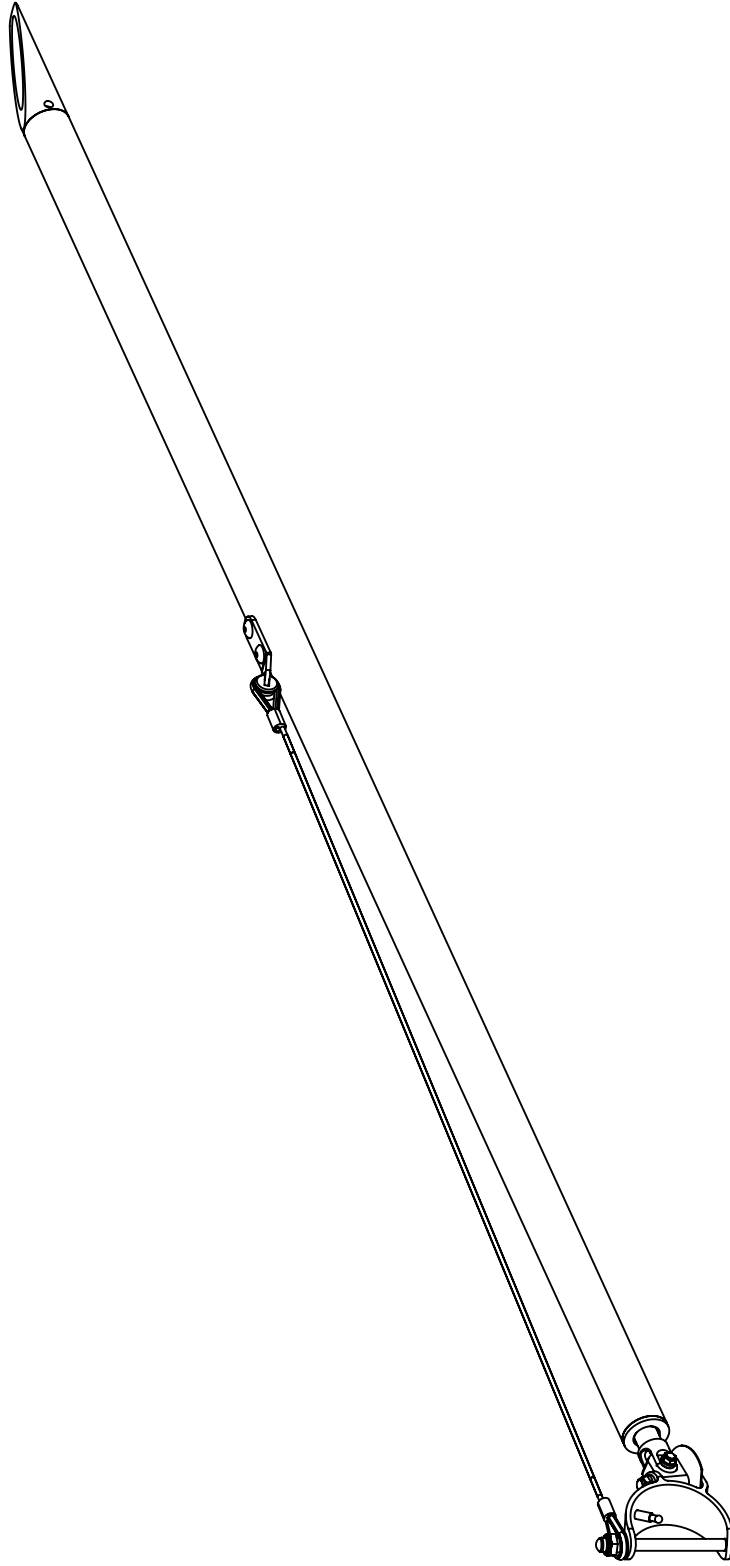


 500 BLUERIDGE AVE • ORANGE, CA 92865 • PH/FAX (714) 998-6359 / 998-0647

TITLE: **Tip Wand Assembly**

DOCUMENT ID:	REVISION:
SPORT 3	G
DRAWN:	STATUS:
3/6/2003	PEARSON
REVISED:	BY:
11/1/2018	PEARSON

ITEM NO.	PARTNUMBER	PARTNAME	QTY.
1	40M-1163B	SPROG ASSY - 1.0 7075 W/CABLE, INDSERT, PADDLE	1
2	206-2448	SPROG FORK HINGE PILLAR	1
3	206-2441	SPROG FORK STAINLESS	1
4	10C-2361	NAS517-4-36	1
5	10N-0040	LOCKNUT LOW PRO 52MKTE-048	1
6	10B-2191	AN24-19A	1
7	10T-4113	BUSH SS .312 X .028 X .240	1
8	10N-1740	CLINCH NUT 1/4 MS21042-4	1
9	10C-4081	NAS623-3-8	1
10	10N-1730	CLINCH NUT 3/16 MS20142-3	1
11	10R-0366	RIVET AL 3/16 X .375 CHAAP06-4	1
12	10U-5240	WASHER NYLON 1.50 X .250 X .02 (TRIMMED)	1
13	206-2452	BRACKET LE SPROG HINGE 52 RIGHT	1



WALLS WING
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TITLE:
Sprog Assy Sport 3

SLDDMF ID:
Sport 3

DOCUMENT ID:
NA

DRAWN:

REVISED:
10/16/2018

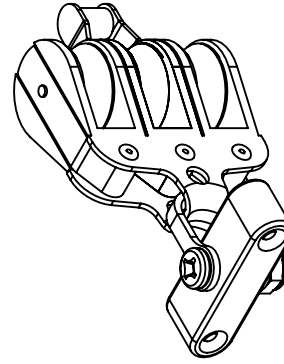
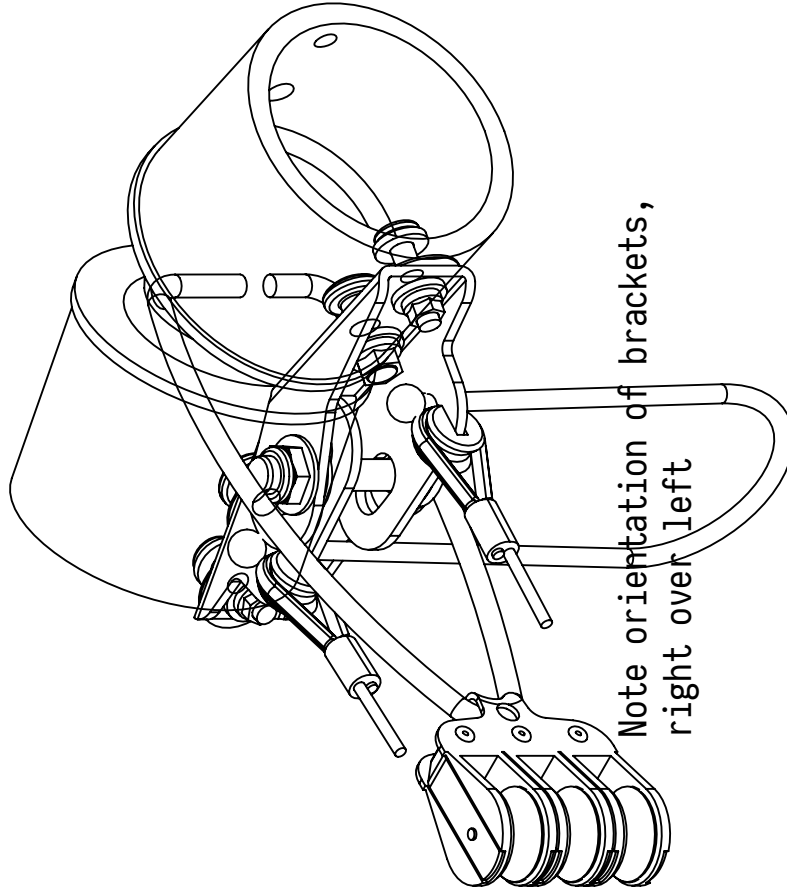
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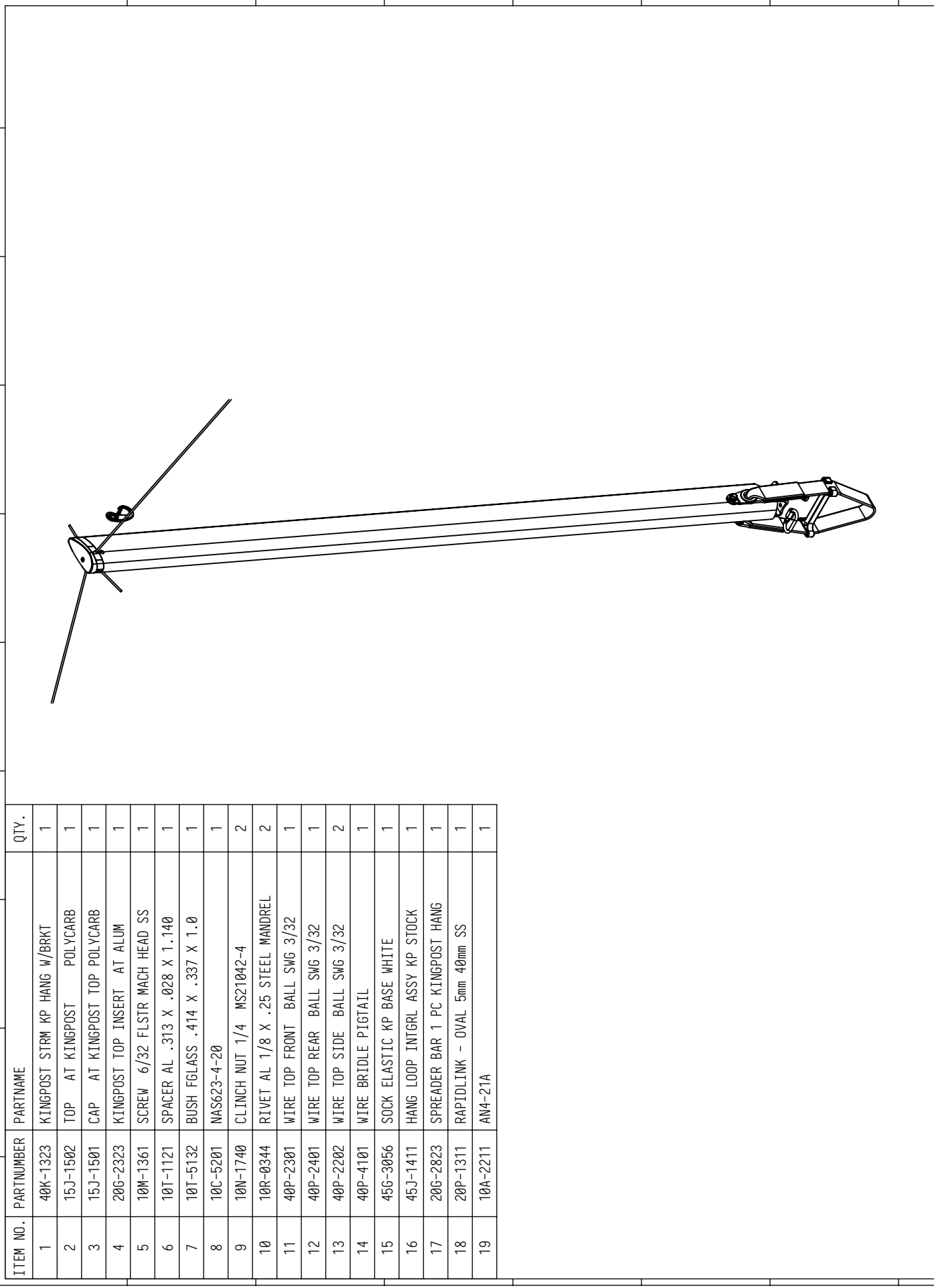
BY:
PEARSON

REVISION:
A

ITEM NO.	PartNumber	PartName	QTY.
1	40P-4209	WIRE XBAR SWEEP U2/S2 SET SPREADER	1
2	15J-2134	BALL-XBAR CNTR BALL JOINT 62B VG HOLE	1
3	15J-2117	SOCKET XBAR CNTR BALL JOINT 62B	1
4	10U-1140	WASHER STEEL AN960-416 1/4 THICK	2
5	10U-4100	WASHER BRASS .625X .281X .04	4
6	10U-5125	WASHER NYLON .75 X .316 X .020	4
7	10U-1130	WASHER STEEL AN960-10	4
8	10C-5181	NAS623-4-18	1
9	10N-0040	LOCKNUT LOW PRO 52MKTE-048	1
10	10C-4081	NAS623-3-8	2
11	10N-1730	CLINCH NUT 3/16 MS20142-3	2
12	10C-5061	NAS623-4-6	2
13	10N-1740	CLINCH NUT 1/4 MS21042-4	2
14	30J-1121	LEACHLINE 505	1
15	30J-3022	AMSTEEL 1/8	1
16	20P-1252	PULLEY RONSTAN TRIPLE W/BECKT	1
17	20P-1250	PULLEY RONSTAN TRIPLE NO BECKT	1
18	20P-1333	SHACKLE - SM RONSTAN MOFIFIED	1
19	10C-0071	NAS623-2-7	1
20	10N-1220	LOCKNUT LOWPRO 0832 SS	1

Use 2 loops of Amsteel with secure knot
See Tech Bulletin 20050620





ITEM NO.	PARTNUMBER	PARTNAME	QTY.
1	40K-1323	KINGPOST STRM KP HANG W/BRKT	1
2	15J-1502	TOP AT KINGPOST POLYCARB	1
3	15J-1501	CAP AT KINGPOST TOP POLYCARB	1
4	20G-2323	KINGPOST TOP INSERT AT ALUM	1
5	10M-1361	SCREW 6/32 FLSTR MACH HEAD SS	1
6	10T-1121	SPACER AL .313 X .028 X 1.140	1
7	10T-5132	BUSH FGLASS .414 X .337 X 1.0	1
8	10C-5201	NAS623-4-20	1
9	10N-1740	CLINCH NUT 1/4 MS21042-4	2
10	10R-0344	RIVET AL 1/8 X .25 STEEL MANDREL	2
11	40P-2301	WIRE TOP FRONT BALL SWG 3/32	1
12	40P-2401	WIRE TOP REAR BALL SWG 3/32	1
13	40P-2202	WIRE TOP SIDE BALL SWG 3/32	2
14	40P-4101	WIRE BRIDLE PIGTAIL	1
15	45G-3056	SOCK ELASTIC KP BASE WHITE	1
16	45J-1411	HANG LOOP INTGRL ASSY KP STOCK	1
17	20G-2823	SPREADER BAR 1 PC KINGPOST HANG	1
18	20P-1311	RAPIDLINK - OVAL 5mm 40mm SS	1
19	10A-2211	AN4-21A	1

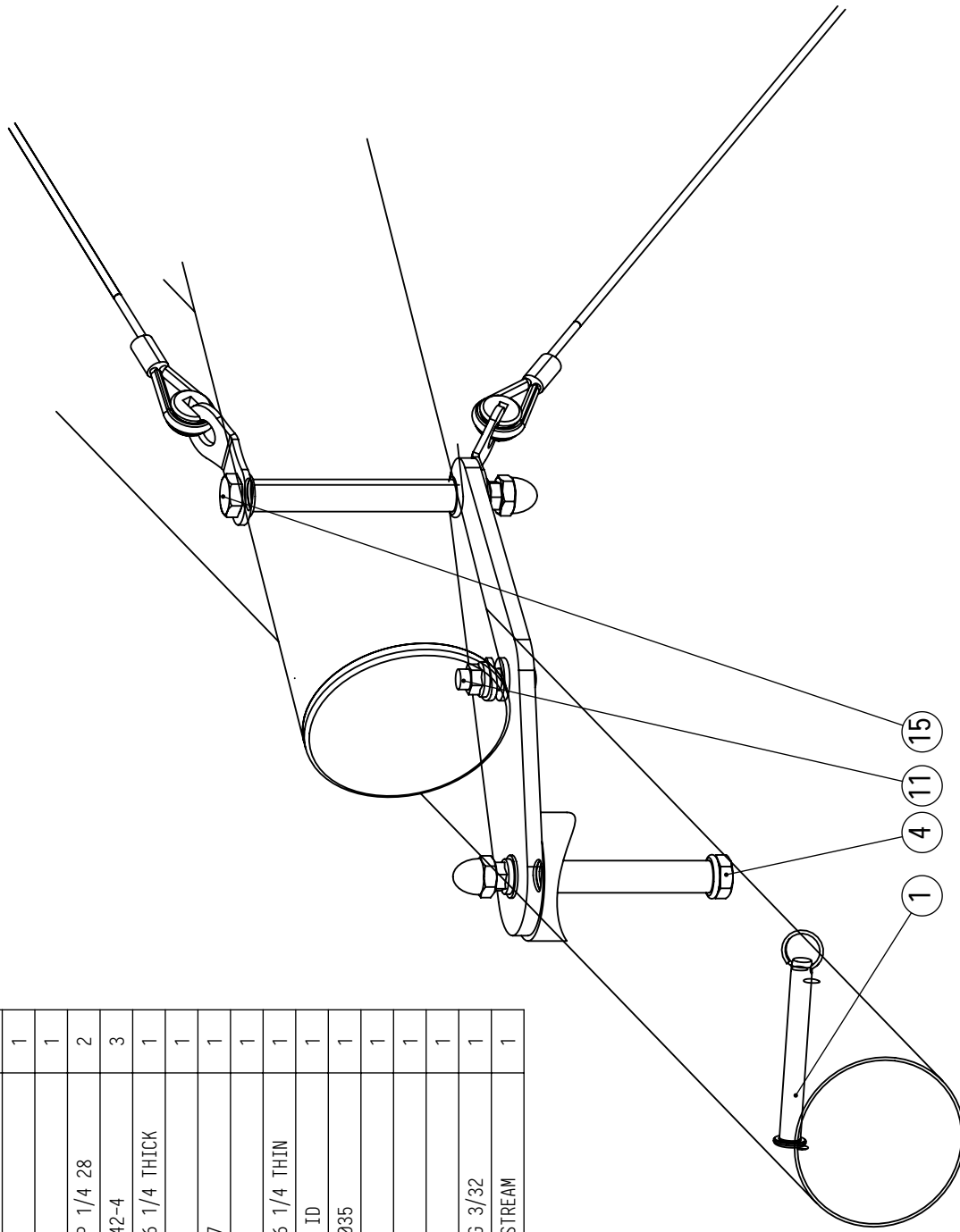
WALLS WANG
 500 BLUERIDGE AVE • ORANGE, CA 92865 • PH/FAX (714) 998-6359 / 998-0647

TITLE: **Sport 3 Kingpost Assembly**
 SLODMF ID: **Sport 3**

DRAWN: **3/4/2003**
 REVISED: **11/1/2018**
 STATUS: **PEARSON**

REVISION: **A**

ITEM NO.	PARTNUMBER	PARTNAME	QTY.
1	10G-2650	MS20392-3C65	1
2	10P-1100	SAFETY RING AN 9491 SMALL	1
3	10T-1161	BUSH 3011-T3 .375 * .035	2
4	10A-2271	AN4-27A	1
5	15F-6203	SADDLE 52MM NYLON66	1
6	15A-2010	NYLON THREADED NUT CAP 1/4 28	2
7	10N-1740	CLINCH NUT 1/4 MS21042-4	3
8	10U-1140	WASHER STEEL AN960-416 1/4 THICK	1
9	10U-1400	WASHER MS 15795-210	1
10	20C-1740	XBAR PLATE RAMAIR .187	1
11	10C-5071	NAS623-4-7	1
12	10U-1141	WASHER STEEL AN960-416 1/4 THIN	1
13	15C-6219	ENDCAP 62mm OD 58.2 ID	1
14	10T-1161	BUSH 3011-T3 .375 * .035	1
15	10A-2331	AN4-33A	1
16	40D-2200	S3 155 XBAR	1
17	40C-2200	S3 155 FRONT LE	1
18	40P-2202	WIRE TOP SIDE BALL SMG 3/32	1
19	40P-3105	WIRE BOTTOM SIDE SLIPSTREAM	1



WALLS WANG
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TITLE:
Sport 3 Kingpost Assembly

DOCUMENT ID:
 Sport 3

DRAWN:
 3/4/2003

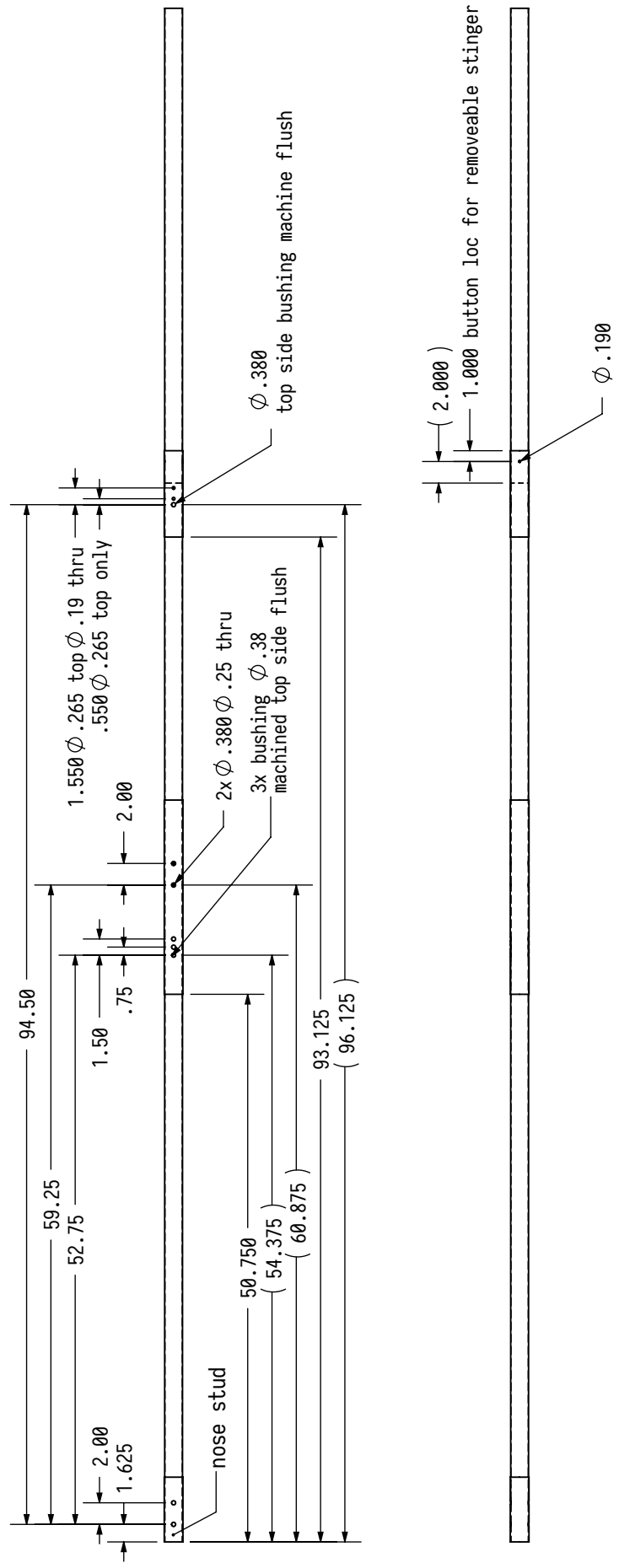
REVISED:
 11/1/2018

STATUS:
 PEARSON

BY:
 PEARSON

REVISION:
A

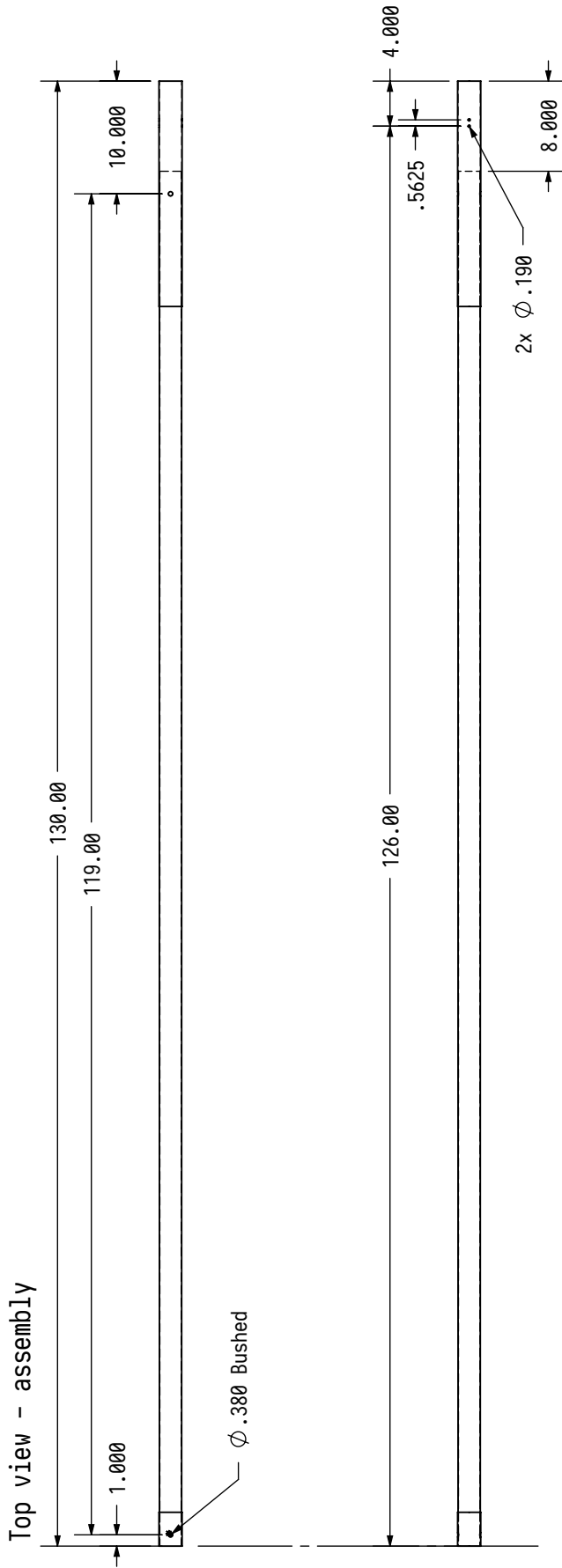
Item	Part Name	Length (in)	Length (mm)	Material
1	S3 135 Keel front tube	98.13	2493	42mm x 0.9mm 7075-T6
2	S3 135 Keel front slv	6.00	152	44mm x 0.9mm 7075-T6
3	S3 135 Keel stinger	44.00	1118	42mm x 0.9mm 7075-T6
4	S3 135 Keel middle slv2	18.00	457	44mm x 0.9mm 7075-T6
5	S3 135 Keel rear slv	8.00	203	44mm x 0.9mm 7075-T6



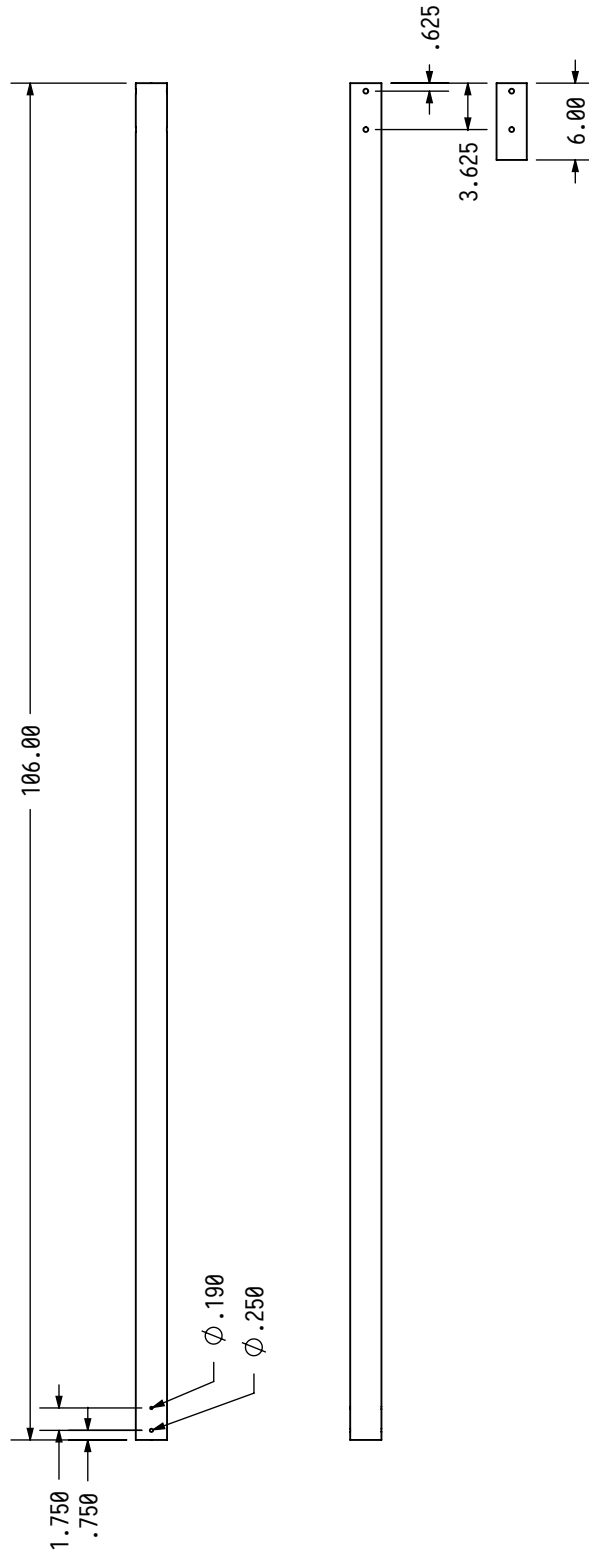
REV	DESCRIPTION	DATE
A	Final CG position, removeable stinger	1/24/2018

WALLS WANG
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 TITLE: **S3 135 Keel**
 SLDOWNF ID: S3 135 Airframe
 DOCUMENT ID: see BOM
 DRAWN: 11/20/2017
 REVISED: 1/24/2018
 STATUS: NA
 BY: PEARSON
 REVISION: **A**

Item	Part Name	Length	Length mm	Material
1	S3 135 Front LE tube	122.00	3099 mm	50mm x 0.9mm 7075-T6
2	S3 135 Front LE front slv	3.00	76 mm	52mm x 0.9mm 7075-T6
3	S3 135 Front LE middle slv	20.00	508 mm	52mm x 0.9mm 7075-T6



Item	Part Name	Length	Length mm	Material
1	S3 135 Xbar tube	106.00	2692 mm	60mm x 0.9mm 7075-T6
2	S3 135 Xbar slv	6.00	152 mm	62mm x 0.9mm 7075-T6



WALLS WING
 500 BLUERIDGE AVE • ORANGE, CA 92865 • PH/FAX (714) 998-6359 / 998-0647

TITLE: **S3 135 Xbar**

SLDDMF ID:
 S3 135 Airframe

DOCUMENT ID:
 see BOM

DRAWN:
 11/20/2017

REVISED:
 1/24/2018

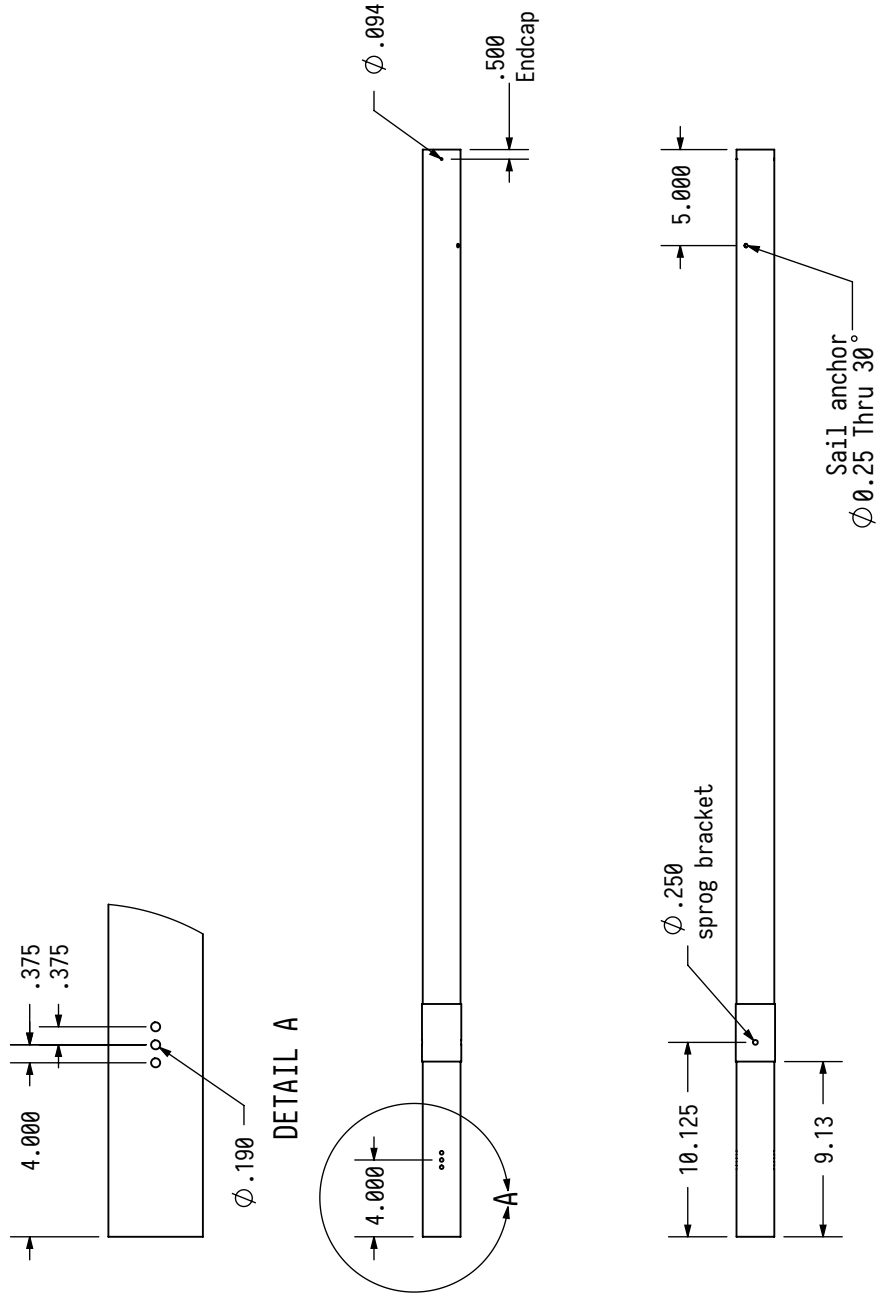
STATUS:
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BY:
 PEARSON

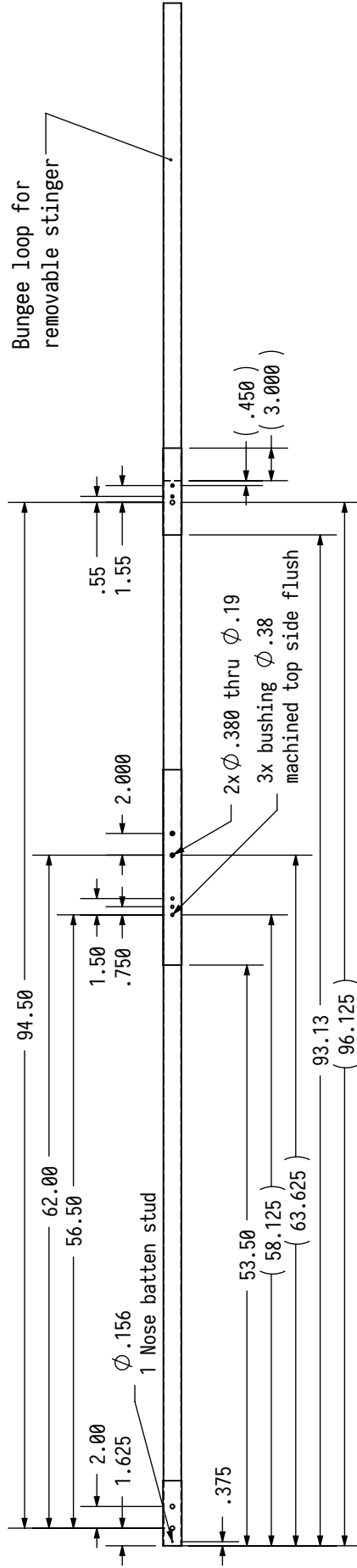
REVISION:
A

Item	Part Name	Length	Length mm	Material
1	S3 135 Rear LE tube	56.63	1438 mm	50mm x 0.9mm 7075-T6
2	S3 135 Rear LE slv	3.00	76 mm	52mm x 0.9mm 7075-T6

3 holes for length adjustment
 OAL ≤ 0.375 compared to Sport 2
 Default same effective length as Sport 2 with 0.375 gap to FLE



ITEM NO.	COMPONENT	MATERIAL	Length (in)	Length (mm)	WEIGHT (lb)
1	S3 155 keel front tube	42mm x 0.9mm 7075-T6	98.13	2493	1.79
2	S3 155 keel front s/v	44mm x 0.9mm 7075-T6	6.00	152	0.11
3	S3 155 keel middle s/v2	44mm x 0.9mm 7075-T6	18.00	457	0.34
4	S3 155 keel rear s/v	44mm x 0.9mm 7075-T6	8.00	203	0.15
5	S3 155 Keel stinger	42mm x 0.9mm 7075-T6	44.00	1118	0.80



1.00 button-loc for removable stinger

2018-04-01 Rev B 3-holes C6 back 1 inch effective 39877, 39879, 39883 39907

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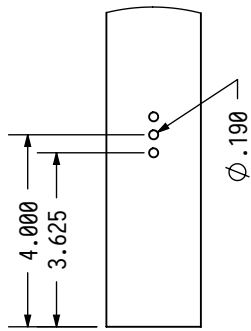
TITLE: **S3 155 Keel**
 SLDDMF ID: S3 155 Airframe

PART NO: **NA**
 REVISION: **B**

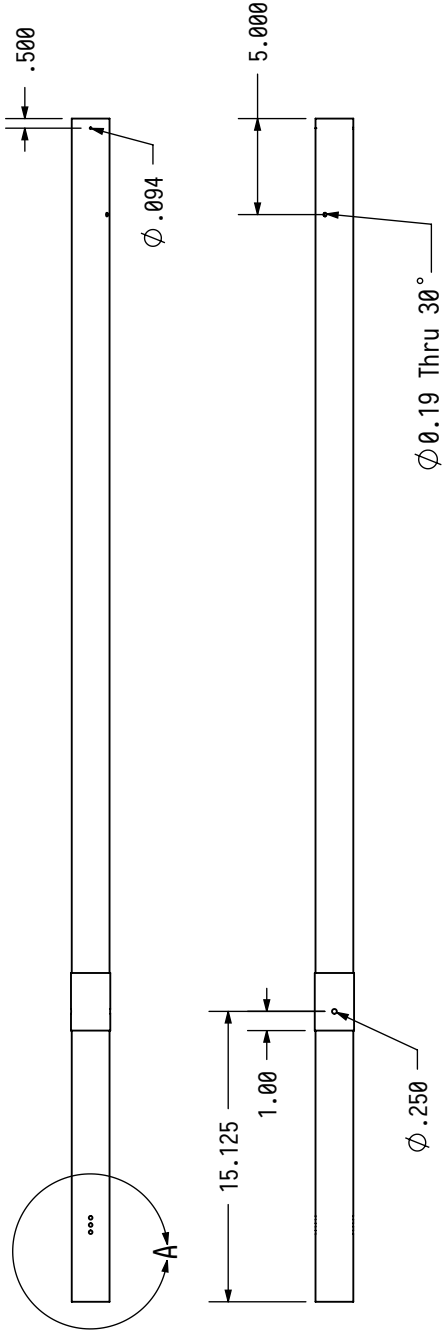
DRAWN: 11/28/2017
 REVISED: 4/1/2018
 STATUS: BY: PEARSON


T.U.S. .X ± .05
 .XX ± .015
 .XXX ± .003
 .XXXX ± .0005
 ANGLES ± 1/2°

ITEM NO.	COMPONENT	MATERIAL	LENGTH (in)	LENGTH (mm)	WEIGHT (lb)
1	S3 155 rear le tube	50mm x 0.9mm 7075-T6	61.625	1565	1.35
2	S3 155 rear le slv	52mm x 0.9mm 7075-T6	3.00	76	0.07



DETAIL A
 $\phi .190$



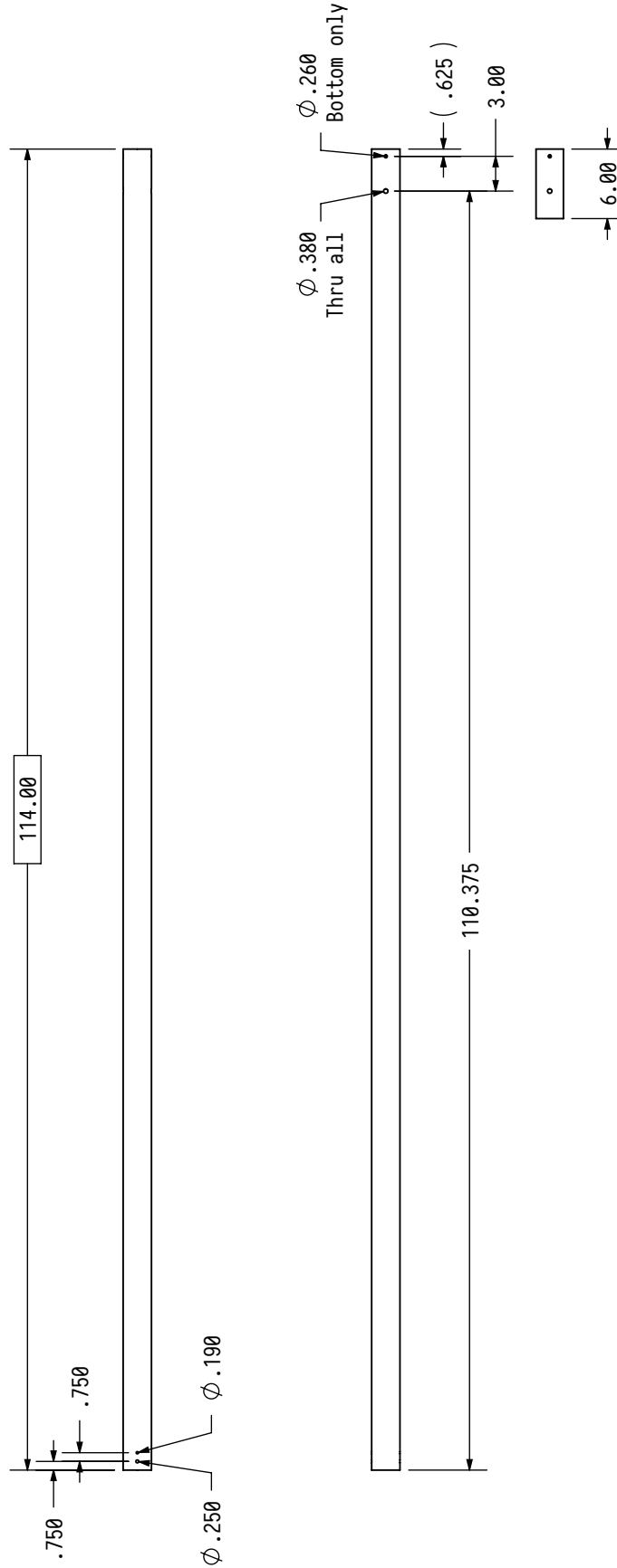

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TITLE: S3 155 Rear LE
SLODDMF ID: S3 155 Airframe

PART NO: NA
REVISION: A
REVISION: A
REVISOR: NA
REVISION DATE: 1/31/2018
STATUS: 1/31/2018
BY: PEARSON

T.U.S. .X ± .05
 .XX ± .015
 .XXX ± .003
 .XXXX ± .0005
 ANGLES ± 1/2°

ITEM NO.	COMPONENT	MATERIAL	LENGTH (in)	LENGTH (mm)	WEIGHT (lb)
1	S3 155 xbar tube	62mm x 0.9mm 7075-T6	114.00	2896	3.10
2	S3 155 xbar s1v	60mm x 0.9mm 7075-T6	6.00	152	0.16



WALLS WING
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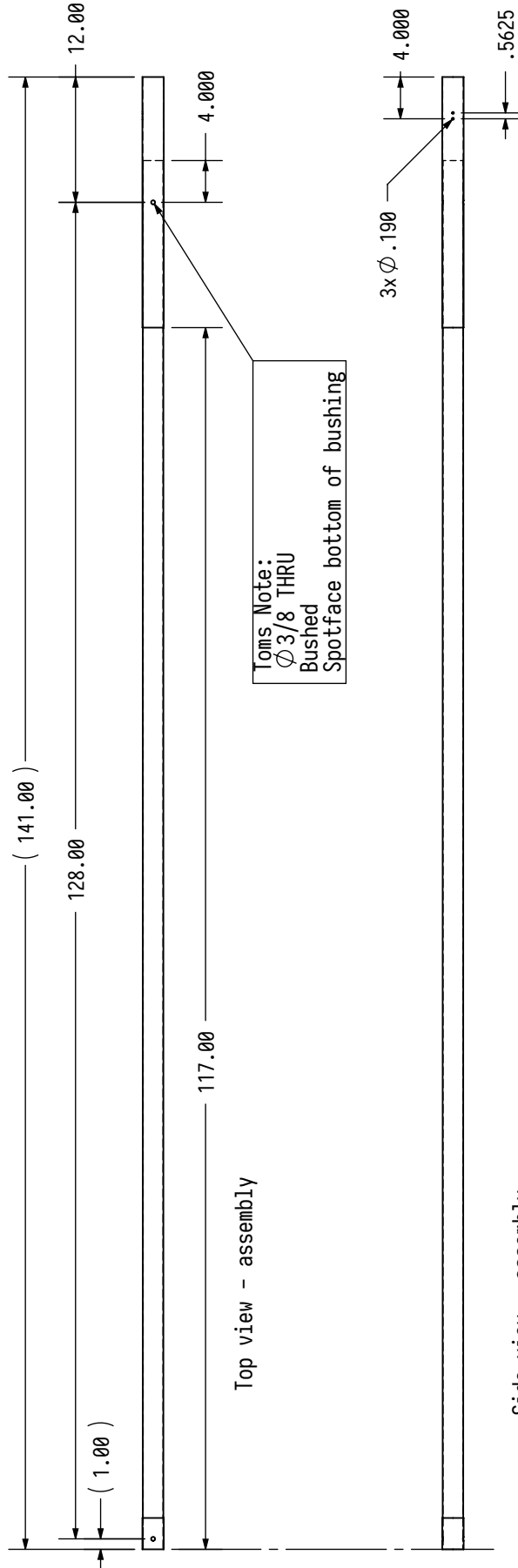
TITLE: **S3 155 Xbar**
 SLDDMF ID: S3 155 Airframe

MATERIAL:
 DRAWN: 11/28/2017
 REVISED: 11/28/2017

PART NO: **NA**
 STATUS:
 BY: **PEARSON**

REVISION: **A**
 T.U.S. .X ± .05
 .XX ± .015
 .XXX ± .003
 .XXXX ± .0005
 ANGLES ± 1/2°

ITEM NO.	COMPONENT	MATERIAL	LENGTH (in)	LENGTH (mm)	WEIGHT (lb)
1	S3 155 front le tube	50mm x 0.9mm 7075-T6	133.00	3378	2.90
2	S3 155 Front LE front s1v	52mm x 0.9mm 7075-T6	3.00	76	0.07
3	S3 155 Front LE middle s1v	52mm x 0.9mm 7075-T6	24.00	610	0.54



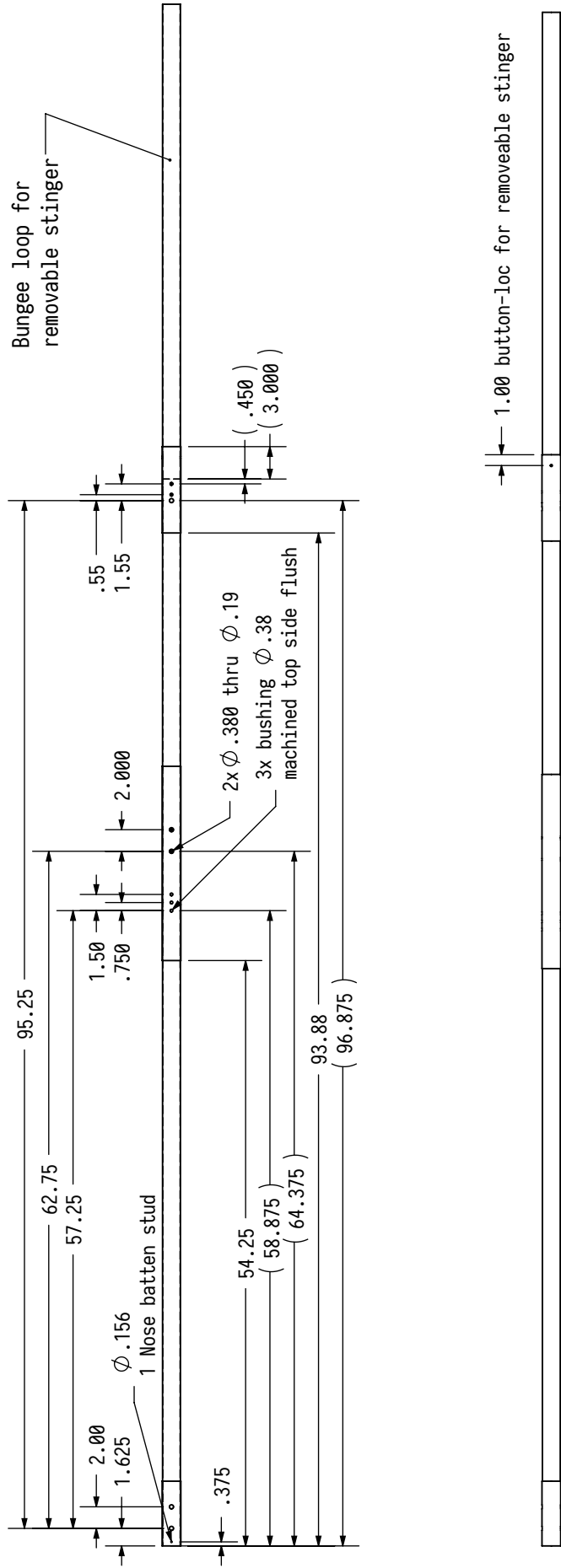
WALLS WANG
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TITLE: **S3 155 Front LE**
 SLDDMF ID: **S3_155 Airframe**

REVISION: **A**
 PART NO: **NA**
 DRAWN: **11/28/2017**
 REVISED: **11/28/2017**
 STATUS: **PEARSON**
 BY: **PEARSON**

T. U. S. . X ± .05
 . XX ± .015
 . XXX ± .003
 . XXXX ± .0005
 ANGLES ± 1/2°

ITEM NO.	COMPONENT	MATERIAL	Length (in)	Length (mm)	WEIGHT (lb)
1	S3 170 Keel front tube	42mm x 0.9mm 7075-T6	98.88	2511	1.80
2	S3 170 Keel front s/v	44mm x 0.9mm 7075-T6	6.00	152	0.11
3	S3 170 Keel middle s/v2	44mm x 0.9mm 7075-T6	18.00	457	0.34
4	S3 170 Keel rear s/v	44mm x 0.9mm 7075-T6	8.00	203	0.15
5	S3 170 Keel stinger	42mm x 0.9mm 7075-T6	44.00	1118	0.80



2018-08-18 P2: CG forward 1 inch

WALLS WING
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TITLE: **S3 170 Keel**
 SLD/DMF ID: S3 170 Airframe

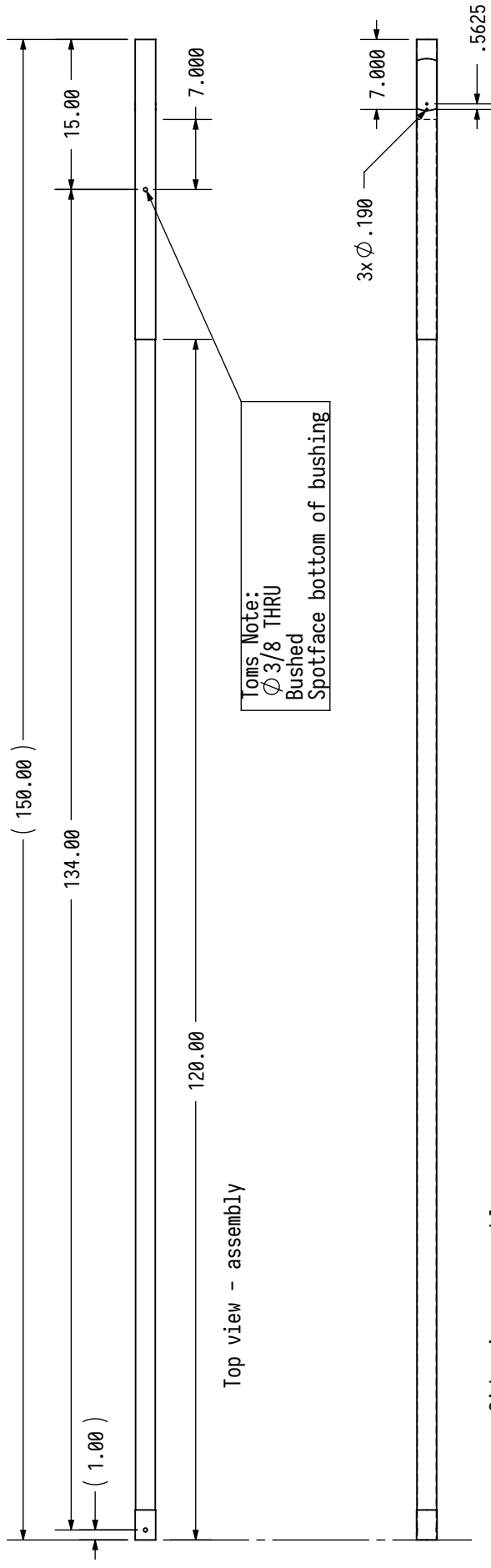
REVISION: **P2**
 PART NO: **NA**

STATUS: **PEARSON**
 BY: **PEARSON**

DRAWN: **8/18/2018**
 REVISED: **6/28/2018**

T.U.S. .X ± .05
 .XX ± .015
 .XXX ± .003
 .XXXX ± .0005
 ANGLES ± 1/2°

ITEM NO.	COMPONENT	MATERIAL	LENGTH (in)	LENGTH (mm)	WEIGHT (lb)
1	S3 170 front le tube	50mm x 0.9mm 7075-T6	142	3607	3.10
2	S3 170 Front LE front s/v	52mm x 0.9mm 7075-T6	3	76	0.07
3	S3 170 Front LE middle s/v	52mm x 0.9mm 7075-T6	30	762	0.68



Top view - assembly

Side view - assembly

WALLS WINGS
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TITLE: **S3 170 Front LE**
 SLDDEF ID: **S3 170 Airframe**

PART NO: **NA**

REVISION: **P1**

STATUS: **PEARSON**

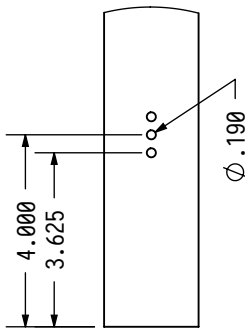
REVISED: **6/28/2018**

DRAWN: **6/28/2018**

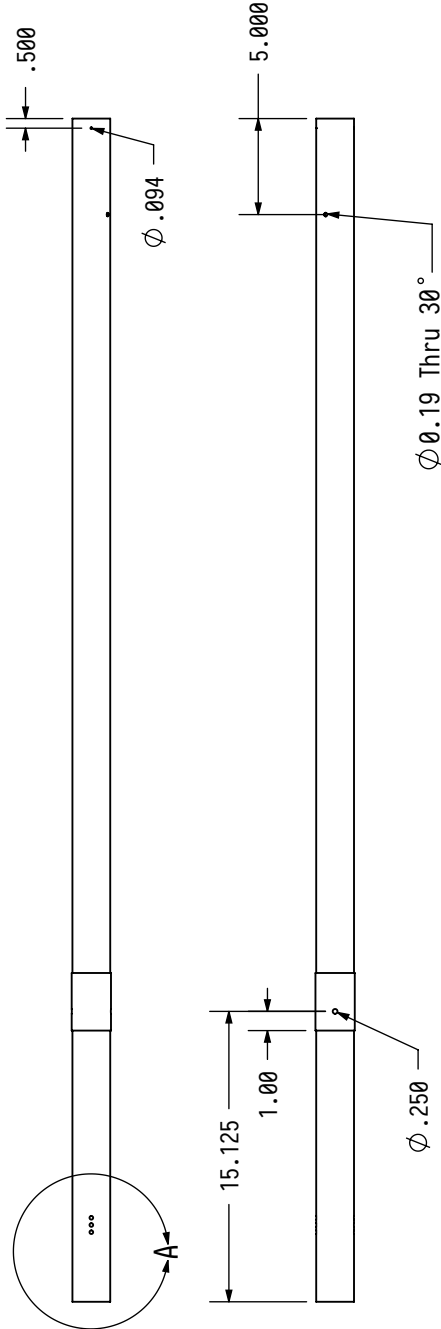
BY: **PEARSON**

T.U.S. .X ± .05
 .XX ± .015
 .XXX ± .003
 .XXXX ± .0005
 ANGLES ± 1/2°

ITEM NO.	COMPONENT	MATERIAL	LENGTH (in)	LENGTH (mm)	WEIGHT (lb)
1	S3 170 rear le tube	50mm x 0.9mm 7075-T6	61.625	1565	1.35
2	S3 170 rear le siv	52mm x 0.9mm 7075-T6	3	76	0.07



DETAIL A



WALLS WING
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TITLE: **S3 170 Rear LE**
 SLDDMF ID: S3_170_Airframe

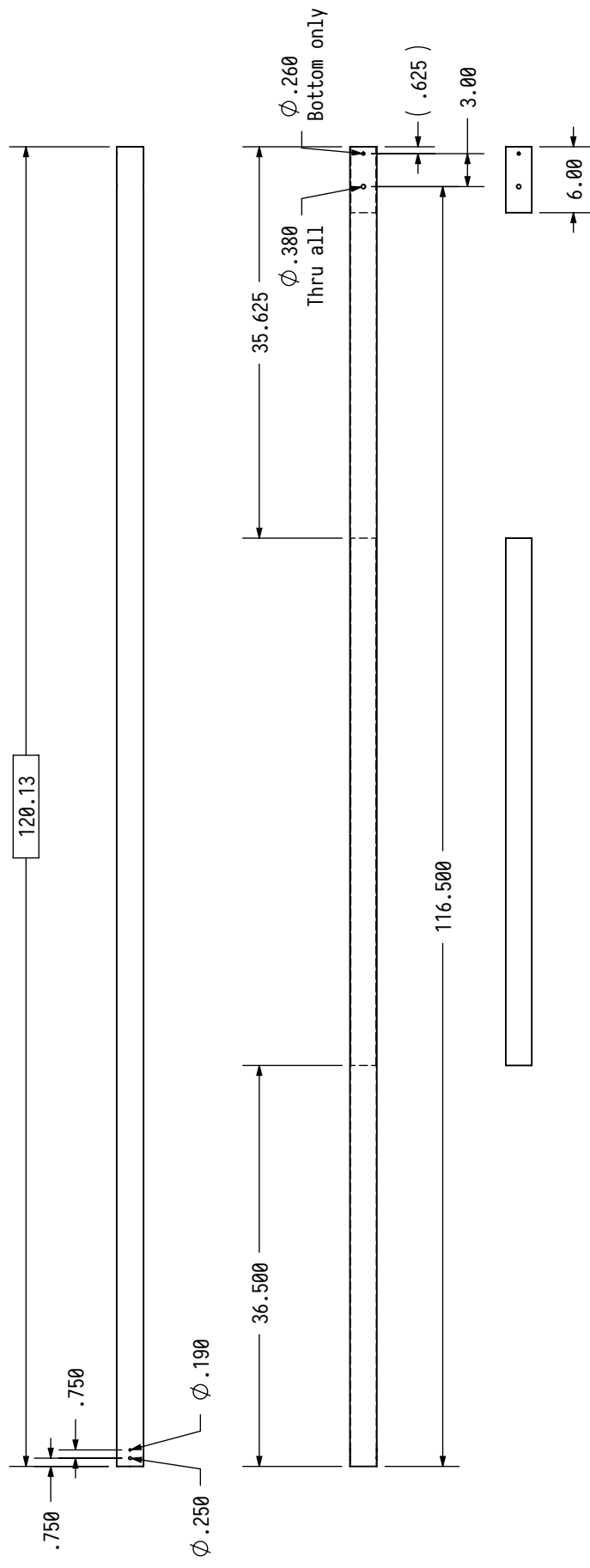
PART NO: **NA**
 MATERIAL:

REVISION: **P1**
 STATUS:

T.U.S. .X ± .05
 .XX ± .015
 .XXX ± .003
 .XXXX ± .0005
 ANGLES ± 1/2°

DRAWN: 6/28/2018
 REVISD: 6/28/2018
 BY: PEARSON

ITEM NO.	COMPONENT	MATERIAL	LENGTH (in)	LENGTH (mm)	WEIGHT (lb)
1	S3 170 xbar tube	62mm x 0.9mm 7075-T6	120.125	3051	3.26
2	S3 170 xbar s1v	60mm x 0.9mm 7075-T6	6	152	0.16
3	S3 170 xbar s1v2	60mm x 0.9mm 7075-T6	48	1219	1.26



2018-08-18 P2: lengthen 0.25

WALLS WANG
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TITLE: **S3 170 Xbar**
 SLODDMP ID: S3_170 Airframe

PART NO: **NA**

REVISION: **P2**

REVISION: T.U.S. .X ± .05
 .XX ± .015
 .XXX ± .003
 .XXXX ± .0005
 ANGLES ± 1/2°

STATUS: **PEARSON**

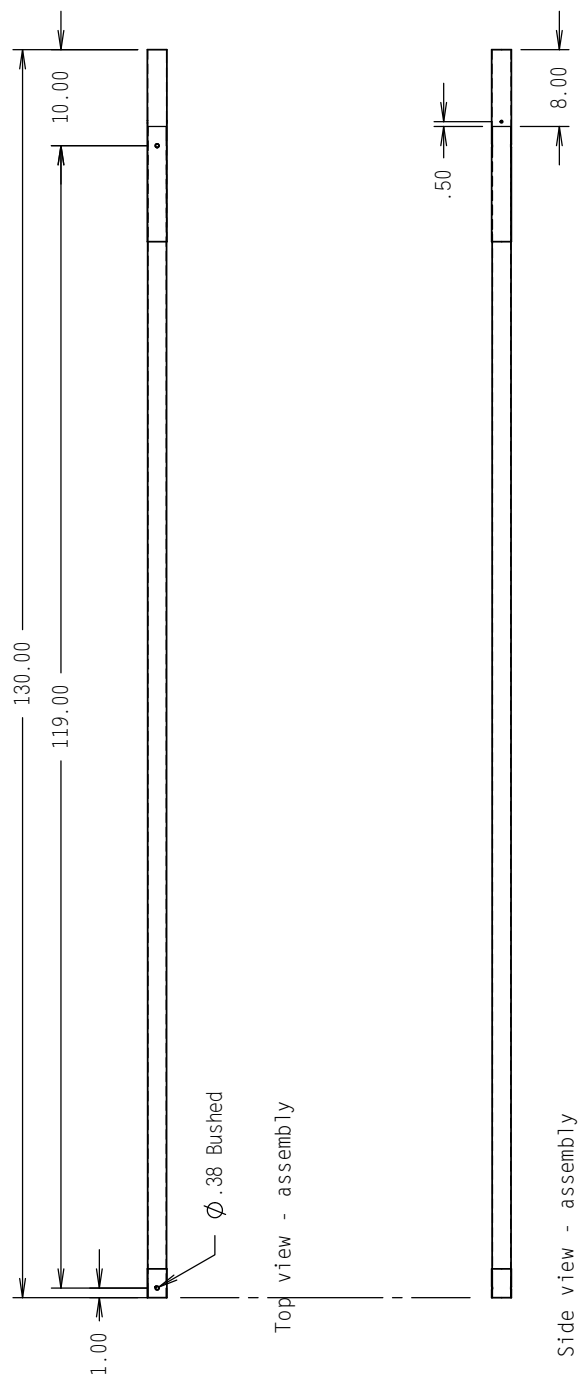
REVISOR: **PEARSON**

DATE: **6/28/2018**

DRAWN: **8/18/2018**

MATERIAL:

Item	Part Name	Length	Length mm	Material	weight	S2 135 Front LE/QTY.
1	S2 135 Front LE tube	122.00	3099 mm	50mm x 0.9mm 7075-T6	2.62	1
2	S2 135 Front LE front s1v	3.00	76 mm	52mm x 0.9mm 7075-T6	0.07	1
3	S2 135 Front LE middle s1v	20.00	508 mm	52mm x 0.9mm 7075-T6	0.45	1



WALLS WANG
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TITLE: **S2 135 Front LE**

SLODDMF ID:
 S2 135 Airframe

DOCUMENT ID:
 see BOM

DRAWN:
 1/26/2005

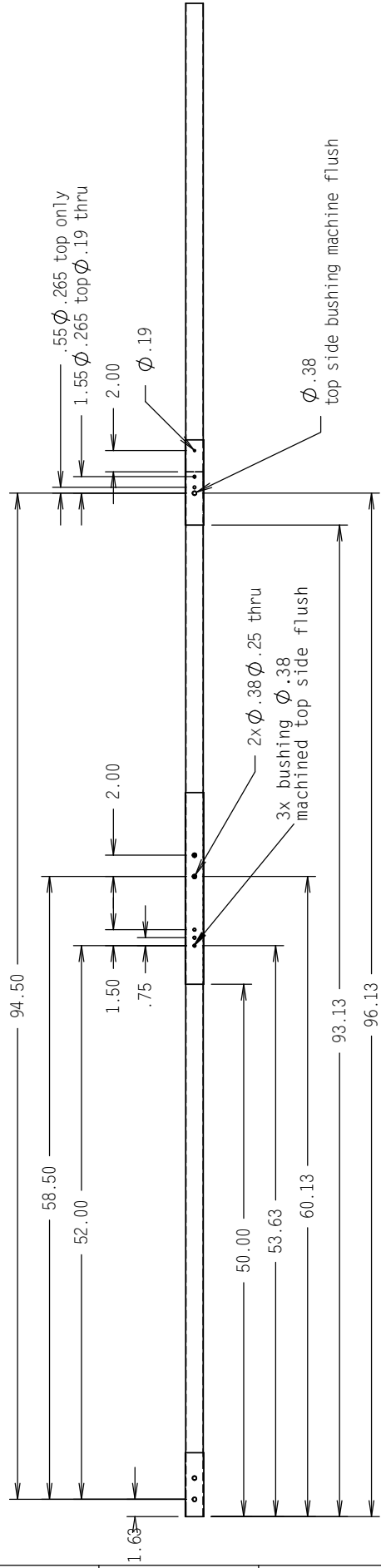
REVISED:
 2/20/2014


STATUS:
 NA

BY:
 PEARSON

REVISION:
B

Item	Part Name	Length (in)	Length (mm)	Material	Weight
1	S2 135 Keel front tube	98.13	2493	42mm x 0.9mm 7075-T6	1.76
2	S2 135 Keel front slv	6.00	152	44mm x 0.9mm 7075-T6	0.11
3	S2 135 Keel stinger	44.00	1118	42mm x 0.9mm 7075-T6	0.78
4	S2 135 Keel middle slv2	18.00	457	44mm x 0.9mm 7075-T6	0.33
5	S2 135 Keel rear slv	8.00	203	44mm x 0.9mm 7075-T6	2.98



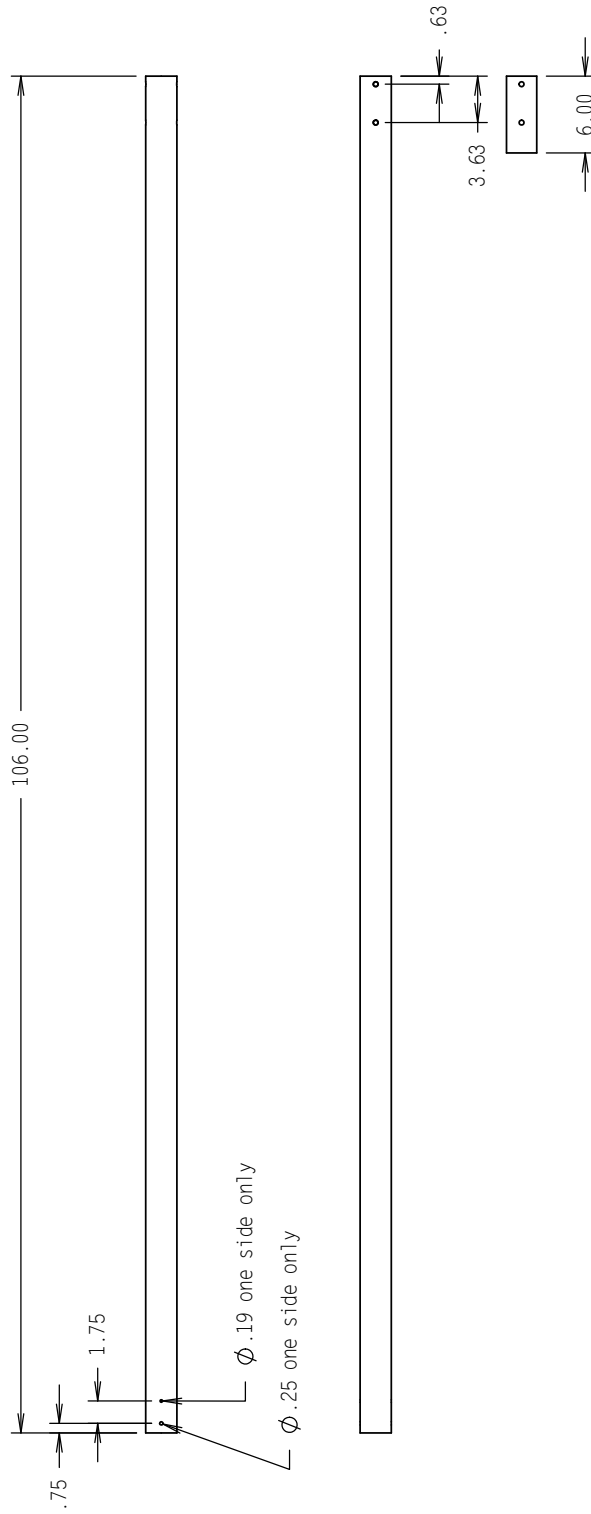

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TITLE: S2 135 Keel
 SLDNAME ID: S2 135 Airframe

REVISION: B
 DRAWN: 1/26/2005
 REVISED: 2/20/2014
 STATUS: NA
 BY: PEARSON

DOCUMENT ID: see BOM

Item	Part Name	Length	Length mm	Material	Weight	S2 135 Xbar/QTY.
1	S2 135 Xbar tube	106.00	2692 mm	60mm x 0.9mm 7075-T6	2.84	1
2	S2 135 Xbar s1v	6.00	152 mm	62mm x 0.9mm 7075-T6	0.15	1



WALLS WING
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TITLE: **S2 135 Xbar**

SLDDMF ID:
S2 135 Airframe

DOCUMENT ID:
see BOM

DRAWN:
1/26/2005

REVISED:
2/20/2014

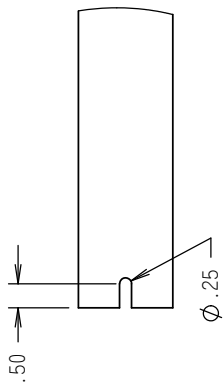
STATUS:
NA

BY:
PEARSON

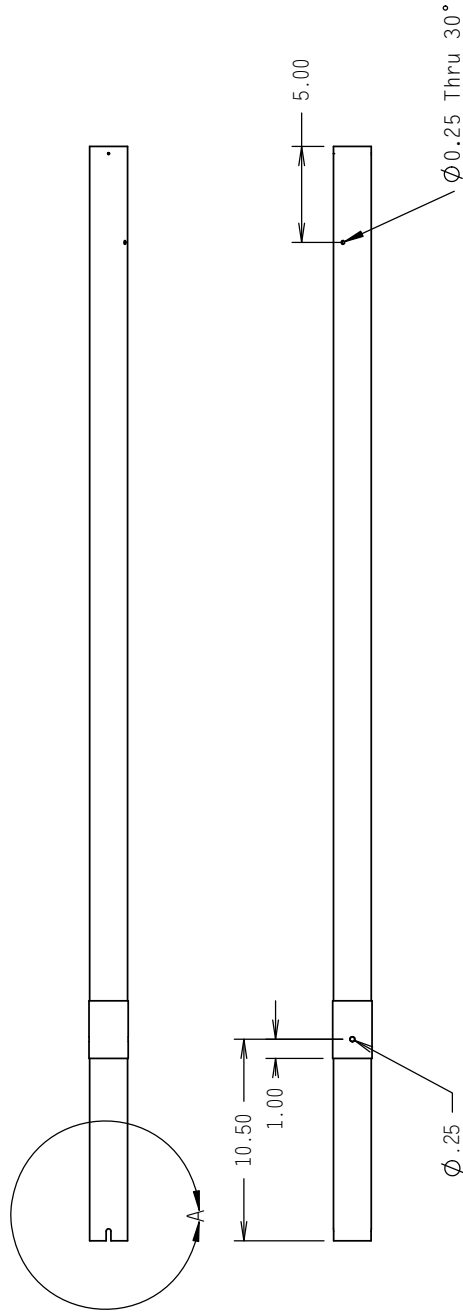
REVISION:
A

Item	Part Name	Length	Length mm	Material	Weight	S2 135 Rear LE/QTY.
1	S2 135 Rear LE tube	57.00	1447.8 mm	50mm x 0.9mm 7075-T6	1.23	1
2	S2 135 Rear LE slv	3.00	76.2 mm	52mm x 0.9mm 7075-T6	0.07	1

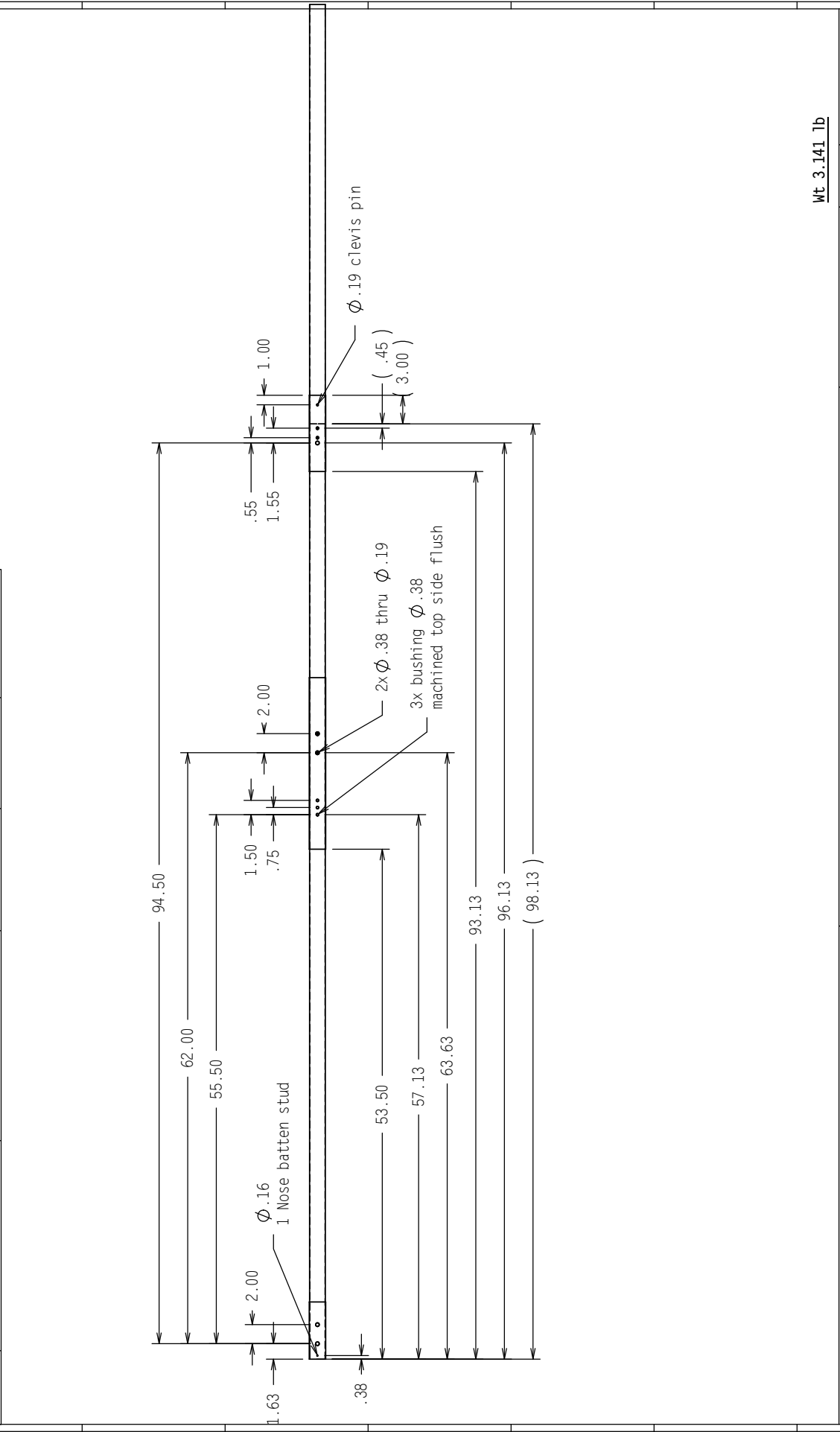
Note: use 'G' drill to pin in fixture



DETAIL A - SLOT
SCALE 1 : 4



ITEM NO.	COMPONENT	MATERIAL	Length (in)	Length (mm)	WEIGHT (lb)
1	S2 155 keel front tube	42mm x 0.9mm 7075-T6	98.13	2493	1.76
2	S2 155 keel front slv	44mm x 0.9mm 7075-T6	6.00	152	0.11
3	S2 155 keel middle slv2	44mm x 0.9mm 7075-T6	18.00	457	0.33
4	S2 155 keel rear slv	44mm x 0.9mm 7075-T6	8.00	203	0.15
5	S2 155 keel stinger	42mm x 0.9mm 7075-T6	44.00	1118	0.78



Wt 3.141 1b

WALLS WING
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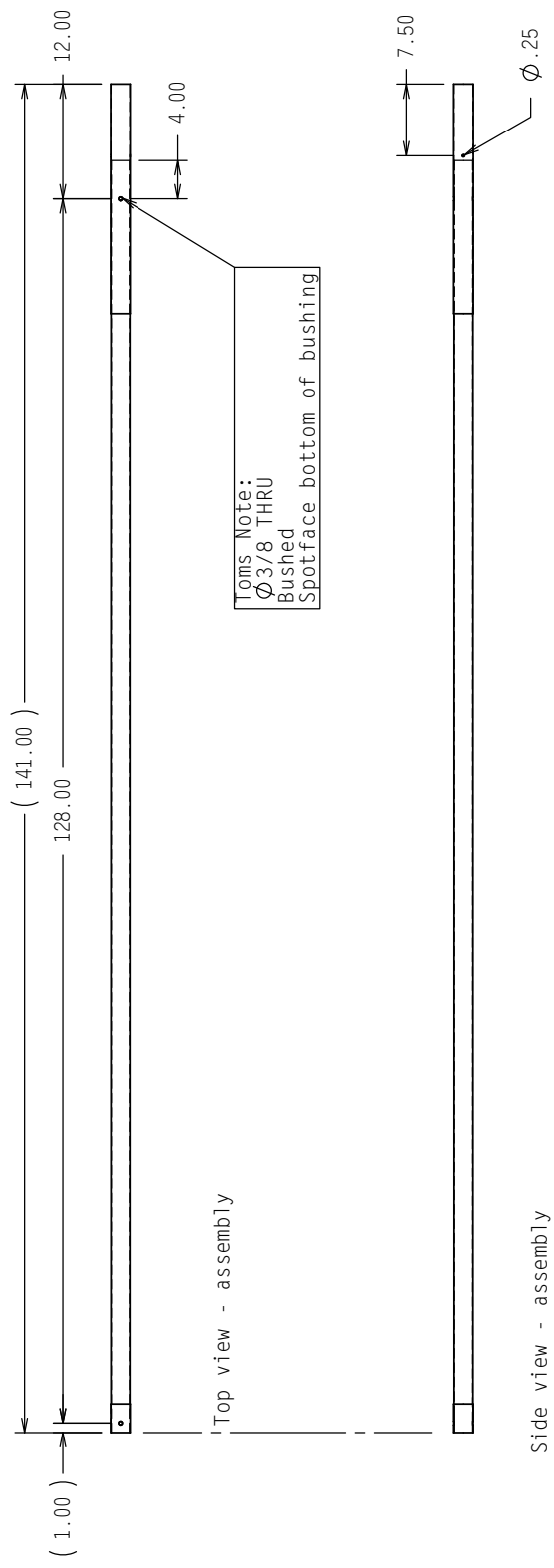
TITLE: **S2 155 Keel**
 SLD/DMF ID: S2 155 Airframe

PART NO: **NA**
 REVISION: **B**

DRAWN: 5/5/2003
 REVISED: 2/20/2014
 STATUS: NA
 BY: PEARSON

T.U.S. .X ± .05
 .XX ± .015
 .XXX ± .003
 .XXXX ± .0005
 ANGLES ± 1/2°

ITEM NO.	S2 155 Front LE/QTY.	COMPONENT	MATERIAL	LENGTH (in)	LENGTH (mm)	WEIGHT (lb)
1	1	S2 155 front le tube	50mm x 0.9mm 7075-T6	133.00	3378	2.86
2	1	S2 155 Front LE front s1v	52mm x 0.9mm 7075-T6	3.00	76	0.07
3	1	S2 155 Front LE middle s1v	52mm x 0.9mm 7075-T6	24.00	610	0.54



Top view - assembly

Side view - assembly

Wt 3.463 lb

WALLS WANG
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TITLE: **S2 155 Front LE**
 SLDDWF ID: **S2_155_Airframe**

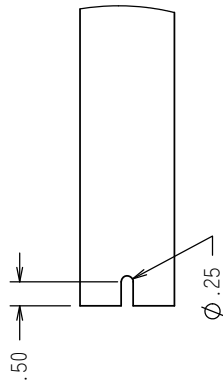
REVISION: **A**
 T.U.S. .X ± .05
 .XX ± .015
 .XXX ± .003
 .XXXX ± .0005
 ANGLES ± 1/2°

PART NO: **NA**
 REVISION: **2/20/2014**
 DRAWN: **5/5/2003**
 BY: **PEARSON**

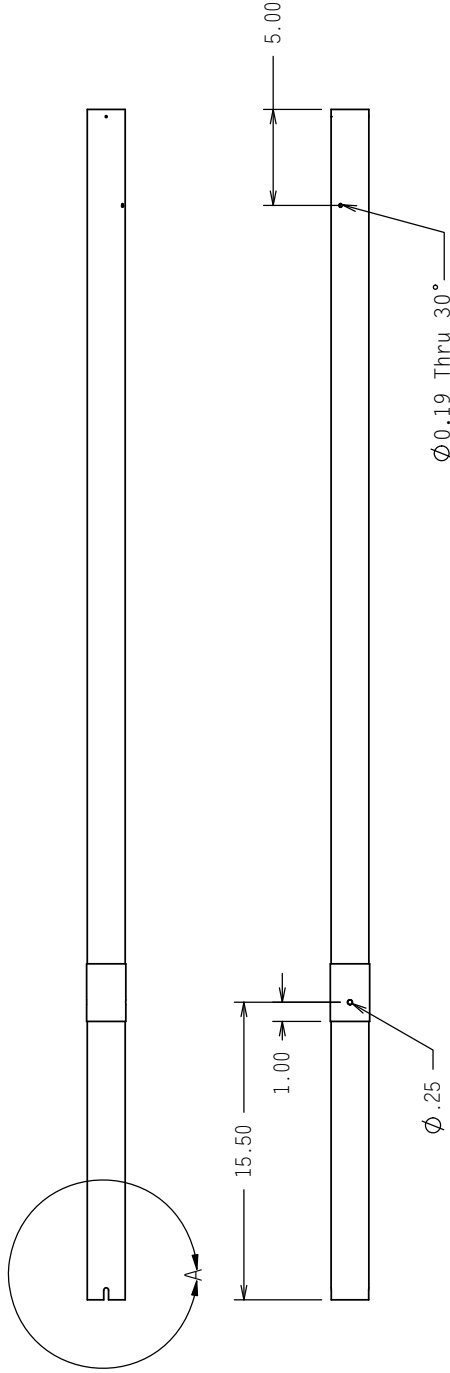
MATERIAL: **see BOM**
 STATUS: **NA**

ITEM NO.	S2 155 Rear LE/QTY.	COMPONENT	MATERIAL	LENGTH (in)	LENGTH (mm)	WEIGHT (lb)
1	1	S2 155 rear le tube	50mm x 0.9mm 7075-T6	62.00	1575	1.33
2	1	S2 155 rear le slv	52mm x 0.9mm 7075-T6	3.00	76	0.07

Note: use 'G' drill to pin in fixture



DETAIL A - SLOT
SCALE 1 : 4



wt. 1.399 lb

P2 2003.08.27 sprig hole moved from 16.5 to 15.5

WALLS WING
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TITLE: **S2 155 Rear LE**

SLDDMF ID: S2 155 Airframe

MATERIAL: see BOM

DRAWN: 5/5/2003

REVISED: 2/20/2014

STATUS: NA

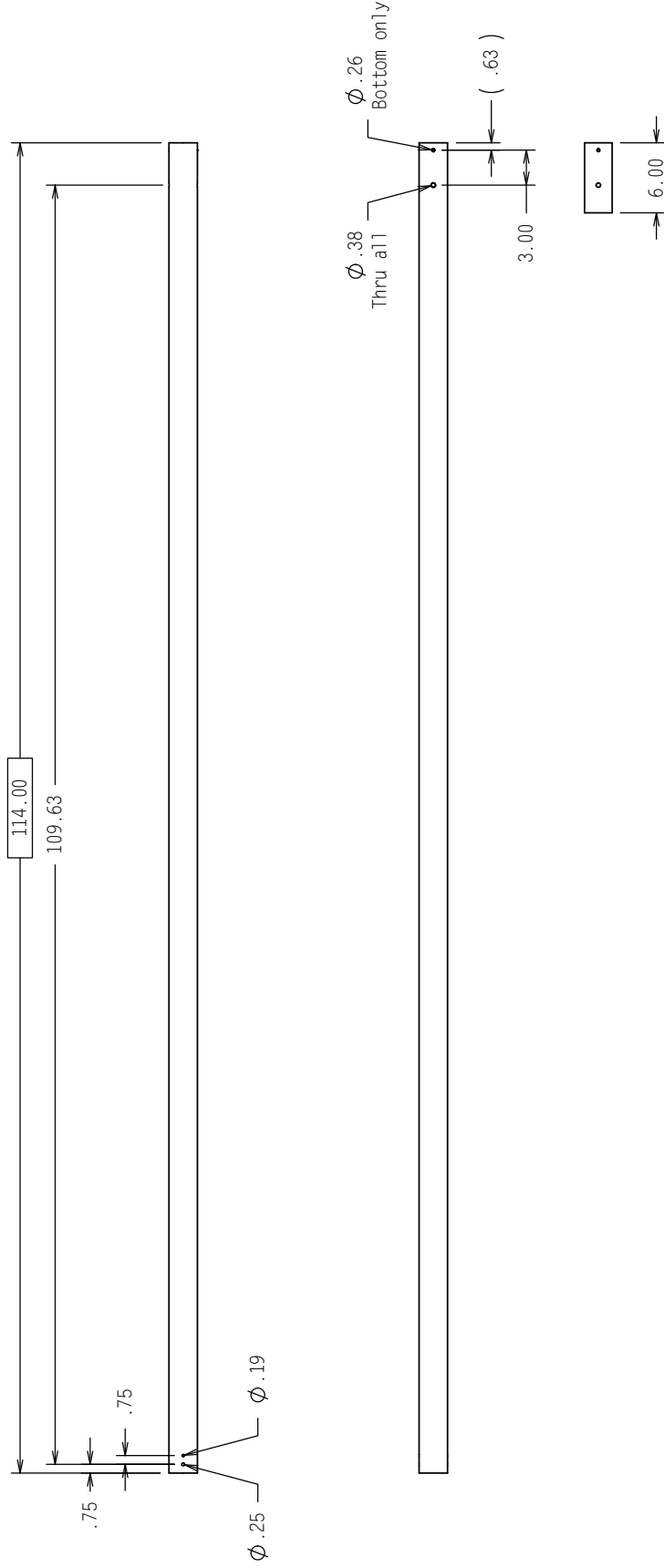
BY: PEARSON

REVISION: **A**


PART NO: **NA**

T.U.S. .X ± .05
 .XX ± .015
 .XXX ± .003
 .XXXX ± .0005
 ANGLES ± 1/2°

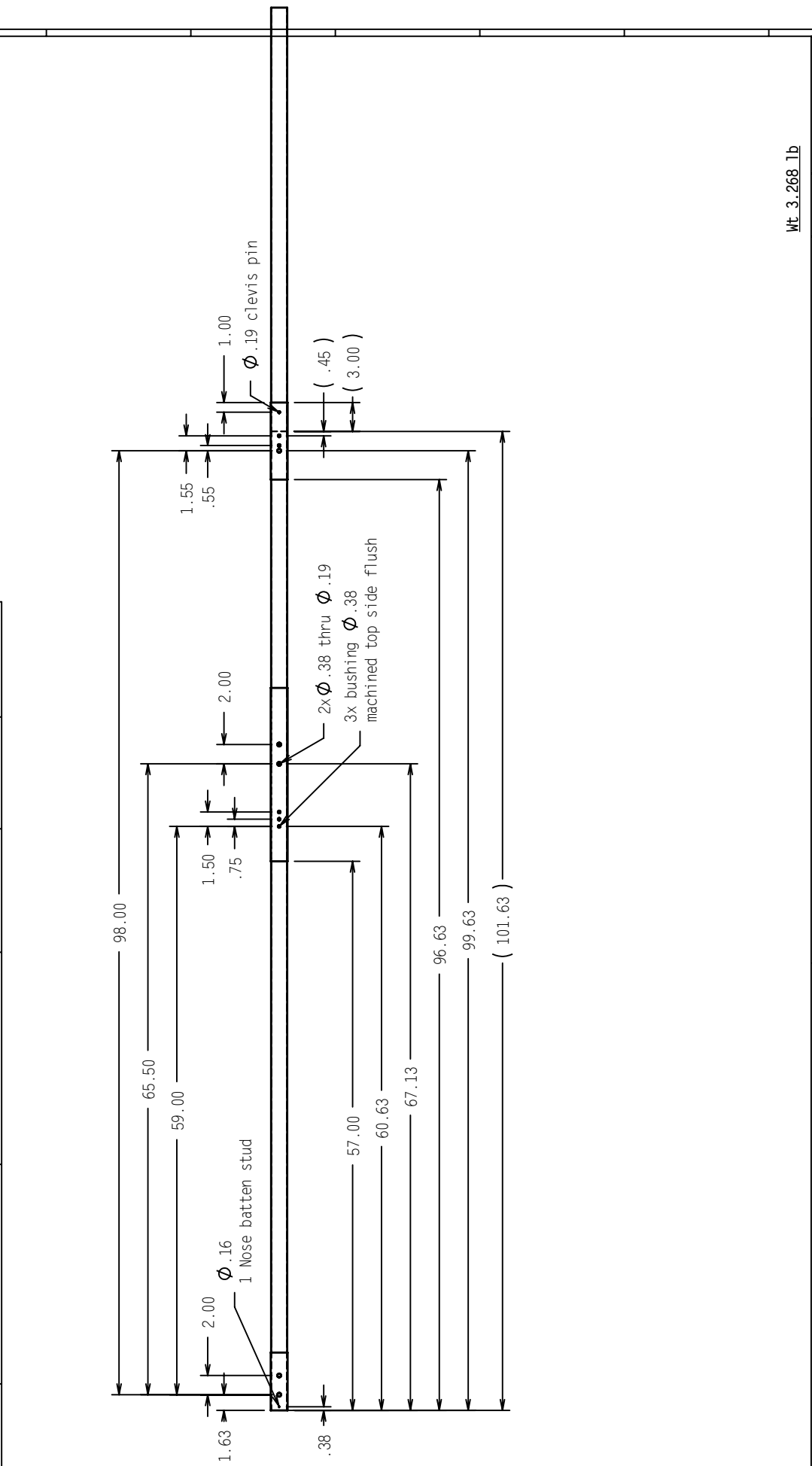
ITEM NO.	QTY	COMPONENT	MATERIAL	LENGTH (in)	LENGTH (mm)	WEIGHT (lb)
1	1	S2 155 xbar tube	62mm x 0.9mm 7075-T6	114.00	2896	3.05
2	1	S2 155 xbar slv	60mm x 0.9mm 7075-T6	6.00	152	0.15



Wt 3.205 lb

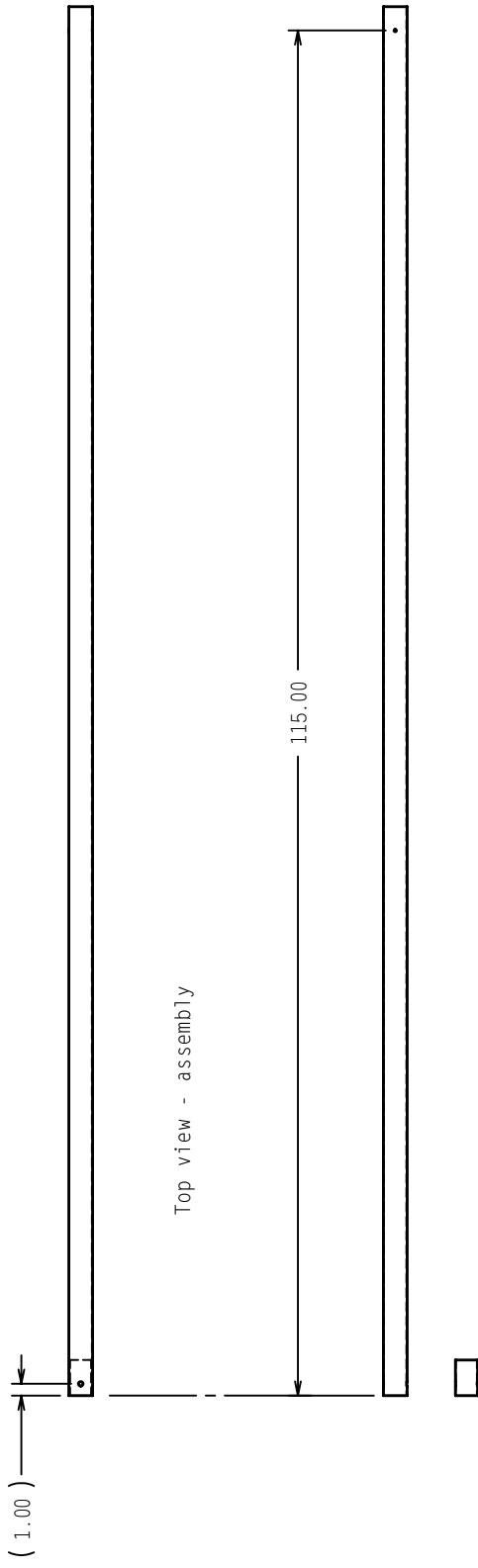
		TITLE: S2 155 Xbar		PART NO: NA		REVISION: A		T. U. S. . X \pm .05 . XX \pm .015 . XXX \pm .003 . XXXX \pm .0005 ANGLES \pm 1/2°	
500 BLUERIDGE AVE • ORANGE, CA 92865 • PH/FAX (714) 998-6359 / 998-0647		SLODWF ID: S2 155 Airframe		MATERIAL: see BOM		DRAWN: 5/5/2003		REVISID: 2/20/2014	
				STATUS: NA		BY: PEARSON			

ITEM NO.	COMPONENT	MATERIAL	Length (in)	Length (mm)	WEIGHT (lb)
1	S2 175 keel front tube	42mm x 0.9mm 7075-T6	101.63	2581	1.86
2	S2 175 keel front slv	44mm x 0.9mm 7075-T6	6.00	152	0.11
3	S2 175 keel middle slv2	44mm x 0.9mm 7075-T6	18.00	457	0.34
4	S2 175 keel rear slv	44mm x 0.9mm 7075-T6	8.00	203	0.15
5	S2 175 keel stinger	42mm x 0.9mm 7075-T6	44.00	1118	0.80




WALLS WANG 500 BLUERIDGE AVE • ORANGE, CA 92865 • PH/FAX (714) 998-6359 / 998-0647		TITLE: S2 175 Keel		PART NO: NA		REVISION: B		T.U.S. .X ± .05 .XX ± .015 .XXX ± .003 .XXXX ± .0005 ANGLES ± 1/2°	
SLDOWNF ID: S2 175 Airframe		MATERIAL: see BOM		DRAWN: 2/8/2005		REVISED: 2/20/2014		STATUS: Released	
						BY: PEARSON			

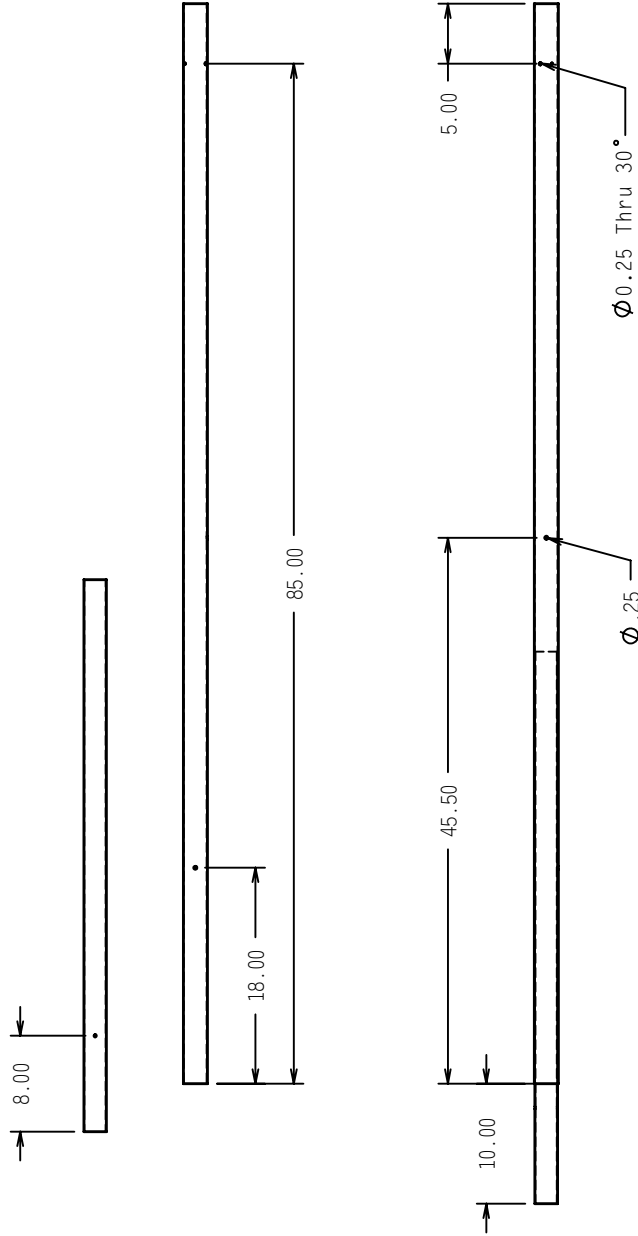
ITEM NO.	COMPONENT	material	LENGTH (in)	LENGTH (mm)	WEIGHT (lb)	S2 175 Front LE/QTY.
1	S2 175 Front LE front s iv	1.875 x .049in 6061-T6	3	76	0.09	1
2	S2 175 front le tube	2.0 x .049in 6061-T6	117	2972	3.58	1




Wt 3.668 lb

		TITLE: S2 175 Front LE		PART NO: NA		REVISION: A		T.U.S.: .X ± .05 .XX ± .015 .XXX ± .003 .XXXX ± .0005 ANGLES ± 1/2°	
500 BLUERIDGE AVE • ORANGE, CA 92865 • PHIFAX (714) 998-6359 / 998-0647		SLODDMF ID: S2_175_Airframe		MATERIAL: see BOM		DRAWN: 2/15/2005		REVISIED: 2/20/2014	
				STATUS: Released		BY: PEARSON			

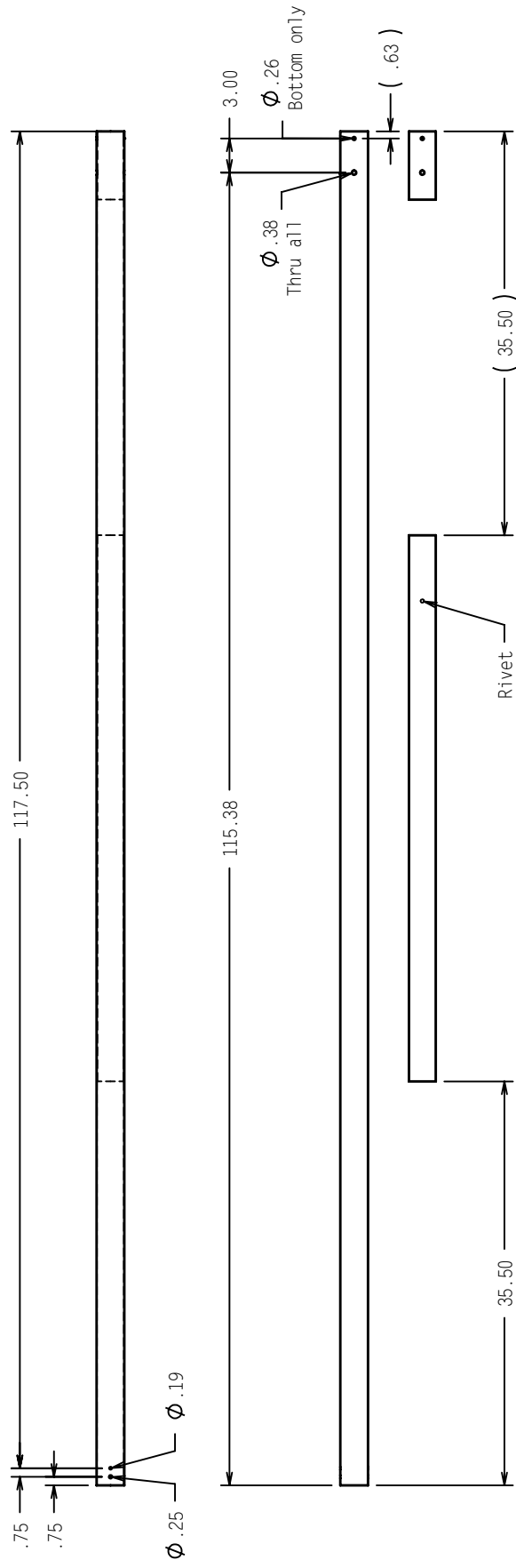
ITEM NO.	S2 175 Rear LE/ QTY.	COMPONENT	MATERIAL	LENGTH (in)	LENGTH (mm)	weight
1	1	S2 175 rear le tube	2.0 x .049in 6061-T6	90	2286	2.76
2	1	S2 175 Front LE middle siv	1.875 x .049in 6061-T6	46	1168.4	1.32




Wt. 4.074 lb

		TITLE: S2 175 Rear LE		PART NO: NA		REVISION: A		T.U.S.: .X ± .05 .XX ± .015 .XXX ± .003 .XXXX ± .0005 ANGLES ± 1/2°	
500 BLUERIDGE AVE • ORANGE, CA 92865 • PH/FAX (714) 998-6359 / 998-0647		SLDDMF ID: S2 175 Airframe		MATERIAL: see BOM		DRAWN: 2/15/2005		REVISD: 2/20/2014	
				STATUS: Released		BY: PEARSON			

ITEM NO.	COMPONENT	MATERIAL	LENGTH (in)	LENGTH (mm)	WEIGHT (lb)	S2 175 Xbar/QTY.
1	S2 175 xbar tube	62mm x 0.9mm 7075-T6	119	3023	3.25	1
2	S2 175 xbar s1v	60mm x 0.9mm 7075-T6	6	152	0.16	1
3	S2 175 xbar center s1v	60mm x 0.9mm 7075-T6	48	1219	1.27	1



Wt 4.674 lb

		TITLE: S2 175 Xbar SLDDMF ID: S2_175_Airframe		PART NO: NA		REVISION: B		T.U.S. .X ± .05 .XX ± .015 .XXX ± .003 .XXXX ± .0005 ANGLES ± 1/2°	
500 BLUERIDGE AVE • ORANGE, CA 92865 • PH/FAX (714) 998-6359 / 998-0647		MATERIAL: see BOM		DRAWN: 2/8/2005		REVISED: 2/20/2014		STATUS: Released BY: PEARSON	