

Applies To

T2 models using the Sweep Wire Button Lock as shown

Introduction

On the T2, it is ABSOLUTELY NECESSARY that the button lock safety be fully functioning and fully engaged whenever the sweep wire is attached – it is a NO FLY condition if the button lock becomes stuck in the down position such that it does not properly prevent the sweep wire from becoming detached from the collar. The reason that this is so critically important on the T2 is that if the VG is pulled on and then released on the ground, the crossbar will likely not fully return to its full forward position, leaving the sweep wire slack, and allowing the sweep wire tang to disengage from the keyhole collar if the safety is not engaged. 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 pulled forward into the fully locked position with the safety button in the full up 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. (Note, if the button should become stuck in the down position, it can usually be released and made to pop up by lifting on the keel tube just forward of the keyhole collar bolt, and thus taking any upward load off of the rear stinger.)

Parts Required

T2 Sweep Wire Button Lock Warning Sticker – available on request at no charge.

Procedure

All T2's should have a warning label installed adjacent to the sweep wire keyhole collar on the rear keel, as per the illustration below.

