

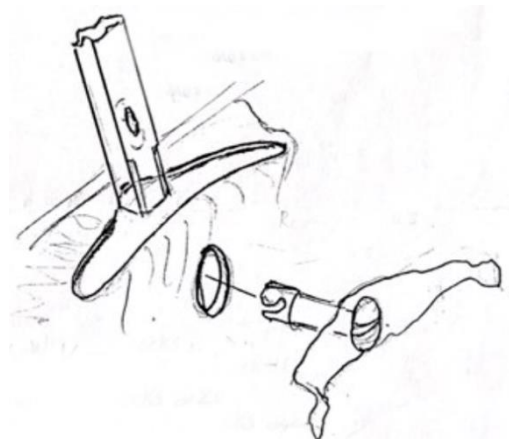
Whisky Alpha One - Hand Controls

Everything required, including screwdriver, is kept in a zipped bag in the wing compartment of WA1.

All actions must be checked and confirmed by a second pilot and an entry made in the DI book.

Fitting hand control

- Use the screwdriver to remove the screw with tape from the hand control handle by turning it 90° anticlockwise.
- Place the control handle in the slot beside the air brake lever.
- Insert the screw through the hole into the control handle.
- Ensure that the screw has been fully inserted then rotate it 90° clockwise to its lock position (slot horizontal). If the screw continues to turn then it has not gripped the retaining spring and is not locked.
- Check that the control handle is secure. Perform positive checks and have a second pilot confirm correct fitting.
- Make an entry in the DI book.



Removing hand control

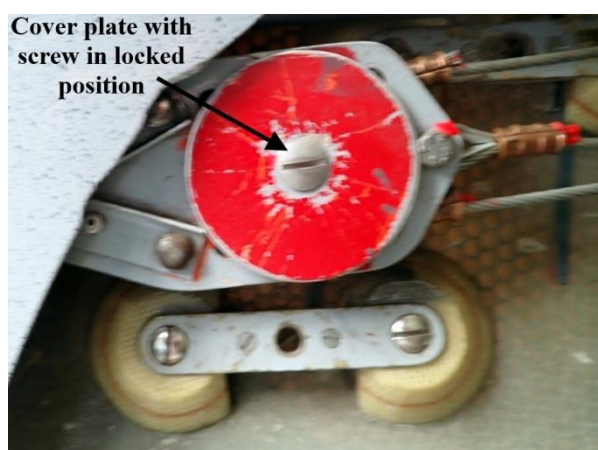
- Whilst holding the tape (to prevent loss of screw), turn the screw 90° anticlockwise to its unlock position (slot vertical).
- Remove screw and control handle.
- Replace screw securely in control handle and return to zipped bag.
- Make an entry in the DI book.

Disengage front rudder pedals

With pilots with short legs it may be possible to push the rudder pedals forward to their maximum extent and avoid having to disengage the pedals. However, if there's any possibility of the pilot's legs restricting movement of the rudder pedals, then the front rudder pedals **MUST** be disengaged.

There are two rudder cable attachment plates; one for each rudder pedal. They are located on each side of the rear cockpit, below and to the front of the rear seat pan. Each plate has three cables attached; two by means of a stud through the loop in the cable and the middle cable is bolted permanently in place. The cable for the front cockpit rudder pedal is the uppermost cable.

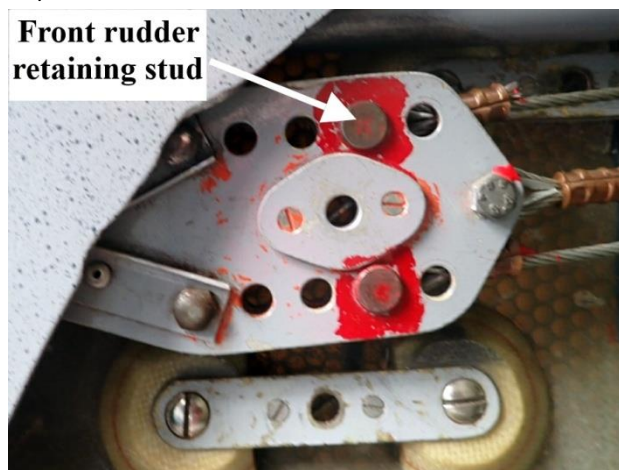
- Turn the screw in the centre of the red disc 90° anticlockwise to the vertical position to unlock and remove disc.
- While a second person holds the rudder pedal in the front cockpit (to reduce the tension), push out the top stud in the red area, remove the cable and allow it to hang loose.
- Replace the stud *in the same hole*.
- Replace the cover disc and secure it by turning the centre screw 90° (screw slot in horizontal position).
- Perform positive checks and have a second pilot double check everything.
- Make an entry in the DI book.



Whisky Alpha One - Hand Controls

Re-engage front rudder pedals (reverse of disengagement)

There are an upper and a lower row of four holes in the rudder cable attachment plate. The stud holding the front rudder is the stud in the red area of the upper row – see photograph. It is imperative that the stud goes in the correct hole and that the stud passes through the loop in the cable between the two plates. **Note:** As it is difficult to see, it is possible to erroneously trap the cable beneath the two retaining plates without the stud actually passing through the loop. This would produce a positive check if the rudder pedal is pushed by hand but the rudder would come adrift when the pedal is depressed by foot during flight. Consequently, the checks below are essential.



- Turn the screw in the centre of the red disc 90° anticlockwise to the vertical position to unlock and remove disc.
- Remove the stud from the top hole in the red area (see photograph), insert rudder cable and replace the stud *in the same hole* and through the loop in the cable.
- Replace the cover disc and turn the locking screw to the horizontal (locked) position.

Checks

1. Twist the rudder attachment plate through 90° and visually check that the cable loop is in the correct position.
2. Perform positive checks with a pilot sitting in the front cockpit and firmly depressing both pedals simultaneously with their feet. Depressing the rudder pedals by hand is insufficient
3. Have another experienced pilot double check everything.

Make an entry in the DI book.

Airbrake Peg/stud

The airbrake peg allows the airbrake control lever to be held in a pre-set position while the pilot's left hand controls the rudder hand control.

The peg should not be used if the pilot doesn't require hand controls.

If the pilot does require hand controls but has insufficient strength to use the airbrake then they cannot fly solo; the pilot in the rear will control the airbrake so do not fit the airbrake peg.

- The peg is stored in an aluminium keeper block in the zipped bag in the wing root together with a wooden block.
- Fit the wooden block between the airbrake lever and the side of the cockpit. This will hold the airbrake lever away from the side of the cockpit and block the slot below to prevent a dropped peg from falling below the seat pan.
- Screw the peg into the threaded hole in the airbrake lever from the inner cockpit side.
- Secure with the wire clip through the holes in the airbrake lever and the peg.
- Remove the wooden block.
- Make an entry in the DI book.
- **It is essential that the instructor in the rear cockpit is aware that the airbrake peg is in place and that he understands that the rear airbrake lever MUST be moved away from the cockpit side before being moved.**

Removal of the peg is the reverse of the above procedure.

Whisky Alpha One - Hand Controls

Airbrake peg aluminium keeper block and wooden block.



Airbrake peg aluminium keeper block.

Wooden Block (Airbrake fitting tool) to hold A/B lever away from fuselage to allow room to fit the peg and block the slot below to prevent the peg falling below the seat pan.

Wooden Block (Airbrake fitting tool) in position to fit the peg. Remove the wooden block once peg is fitted.

