

# Manual ATOS VQ

V1.0 11-1-2007

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## Operating Manual



### **Read first – then Fly!**

Congratulations and welcome to the ATOS family! With the ATOS VQ you've acquired a high-quality aircraft. So that you will derive all that you expect from the ATOS VQ, it is absolutely necessary that you study the following manual closely. For any difficulties or problems arising from your new glider – the AIR factory, AIR USA, or your ATOS Dealer can be contacted at any time for advice and help. Happy flying and again, thanks for your support – we will return the favor.

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- 1.) Attach the control bar and down tube. Insert the flap control cable. Don't drop the down tube. Stand behind it.



- 2.) Turn the Atos upright. The Glider should stand stable. With a strong wind, one wing of the assembled glider should lie into the wind, from the side, or slightly behind.



## For two bag transport only!

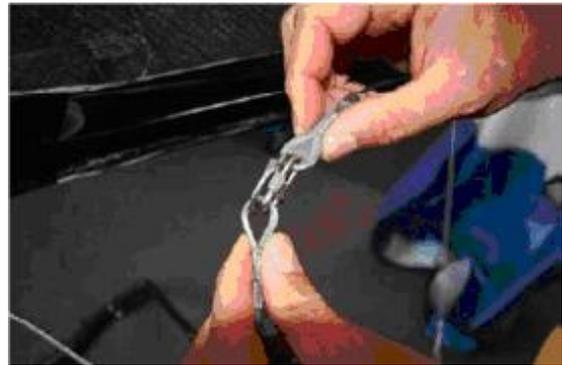
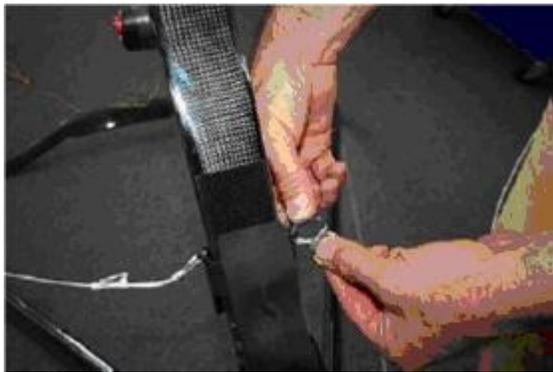
- 3.) Connect the second D spar with the bolts and secure it with the pins and bungee.



4.) Take the outer wing tube out of the D-spar.



5.) Attach the rope which maintains the keel position and the control cable



**Check the routing of the cable and ensure that the control cable is fixed with two buckles.**

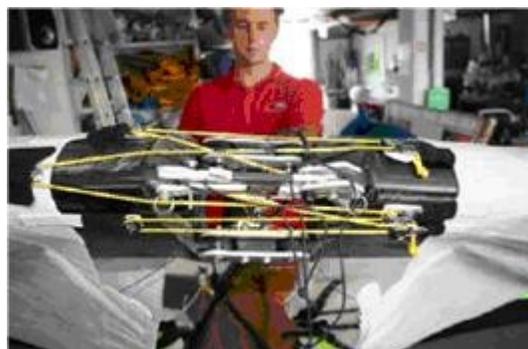
- 6.) Tighten the nose fitting and secure it with the pin.



- 7.) Insert the rear keel.



- 8.) **Fix the pulleys to the sail. Start with the lower pulley first.**



- 9.) Insert the wing tip tube. Open the Velcro between the two outer ribs only. To find the position, use the hole in the sail. Pull out the carbon leading edge and fix it at the outer support.



- 10.) Insert the tip tube and secure it with the Velcro.



- 11.) Insert rib/sail pin of the three outer ribs and secure it with the bungee.



Before moving to the keel, ensure that the outer wing tube is inserted completely into the spar. Look through the hole in the sail.

- 12.) Tighten the sail slightly. Ensure that all ribs are fixed and the outer carbon leading edge is in place. Tighten the sail till the mark at the rope is just behind the clamp.



- 13.) Attach the sail to the keel. Insert the ring and tighten the lever to the opposite side till the spring pin snaps and secures the lever.



- 14.) Attach the tail.



- 15.) Insert the rope (and the small bags if you like) in the tail bag and place the bag at the keel to a very rear position.

Note: The bag must be at the rear position in order to have enough distance to the control cable at the back side of the keel to prevent a obstruction of the control cable.



16.) Close the zipper and insert the flap pins.



17.) You can store the bag in the D-spar.



18.) Attach the spoiler cable to the down tube and place the bungee tube over the pin.



19.) Check the routing of the control cable.



20.) Check the function and deflection of the spoiler.



21.) Fix the nose cover. The Velcro has to be replaced if it loses strength. Don't fly with loose nose cover!



- 22.) Check the function of the flap and adjust it with about 15-20° to the keel for take off.
- 23.) Walk one time around the glider and check: All ribs are in position. Spoiler rib is in position and tight. Hold the rib outside the spoiler rib with one hand at the trailing edge and try to move the spoiler rib up, down left and right. Have a look to the spoiler lever and routing of the spoiler rope and its condition. For this check it is not necessary to open the Velcro.
- 24.) Important: Open and close the Velcro between the two outer ribs if the shape of the sail is not clean. Do not open other Velcro for set up or brake down.

## Brake down in opposite sequence

### Important steps:

- 1.) Detach spoiler cable before loosen the sail!



- 2.) Fix spoiler at top of the D-spar. Don't bend the spoiler too much. Fix the sail with the strap and ensure that: The Spoiler is on top and the tip tube is fixed at the rear side of the sail.
- 3.) Fix the inside of the flap with the strap to the lower side of the D-spar. Loose, not tight.