



## Pre-Flight Familiarization

The only lever in the cockpit not found in a pure sailplane is the Multi-Function Lever (MFL) between the flap and spoiler handles. The MFL slides forward to extend the propulsion system and increase power, and backward to reduce power and stow. MFL, flap, spoiler and trim handles are all within easy reach of the left hand with the forearm on the armrest. With the right hand on the stick, the right armrest is in just the right spot for the elbow. This is definitely more comfortable than yesterday's flight to Frankfurt. Since a manual lever could interfere with the armchair-like comfort, the landing gear is hydraulically operated by a switch on the panel. A panel switch also operates electric dump valves on the four ballast tanks. One click down dumps the outer tanks. One more click down dumps the inner tanks as well.

In addition to usual sailplane instrumentation, the panel contains a Multi-Function Display (MFD). In the air, it displays only propulsion system vital signs and the

**The MFD is above the radio in the lower panel, the gear extension/retraction switch is on the left, and the ballast dump switch is on the right. The red button, just ahead of the fuses on the right, disconnects the battery packs in an emergency.**

extended/retracted status of propeller and landing gear. On the ground, it presents a preflight checklist with normal sailplane items as well as propulsion battery parameters. The propulsion battery consists of 72 lithium ion cells, each 4 volts and 37 amp hours. There is a pack of 36 in each wing. The cells are in a series so the two packs provide 288 volts and 10,656 watt hours of energy. Under full power the motor draws about 160 amps. 120 amps produce the maximum altitude gain, so this is the recommended setting after reaching a safe altitude, say 500 ft. With a current of 120 amps the voltage on each cell drops to about 3.6, and then drops very slowly until near complete discharge at 2.7