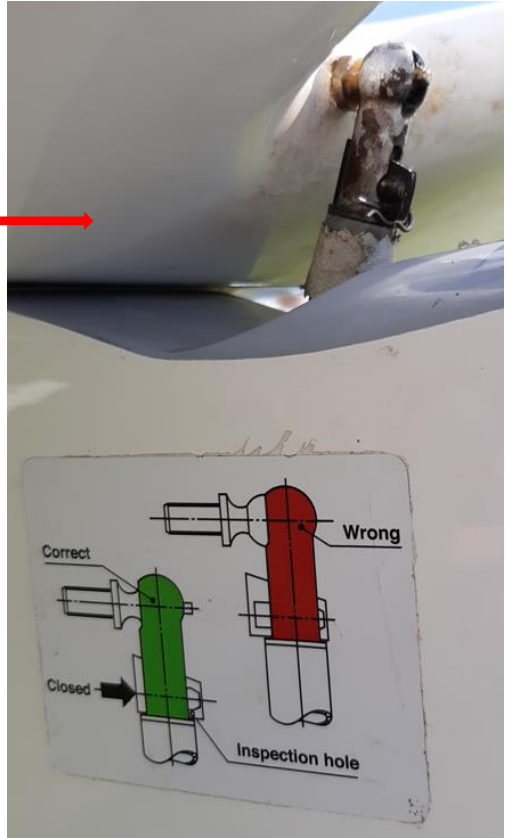


CONTROL CONNECTIONS

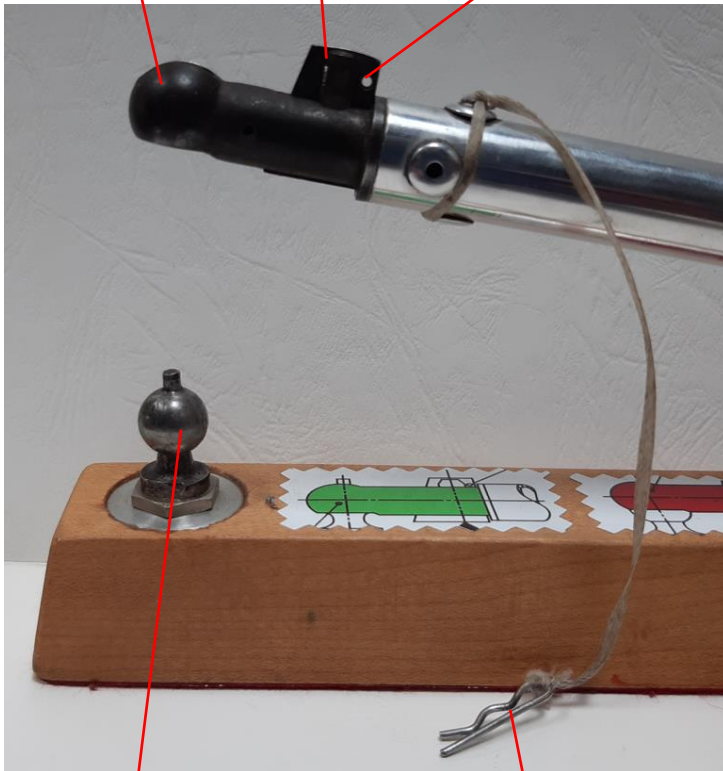
Some gliders have controls that connect automatically when the wings and tailplane are fitted to the fuselage, but on older gliders the controls have to be connected after rigging. The most common connection type is called L'hotellier. It is vital that you learn to recognise a correctly connected L'hotellier – take a look at the elevator on 316 as a starting point.

Control connections are often difficult to see clearly, to understand how they work, take a look at the example in the briefing room – see below.

It is essential to check connections visually – an incorrect connection may appear to be connected when positive checks are done. A torch can be helpful for viewing aileron and brake connections.



socket tab to open socket hole for locking pin



ball

locking pin

Pressing the tab opens the socket so that the ball can be inserted. When the ball is fully inserted the spike on the ball will stick out of the back of the socket.

NB some L'hotelliers have a closed socket with no spike, but the other safety markers are still relevant.

The pin, when inserted in the drilled hole, prevents the tab being pushed through to open the socket



This is not connected but may appear to be when positive checks are applied as the spike will engage with the socket.

Note that the tab is still exposed, and the ball is still visible.

Note that the locking pin could be inserted but this does not prove that the connection is correct.



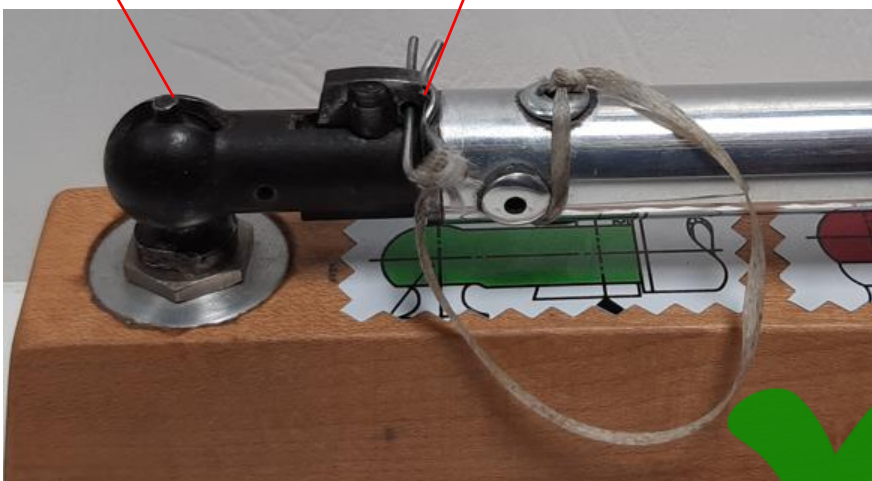
This is not connected but may appear to be when positive checks are applied.

Note that the tab has been pressed to open the socket, and is visible below the rod. The ball is still half visible, not fully in the socket.

It is not possible to insert the locking pin as the hole is covered.

spike sticking out

pin inserted



IF IN DOUBT, get someone else to double check your connections.

POSITIVE CHECKS – EVERY TIME

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