



Gecko

Owner's manual



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AMENDMENTS

Version	Date	Changes
1	20 March 2016	Initial release

DOCUMENT FORMAT

This document is formatted for double sided printing, the odd numbered pages have a wider margin on the left and the even number pages have it on the right. That allows for binding along the edge.

INTRODUCTION

Thank you for choosing the Moyes Gecko. You have chosen wisely. The Gecko incorporates the latest in intermediate hang gliding design technology.

Since 1967, Moyes Delta Gliders have been leaders in hang glider development. We provide a comprehensive international network to service all pilots. We work with some of the best pilots in the world to ensure that our gliders are stringently built and tested to improve their performance, handling and safety.

This glider is intended for intermediate and experienced pilots who want to prepare for ploughing a topless into the lawn (lawn darts).

The Gecko bridges the gap between beginner and topless gliders, providing a very capable glider for either the advancing pilot or the advanced recreational pilot.

Please read this manual thoroughly, familiarise yourself with the set-up and pack up procedures and take the time to practice these before going out to your site.

If in doubt about any aspect of operating your Gecko, consult your manual or seek advice from your Moyes dealer. [Moyes](#) are happy to help with advice and hints.

We wish you the very best flying,

The Moyes Team



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WHAT IS THE GECKO LIKE TO FLY?

The Gecko has very forgiving take-offs and landings. For normal conditions take off and landing should be performed with no VG.

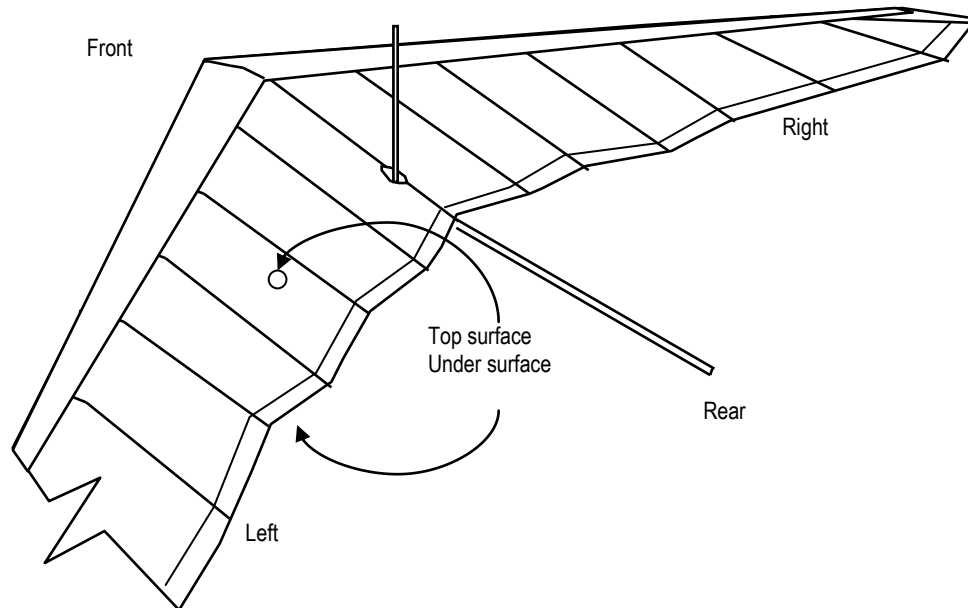
The best sink rate is with one handful of VG on (about half a base bar length). Best glide is with $\frac{3}{4}$ VG.

The side wires always remain tight for all VG settings. There is no disconcerting wobbly base bar on launch.

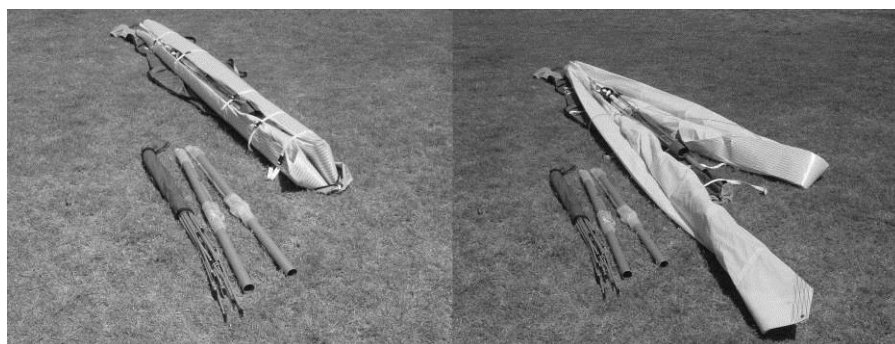
ASSEMBLY FROM SHORT PACK TO FULL LENGTH

You may have received your glider “short packed”. This is when the outer leading edges have been removed and packed in with the rest of the glider so the packed length is shorter. Normally your Gecko will have been assembled to full length by your dealer. If your glider is already full length, skip this section and go to the Set Up Procedures section.

All references to “top”, “bottom”, “left” and “right” are referred to in flying mode.

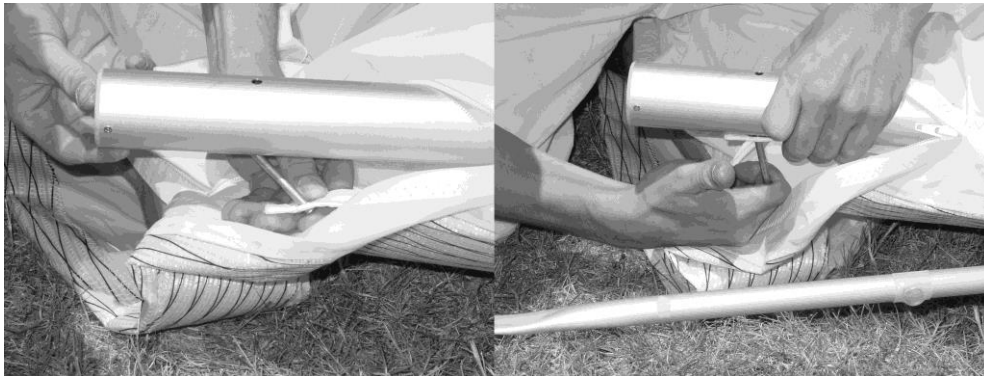


1. Unzip the glider bag and roll the glider so that the top is up. Undo the straps and extend the sail.



2. The rear leading edge tubes will be packed in the box with the glider. Locate them and remove the packaging.
3. Expose the leading edge/cross bar junction through the inspection zipper. Remove the packaging from the end of the front leading edges.

4. Get the rear leading edge tubes, identify the right and left sides by laying the leading edges on the ground in the approximate place along the wing where they will go. The dive strut cable must be on the top of the leading edge and the dive strut must fold outwards.
5. On the sail wing tip, open the zip. Take the rear leading edge and slide it inside the sail. As you proceed, hold the dive strut against the leading edge so that it can slide in too.
6. Push the rear leading edge into the front leading edge while depressing the push button pin. Continue to slide the back section in until it reaches its stop, then rotate the back section until the mid sleeve locating holes align with the push button pin. Check that the push button pin has fully released and that the back section cannot be rotated.
7. At the wing tip, the sail is held in place by a strap and a clevis pin that fits through the leading edge. The webbing goes to the bottom of the leading edge. Insert the pin through the webbing and into the bottom hole at an angle. Straighten the clevis pin while sliding the webbing towards the leading edge. Ensure the tip webbing is not twisted and is on the bottom of the leading edge.



! CHECK

Verify that the straps are on the right way up. It's possible to have them 180 degrees out.

8. Close the zips at the wing tip and leading edge mid section. The long zip for the dive strut must be left OPEN.

SET UP PROCEDURE

1. Place the glider (still in the bag) on the ground with the rear into the wind and the zipper up. Undo the zipper.
2. Undo the ties that hold the control frame; remove padding and spread the uprights (downtubes).
3. Connect the base bar to the corner brackets with the pip pins.
 If the glider is fitted with round uprights and a round speed bar, note that the base bar will have a top and bottom. When in flying mode the middle bend in the speed bar is forward and is angled downwards slightly.

! NOTE

With standard uprights, the uprights will naturally toe-in. Hold the base bar and the upright, twisting the upright so the connection lines up.

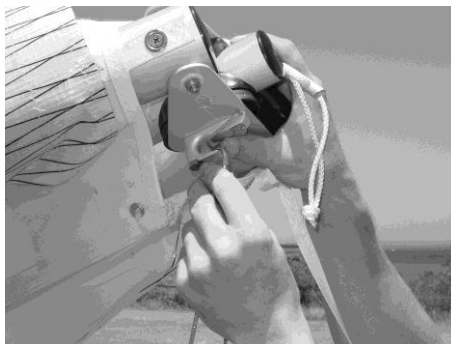
! CHECK

Check that the pip pins are pushed all the way through and secure.

4. Remove the batten bundle and any padding.
5. Lift and roll the glider so that it is standing on the control frame.

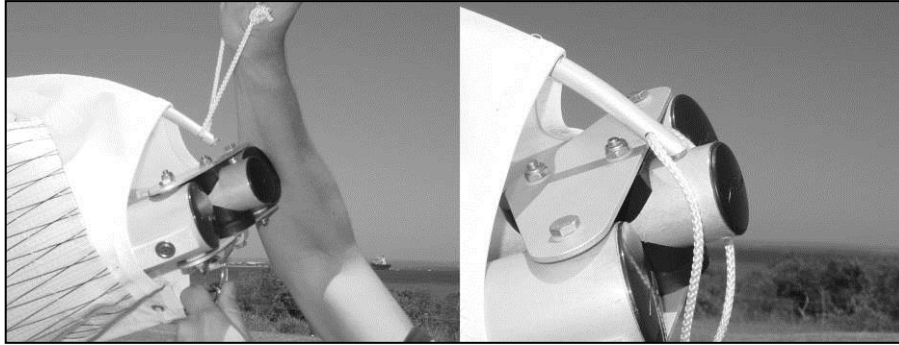


6. Attach the nose wire.



Move the glider so that it is rear facing to the breeze. The glider may flop to one side of the control frame. This is normal.

7. Remove the glider bag. Take it from the nose first to avoid the bag pulling the glider over should it be caught by a wicked gust. Remove remaining ties and padding.
8. Move to the nose of the glider and insert the nose batten. The batten may need some “feeding” through the sail by pulling the sail forward to remove any wrinkles. The front of the batten fits over the lug on the keel. After initial assembly you can leave the nose batten in but pull it out slightly when packing up.



9. Spread the wings, taking care that any wires are not snagged or kinked. Ensure that the king post rises straight up. This prevents twisting of the keel mount bracket.



! CHECK

Check that the bottom wires are not twisted or kinked.

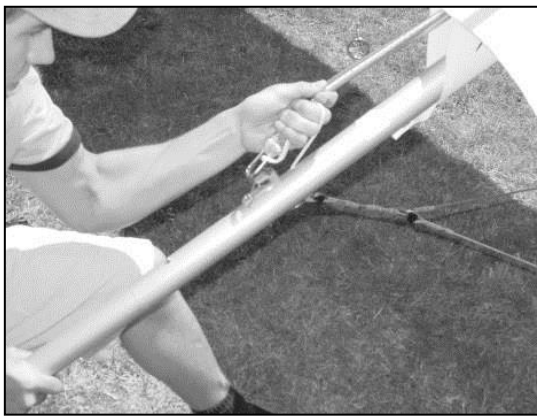
10. Move to the rear of the glider. At the keel, pull the cord coming out of the keel pocket; its attached to the double wire crossbar restrainer cable. Grab the restrainer cable, pull it back and clip it into the catch (Bailey Block) at the rear of the keel. Check that the cable is not twisted. In strong winds the glider can be difficult to tension. Have a helper gently raise and pull forward one wing.

! ALERT

DO NOT USE EXCESSIVE FORCE WHEN TENSIONING THE GLIDER.

If excess force is encountered check:

- ✓ The side wires are not twisted or kinked.
- ✓ The cross bar retainer wire is not caught on the nose plate assembly.
- ✓ The pull back wire or VG pulleys are not caught in the hang loop assembly.



11. Clip the king post rear wire into the Bailey Block, behind the restrainer cable.
12. Optional: The glider has a removable rear keel section that can be used as a prop to raise the rear of the glider. This makes it easier to insert the battens and access the dive strut. CAREFUL: any breeze can cause the glider to fall off the prop and damage the glider.



This approach is best for nil or light wind.

13. Take the battens from their bag. Familiarise yourself with the functioning of the batten flip tips. Do not use force to release them as that will break the clasp. To release them, squeeze the tip and lift. The batten length is adjusted by screwing the tips in and out. The length has been adjusted at the factory and should be correct.

14. Gently insert battens 1-6, moving from the centre of the wing towards the wing tip. Use light force when inserting the battens as this will avoid wear on the batten pockets. Red tipped battens are for the left wing, green for the right, and black for the under surface. If the battens fail to slide in completely, first check if it is the correct batten for the pocket. It is most likely that the batten has stopped against the back of the leading edge and requires lifting over to the front. To do this either flick the sail up and gently push the batten at the same time, or walk to the front and lift the sail forward bringing the batten tips over the leading edge.
15. Get the carbon fibre tip rod. At the wing tip, open the Velcro that holds the under surface to the top surface. Slide the fibreglass rod through the Velcro opening and into the end of the leading edge. Ensure that the rod is pushed hard against its stop. **If you have difficulty locating the rod into the leading edge, open the zipper at the end of the leading edge and access the rod and leading edge hole. Close the zipper.**



16. Fit the aluminium cup of the tip lever over the end of the tip rod and tension tip by rotating the flat end of the tip lever inboard. For extra leverage, place your thumb through the loop that is attached to the end of the tip lever. Make sure the tip lever is locked against the tip rod. Close the Velcro.

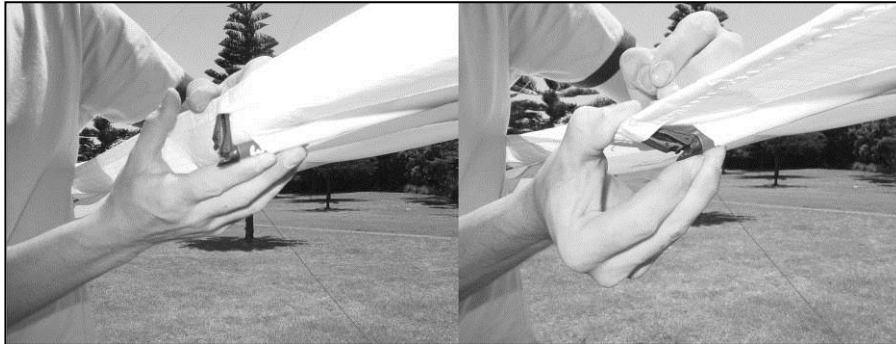


! CHECK

Make sure the tip lever is consistent on both sides. The tip lever should be either above or below the tip rod when locked in place.

17. Insert the remaining battens.

18. Secure each batten by inserting the tip into the trailing edge fold, then rotating the tip end downwards until it locks in place. The batten lengths have been adjusted in the factory and should not need adjusting.



19. At the undersurface of the glider, locate the wire braced dive struts and place them inside the sail below the webbing loop. Close the cord-wise zipper and this will create the loop necessary to hold the struts in place.
20. Insert the 4 under surface battens through the small holes in the under surface. Once fully inserted, pull each batten back slightly to secure it within the pocket.
21. At the nose, fit the nose fairing using the Velcro patches.
22. At the centre of the under surface, open the zip and remove the padding from the hang loop 'dingle-dangle'. Rotate the 'dingle-dangle' such that it is perpendicular to the keel and the hangloop is not tangled or twisted. Attach the Velcro tabs around the hangloop. Poke your head inside the double surface and inspect the frame. Close the zip.
23. Clip your harness carabineer into both the main and backup loops. There should be no tension on the backup loop when the harness is in the flying position. Ensure that the carabineer is closed and the hang loops are hanging straight from the keel.

Harness Adjustment

It is best to have your hang loops and harness adjusted as low as possible within the control frame (2 – 7 cm above the base bar). This lower position gives maximum stability and allows greater control input. It also gives better glider feedback.

If you need to raise or lower your harness, change your hang loops. Do not tie knots in them. Your Moyes dealer can supply different length hang loops.

PRE-FLIGHT CHECK

Follow the same routine every time you set up. If you are distracted, begin again. A good habit is to touch or point to each component that you are checking. This ensures that the check is more than just a cursory glance.

Starting from the hang loops and harness:

- | | |
|----------------|---|
| Control frame: | <ul style="list-style-type: none"> - all nuts & bolts are secure - thread shows beyond the head of Nyloc nuts. - speed bar is angled correctly (downwards) - uprights straight. |
| King post: | <ul style="list-style-type: none"> - base bolts are secure. |
| Crossbar: | <ul style="list-style-type: none"> - ball is centred in socket joints - no bends or dents - side wire connects not twisted |
| Keel: | <ul style="list-style-type: none"> - sight for dents or bends - pullback cable is not twisted |
| Nose plates: | <ul style="list-style-type: none"> - nose plates straight - nuts and bolts done - wires, thimbles and tangs straight - Nose wire attached. |
| Leading edges: | <ul style="list-style-type: none"> - sight along leading edge for bends. - feel along wings for dents in tube - side wire connection, tangs, thimbles bolts. |
| Wing tips: | <ul style="list-style-type: none"> - Carbon tip sitting correctly. - zips and Velcro closed - dive struts fully inserted and zipped |
| Battens: | <ul style="list-style-type: none"> - all battens tips done up. |
| Rear pullback: | <ul style="list-style-type: none"> - restraining cable shackle is secured in the Bailey Block - top wire is connected to Bailey block - bottom rigging has no twisted tangs |
| King post: | <ul style="list-style-type: none"> - top rigging and luff lines free from twists. |
| Next wing: | <ul style="list-style-type: none"> - continue around the glider performing same checks on other wing. |
| Rigging: | <ul style="list-style-type: none"> - look out for frayed or corroded rigging, especially near swages. |
| Hang loops: | <ul style="list-style-type: none"> - no cuts or frays - correct CG position - harness attached, carabiner done up and in correct loops. |

! NOTE

Never detach the harness from the glider until you are packing up. Climb into your harness AFTER it is attached to the glider. This will avoid the risk of taking off without being attached.

The glider is now ready to fly!

Climb into the harness making sure your legs are through the leg loops. Check harness height, helmet, instruments, wind at launch and broader conditions.



FLYING THE GECKO

Ground Handling and Launching

The Gecko's launch characteristics are mellow and predictable. The tight side wires will give you good control over "wings level" before launch. The glider will lift at low air speeds. You can use $\frac{1}{4}$ VG to launch in nil wind.

In Flight

The glider is trimmed to fly a little faster than stall speed so you should not need to apply much pitch input. The best glide between thermals will be at lower speeds (40kph 25mph) with $\frac{3}{4}$ VG.

For small thermals, the glider can turn in very tight circles if it suits you. The inside tip does not drop in and the glider does not spin.

Landing the Gecko

The success of any landing is linked to the accuracy and planning of its approach. Leave ample time to plan and set up a safe landing with room for variable conditions or misjudgement.

If there is wind be ready for the wind gradient by flying a little faster.

While there is still enough airspeed left to flare, slowly increase your rate of push out bringing it to a full UP and OUT arm extension. If the glider is gusted up or you have too much airspeed, stop pushing (but do not pull in) until that energy has been used, then complete the flare. Never swing your legs forward in anticipation of landing as this can lead to a nose-in.

Laying the Glider Flat

If the wind is over 16 kph (10 mph) and you wish to park the glider safely, it is best to lay the glider flat on the ground with the nose into the wind. To do this, lift the nose fairing to expose the nose catch assembly. Whilst holding the keel so the glider can't blow over, remove the nose wire ring from the Bailey Block and carefully walk forward with the nose of the glider allowing the control bar to fold back under the glider until you have lowered the wing to the ground.

If the glider is to be parked for any length of time, or if the wind is quite fresh, it is also advisable to prop the rear of the keel up a few centimetres to prevent the nose from being lifted by the wind. From here the glider can be quickly reassembled or broken down.

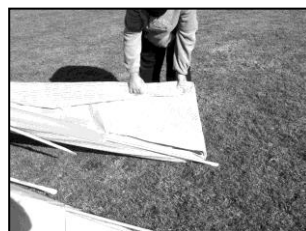
PACK UP

Pack up is a reversal of the set up procedure.

1. Turn the wings so that the wind is blowing on to the back of the glider.
2. At the keel, open the undersurface zipper. Turn the dingle-dangle so it's parallel with the keel. Put the padding on the dingle dangle.



3. Remove the nose fairing
4. Remove the undersurface battens. Push them forward at first to release them from the rear pocket.
5. At the wing tips, unzip the dive struts and fold the struts towards the leading edge.
6. Make sure the dives struts are out!
At the wing tip, open the Velcro undersurface, detension the tip lever and remove the carbon rod.
7. Starting at the wing tips, remove all the battens. Be careful opening the batten flip tips; no force is required other than squeezing. Do not force them open or the clasp will break.
8. Gather the batten curved ends together and feed them into the bag in a bundle.
9. The nose batten stays in the glider. Lift it off its lug and let it sit over the front of the nose plate.
10. At the wing tip, fold the sail leading edge back onto itself
Roll the sail up from the trailing edge towards the leading edge.
Fit the sail and the dive strut into the tip bag.



11. Replace the keel if it has been used as a prop.
12. At the rear of the glider, unclip the crossbar pullback and kingpost wire. Slide the keel padding over the Bailey block and tangs.

13. To fold the wings in, go to the rear of the keel and grab the trailing edge on either side. Lift in and up so that the centre section can slide along the keel without binding. If any sail is trapped between the keel and leading edge, pull it out from the top and lay it out to the sides. Bring the leading edges in against the keel.
14. Twist the kingpost 90 degrees and lower it. Place padding cap on end of king post.
15. Roll the sail starting at the already rolled tips until it lays against the leading edges. Roll loosely; tight rolls tend to encourage wrinkles.



16. Attach the sail ties loosely around glider, going from the wing tip to nose. Then tighten the ties, moving from nose to wing tip. Adjust and tidy the sail such that the leading edge mylar overlap smoothly with no kinks.
17. Tuck nose cone into rolled wings.
18. Place the cover bag over the glider. Wing tips end first so that wind does not catch the bag and pull the glider over. Now lay the glider over on its back.
19. At the control frame, remove the basebar and put the pip pins back in the uprights. Lay the control frame uprights back along the keel. Undo the ties and re-secure them over the control frame, enclosing the frame inside the sail leading edge. Fit padding to the bottom of the uprights and straddle them over the keel. Pull wires forward and tuck wires carefully inside the sail.
20. Place the battens between the leading edges, with the camber at the wingtip end of the glider. Fit padding to the basebar ends and arrange it next to the battens.



21. Zip up the bag.

SPECIFICATIONS

	Gecko 155
Area	14.4 sq m 155 sq ft
Span	9.66 m 31.7 ft
Nose Angle	124 degrees
Aspect Ratio	6.5
Glider Weight	29.5 kgs 51 lbs
Optimum Pilot Weight	55 - 86 kgs 120 - 190 lbs
Hook-In-Weight	72-92 kgs 159-203 lbs
Packed-Length	9999 mm 99.9 ft
Short-Packed Length	9999 mm 99.9 ft
Number of Battens: Top Bottom	16 4
Double Surface	70 – 90 %
VNE (Velocity Never Exceed)	85 kph 53 mph
VA (Design manoeuvring speed)	74 kph 46 mph
Trim Speed	32kph 20mph
Stall Speed	26kph 16mph
Max Speed	90 kph 56 mph
Best Glide Speed	40 kph 25 mph
Best Glide Angle	13:1

DESIGN NOTES

This glider meets the Moyes standard for safety and performance.

Pitch stability and dive recovery come from the sail twist and the combination of the luff lines and the dive struts. It is important to understand that any alteration to dive strut settings, luff line lengths or batten profile may reduce the glider's pitch stability.

The Gecko meets or exceeds all DHV airworthiness standards. DHV is a German standard broadly accepted in Europe.

OPERATING LIMITATIONS

The glider has been tested to these limits

- with a positive 30° angle of attack at 100 kph (65 mph);
- with a negative 30° angle of attack at 74 kph (46 mph);
- with a negative 150° angle of attack at 51kph (32 mph);
- Pitching moment tests at 32, 56 and 80 kph (20, 35 and 50 mph) to display the gliders inherent positive pitch stability.

The Gecko has been designed for foot-launched gliding or soaring flight with the following limitations:

The glider must not:

- be flown by more than one person;
- exceed 30 degrees nose up or down to the horizon;
- exceed 60 degrees bank angle to the horizon;
- be flown in excess of V.N.E. of 85 kph (53 mph);
- be flown inverted or backwards;
- be flown with auxiliary power without the approval of Moyes Delta Gliders Pty Ltd.

Adhere to the recommended pilot clip-in weights as detailed in the specification.

Indicated stall speed is approximately 26 kph (16 mph) at maximum loading.

Indicated maximum speed is approximately ?? kph (?? mph) at minimum loading.

DISCLAIMER

The owner and operator must understand that due to the inherent risk involved in flying such a unique vehicle, no warranty is made or implied of any kind against accidents, bodily injury or death. Operations such as aerobatic manoeuvres or erratic pilot technique may ultimately produce equipment failure and are specifically excluded from the warranty.

This glider is not covered by product liability insurance, nor has it been designed, manufactured or tested to any state or federal government airworthiness standards or regulations.

GENERAL TUNING HINTS

Your Gecko is test flown prior to delivery. Unless it has been damaged in transport it will arrive with standard factory trim.

The flight characteristics for proper “trim” setting are as follows:

- Trim speed without pilot input is approximately 4 kph (2 mph) above stall speed.
- The glider will produce bar pressure to return to this trim setting whether it is slowed below or accelerated above this speed.
- The glider will fly straight unless acted upon by variations in the air.
- The glider will bank evenly, both to the left and right, showing no differing tendency to increase the bank (wind in to the turn) or to flatten out in the turn, thus coordinating identically in both directions.

If you are unsure about making adjustments please seek assistance from your Moyes dealer or at least a more experienced pilot.

Whenever you make adjustments, only change one thing at a time.

Check the simple things first

Batten tensions: the flip tips should be as loose as possible without leaving any wrinkles in the sail on top of the batten pocket. To adjust the batten length wind the flip tip in or out (they are threaded) Check the tip batten is inserted correctly (with the bend down).

Batten shape: compare the battens of each wing and make sure they match. If there are differences you will need to check them against the profile that came with your glider.

Do not alter the dive strut setting or luff lines from original setting and specifications. Alteration of these could affect the glider’s pitch stability and would possibly go undetected in normal flight conditions.

Trim Speed

Your glider is delivered with the correct trim setting. Do not alter this without first discussing it directly with Moyes or your Moyes dealer.

Trim speed adjustment can be achieved by moving dingle-dangle forward to increase trim speed or aft to reduce trim speed. Each hole position is equivalent to approximately a 1.5mph (2.5kph) change of trim speed.

After many hours of flight time the trim speed may change as the sail shrinks. This is a normal process for all gliders.

Bent or Damaged Leading Edge

A bent leading edge will create a turn. Mild bends may not be obvious when the glider is assembled.

Remove the leading edges (start with the one on the side to which the glider seems to turn) and check them for bends or dings. If you can not find a bend, one of them may have been stressed and as a result, now displays a slightly different flexing characteristic to the other. (You will find directions for sail removal and leading edge removal in the Maintenance section.)

If the leading edge is bent beyond straightening (ie. if grazing of the anodising is evident then the bar is likely to be beyond salvage.) or, is dinged then it will need replacing either as a front or back section, or both.

To straighten, place the centre of the bend mid-way between two well padded supports, with the bend curving up, apply a steady downward force releasing once the bar flexes just beyond a similar deflexion in the opposite direction to the bend. Carefully inspect the tube to assess any improvement and repeat, becoming gentler as the bend is reduced. Never over-straighten and if the bar seems to return to straight or beyond without much effort then it has been over-stressed and will need replacing. Always look for signs of crazing and feel for deformation around the vicinity of the bend.

! NOTE

This repair is very delicate and should only be attempted if the bar is only slightly bent. It is always a good idea to consult your Moyes dealer before rushing in.

Turning Adjustments

If your glider has developed a turn in one direction or the other, please check the previously mentioned basics.

There are several options for adjusting turns and these are;

- Outer eccentric ring setting
- Inner eccentric ring setting
- Leading edge tension
- Dive strut setting

Depending on the situation, any combination of these may be required.

You will need advice from Moyes or your Moyes dealer who will be more than happy to provide assistance.

GLIDER CARE

General Hint: If you are replacing any components, keep the old one so that you can check the dimensions of the new one when it arrives.

Post Flight

After coastal flying and particularly on sand dunes, the glider will be covered with a thin layer of salt spray. Wipe down the tubes and wires with a towel or cloth. Clear sand out of the wing tips and fittings so that it does not spread through the glider.

Storage

Keep the glider in its bag and store in a dry place out of the sun. It is best if the glider is stored on padded racks where the air can circulate. Avoid leaving the glider on the floor or ground for any length of time as this allows ground moisture to work its way in. Don't keep the glider in air tight tubes or bags; the slightest moisture trapped can cause mildew.

If you fly on the coast it is advisable to regularly flush your glider with fresh water.. Leave the glider open in the sun to dry COMPLETELY, including the inside of the bars, before packing away.

If the glider is damp after a days flying, dry it in the sun the next day. If this is not possible, place the glider bag zipper down on your storage rack, open the zipper full length and release all the glider ties. Loosen up the sail so that air can circulate as much as possible. Set-up and dry properly on the first sunny day.

Sail Care

Avoid contact with any oils, solvents, caustic or acidic substances. This includes salt water, salty sand, animal dungs, and preservative treatments such as Armour All. If the sail must be washed, use fresh water. For stubborn stains a weak detergent may be used provided it is THOROUGHLY rinsed from the sail cloth.

Sail materials are deteriorated by ultra violet light, keep the glider in its bag when not being flown and out of the sun.

For small rips and tears on non-stressed areas, sticky-back sail repair tape can be used. A sail maker should make any repairs to larger tears or damage on high-stress areas, such as along the trailing edge and at sail mounting grommets.

Use the protective padding supplied when packing up your glider and check that no sail is caught between metal fittings. Abrasion caused during transportation is common. Watch for rub spots on the sail or frame and add padding or change you pack up method to stop them.

Battens

The battens usually hold their shape well unless there has been an incident or undue wind pressure on the back. If reshaping is required, warm the tube first by rubbing and avoid over working the tube.

Sand in the batten pockets abrades the pocket ends. When inserting battens wipe off dirt and sand.

Rigging Wires

If there is any fraying or kinks, replace the wire immediately. Keep a constant eye for damage to the outer plastic coating or any discolouration as these are a sign that damage may exist either from an external force or from corrosion.

If the thimble has been elongated, then the cable, thimble and nico-press have been exposed to a force of over 300-400 lbs. Once again, replacement of the wire is advised.

If your wires are immersed in salt water, it is advisable to at least replace your bottom side wires.

Tubing

For heavy coastal use, you might try polishing exposed tubes with car wax to create a barrier. You can also coat the inside of tubes with linseed oil. That's a job for non flying days.

Contact with salt air and water are a major concern and removal of the tube end caps will be required to thoroughly flush out with fresh water. Corrosion and electrolysis set up amazingly fast.

Transportation

Use good padding between the glider and racks. Three support points should be used, with the glider being firmly tied at all three points. Avoid unequal overhang at the ends.

The glider can be transported on its back or bottom. When it is sitting on the racks feel around the pressure points for fittings and move the glider for or aft to get the least wearing position.

MAINTENANCE SCHEDULE

Every 50 hours (or 6 months):

- Check battens against template.
- Inspect the sail. Apply sail repair tape to any small rips or tears. Check the stress areas of the sail, luff line attachment, sail mount screw grommets, king post opening. Tears or nicks in the trailing edge will need professional sail repair. Wire slots are also prone to wear under certain conditions. Critical damage should be repaired by a professional sail maker.
- Batten cords at wing tip
- Inspect crossbar tensioning rigging and fittings.
- Crossbar ball and socket joints, nuts, and bolts, and associated components.
- Check all tubing for dings, bends and wear damage.
- Inspect cables for broken strands with special attention to the thimbles and attachment points. Check any areas with plastic coating damage more closely.
- Check that thread shows beyond all locknuts and that safety pins and rings are serviceable and not prone to accidental opening.

Every 100 hours (or 12 months):

- Replace side wires
- Recommended: a complete strip down of the glider removing all components and tube end caps so that every component can be fully inspected.
- The annual inspection can be done by you but preferably your Moyes dealer or a qualified hang glider technician.

CHECKING THE STABILITY SYSTEM

The stability system is the dive struts and the luff lines.

The dive struts are set at an angle relative to the keel. This is correctly set at the factory and should not be changed without factory advice. This angle is **??????** and should be set with an inclinometer.

Luff line lengths

The luff line length is fixed and cannot be adjusted.

SPARE PARTS ORDERING

You can order spares from your Moyes dealer or directly from the Moyes Gliders factory.

Gliders have a unique serial number located on the nose plate and on the sail. The number is the same on both.

- On the nose plate, the serial number is attached with a sticker
- On the sail, the serial number is located inside the under surface zipper at the nose.



Photograph courtesy of www.flygirl.co.za

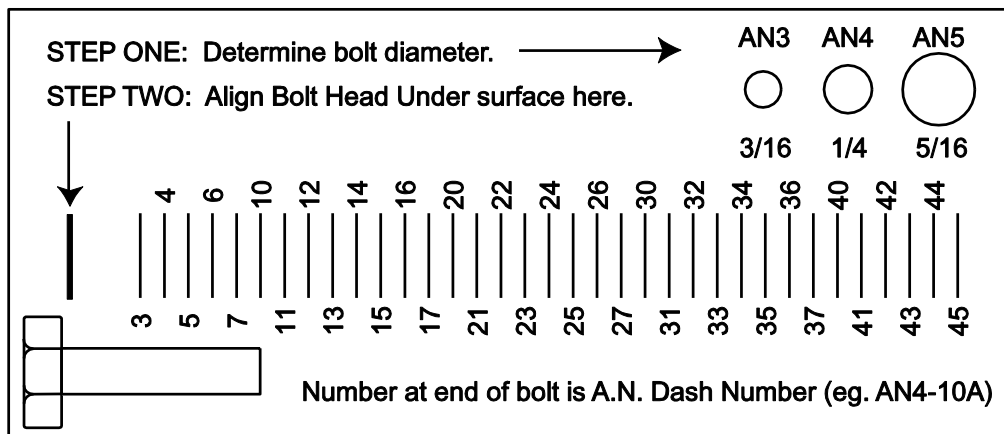
The serial number format is like this;

Database number				Month / Year manufacture				Model ID				Sequence no.		
1	2	3	4	0	3	1	0	M	1	8	8	1	2	9

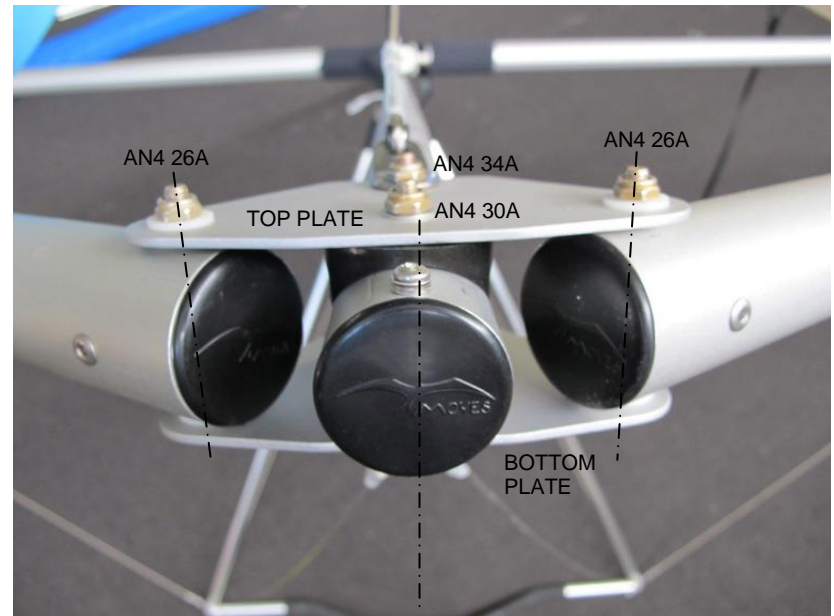
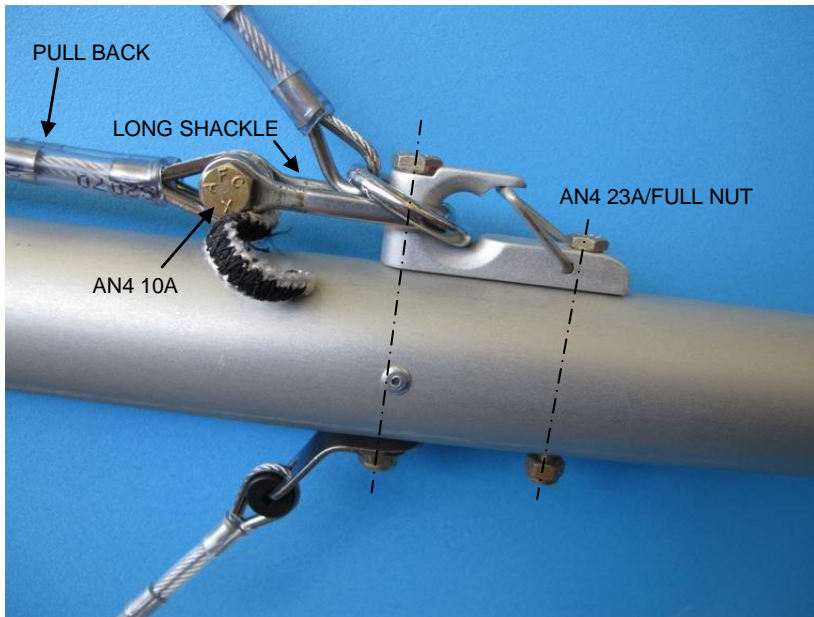
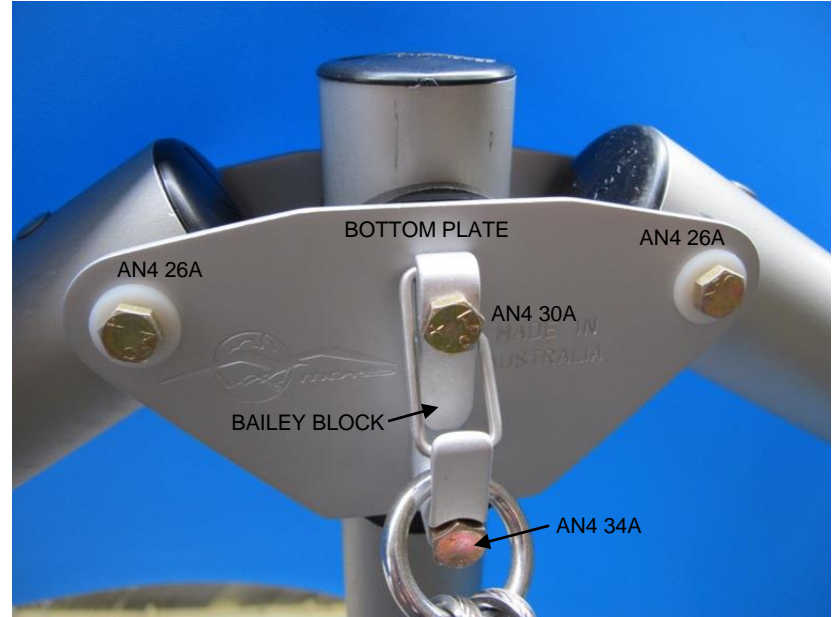
When ordering a part, specify the following details;

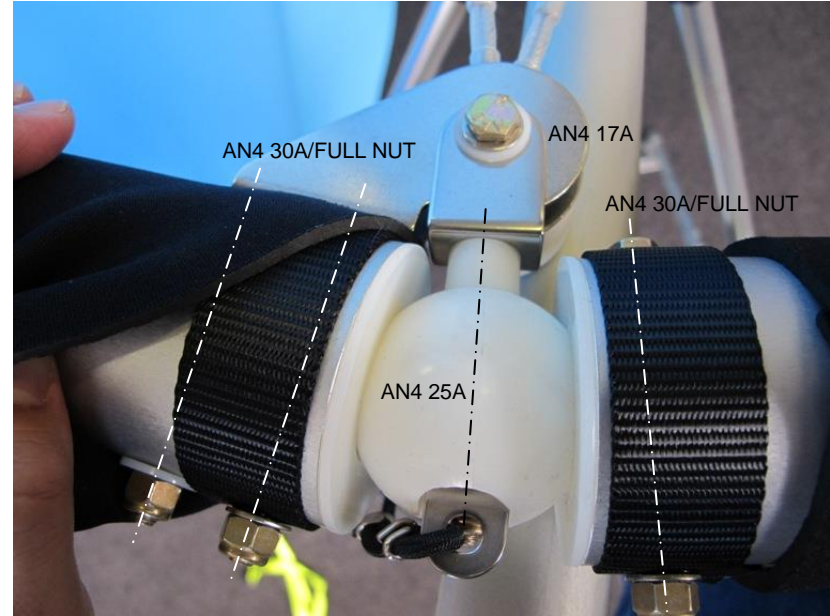
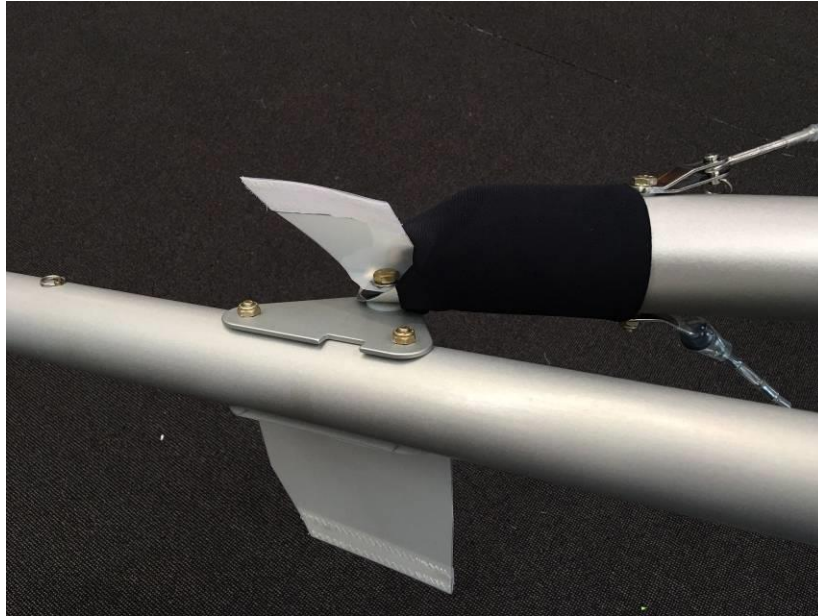
- Glider serial number
- Model – Gecko
- Size – 155
- Aerofoil, zoom or round uprights
- Basebar, carbon, fast or round.
- Left or right
- If you know the name of the person who ordered the glider new, that can also be helpful information as the factory can reference the original order specifications.

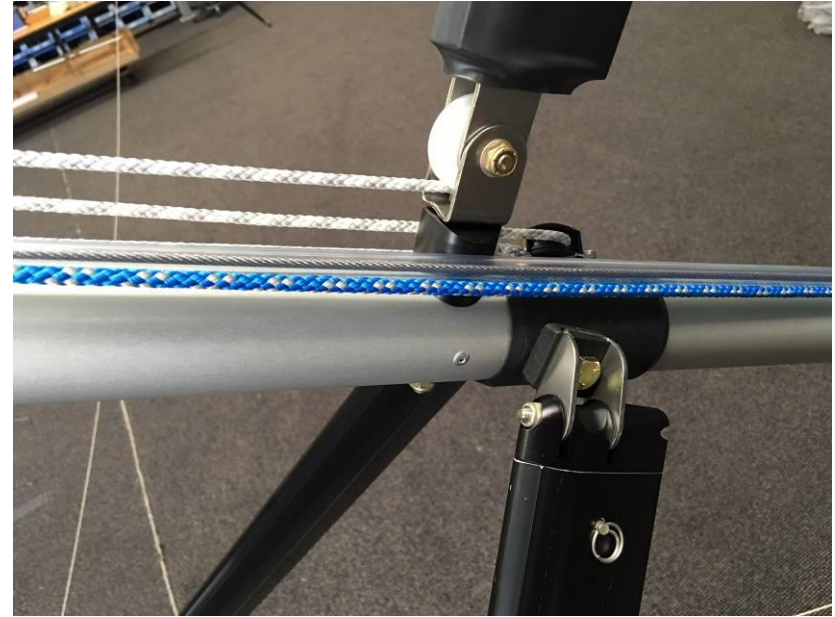
BOLT INDEX & LIST

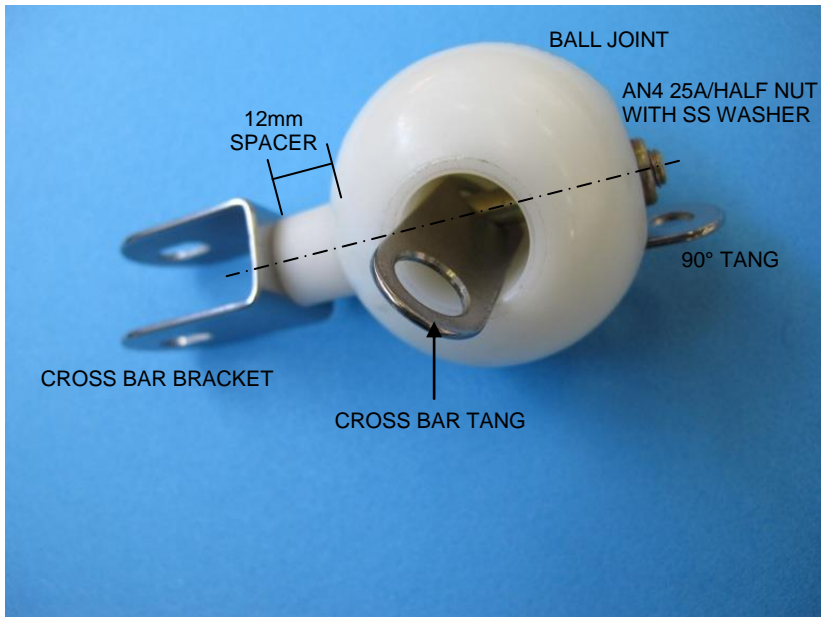


JUNCTION	PART NO.	QTY.	NUT	WASHERS
NOSE PLATE / LEADING EDGE	AN4-26A	2	H	4 MED PLA
NOSE PLATE / KEEL / FRONT	AN4-30A	1	H	S/S
NOSE PLATE / KEEL / REAR	AN4-34A	1	H	
KEEL / CONTROL BAR /("A" FRAME)	AN5-13A	1	H	2 MED PLA, 1 SS
KEEL / KING POST / GUDGEON	AN4-22A	1	H	
KEEL /GUDGEON	AN4-22A	1	H	SS
CROSS BAR / LEADING EDGE PLATE	AN5-31A	2	H	SS
CROSS BAR / TOP WIRE	AN4-30	2	H	ALU BUSH
CROSS BAR / PLATE / LEADING EDGE	AN4-23	4	H	ALU
CROSS BAR / CENTRE R/H REAR	AN4-30	1	F	2 PLA
CROSS BAR / CENTRE R/H FRONT	AN4-30	1	F	SS
CROSS BAR / CENTRE LHS / TANG	AN4-30	1	F	SS
CROSS BAR / CENTRE/ BALL / BRACKET	AN4-25	1	F	SS
CROSS BAR / HINGE / SADDLE SPACER	AN4-17	1	H	SS
KINGPOST / U BRACKET	AN4-12	1	H	SS
X BAR PULL BACK / SHACKLE	AN4-10	1	H	
DOWN TUBE TOP / STEEL BRACKET	AN4-12A	2	H	SS
DOWN TUBE TOP & BOTTOM / PLUG	2C35 C.PIN	4	RING	
DOWN TUBE / BASE TUBE KNUCKLE	AN4-12A	2	H	SS
BASE TUBE RIGHT	AN4-13A	1	H	
BASE TUBE LEFT	PIP PIN	1	CAP	









PURCHASE RECORD

Please complete this section for future reference.

Glider Model and Size	
Purchase Date	
Serial Number	
Dealer (purchased from)	
Dealer Address	

MAINTENANCE LOG

Date	Work Completed	By

----- End of Manual – Happy flying! -----