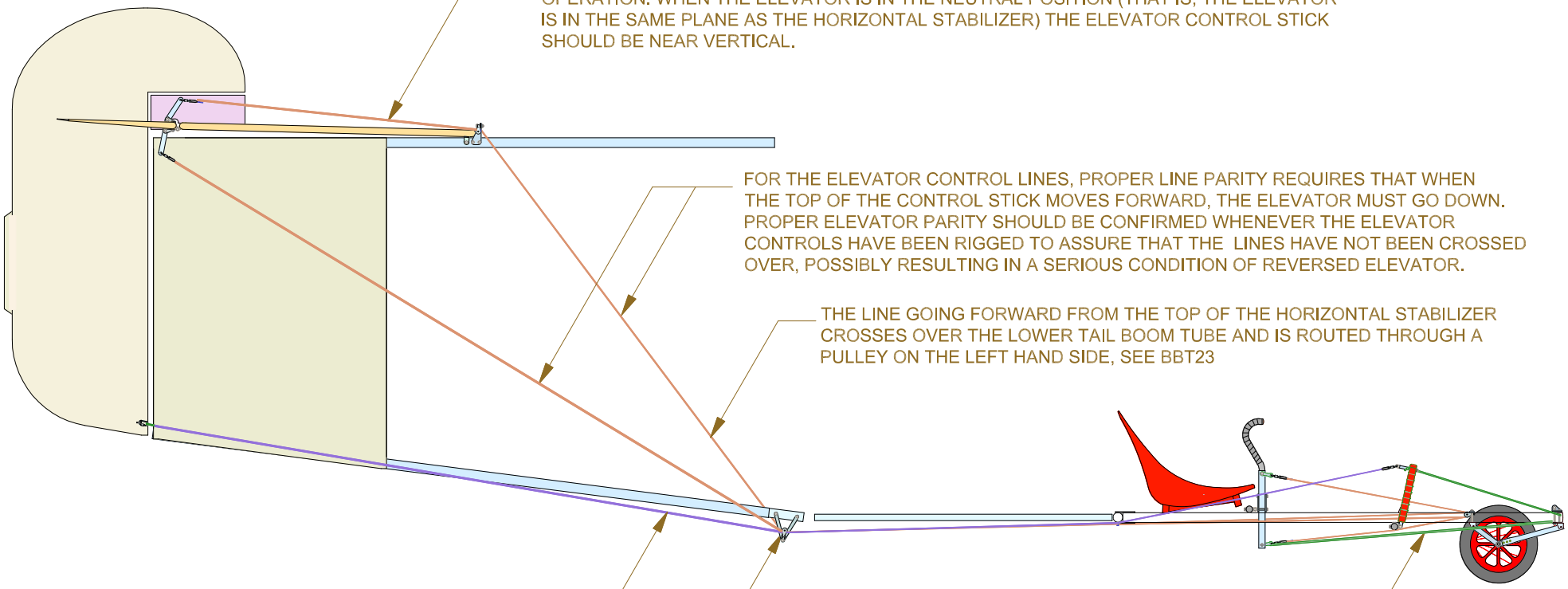

ADJUST ELEVATOR CONTROL LINE LENGTHS AS PER METHOD OF BBA7. RIG LINES TO FULLY DEFLECT THE ELEVATOR FROM STOP TO STOP IN RESPONSE TO CONTROL STICK OPERATION. WHEN THE ELEVATOR IS IN THE NEUTRAL POSITION (THAT IS, THE ELEVATOR IS IN THE SAME PLANE AS THE HORIZONTAL STABILIZER) THE ELEVATOR CONTROL STICK SHOULD BE NEAR VERTICAL.

FOR THE ELEVATOR CONTROL LINES, PROPER LINE PARITY REQUIRES THAT WHEN THE TOP OF THE CONTROL STICK MOVES FORWARD, THE ELEVATOR MUST GO DOWN. PROPER ELEVATOR PARITY SHOULD BE CONFIRMED WHENEVER THE ELEVATOR CONTROLS HAVE BEEN RIGGED TO ASSURE THAT THE LINES HAVE NOT BEEN CROSSED OVER, POSSIBLY RESULTING IN A SERIOUS CONDITION OF REVERSED ELEVATOR.

THE LINE GOING FORWARD FROM THE TOP OF THE HORIZONTAL STABILIZER CROSSES OVER THE LOWER TAIL BOOM TUBE AND IS ROUTED THROUGH A PULLEY ON THE LEFT HAND SIDE, SEE BBT23

ASSEMBLED AIRPLANE VIEWED NEAR CENTERLINE, FROM RIGHT, SIMPLIFIED TO SHOW FLIGHT CONTROL SYSTEM

ALL FOUR CONTROL LINES PASS THROUGH THE PULLEY BLOCKS NEAR CENTERLINE BELOW THE LOWER WING.

ELEVATOR TRIM BUNGEE CORD, SEE BBN10. FINAL TRIM TENSION MAY BE SET BY ADJUSTMENT OF THE ELEVATOR TRIM TAB TO ALLOW CRUISE FLIGHT WITHOUT HAND PRESSURE ON THE ELEVATOR CONTROL STICK.

ADJUST RUDDER CONTROL LINE LENGTHS AS PER METHOD OF BBA7. RIG LINES TO FULLY DEFLECT THE RUDDER FROM STOP TO STOP IN RESPONSE TO FOOT PEDAL OPERATION. WHEN THE RUDDER IS CENTERED IN THE NEUTRAL POSITION THE FOOT PEDALS SHOULD BE SLIGHTLY CANTED FORWARD AND EVENLY POSITIONED BESIDE EACH OTHER,

BBA14	FLIGHT CONTROLS	BLUEBIRD ULTRALIGHT AIRPLANE	M SANDLIN MARCH 12 2022