



MOSQUITO MOTOR HARNESS

Now there is an alternative launch for thermal soaring and cross country hanggliding.

The hanggliding harness with a built in motor from Swedish AeroSport lets you take off and catch that first thermal from your nearest local field.

Swedish

AeroSport





There is a light breeze in the air and the sun is slightly covered by clouds when we visit the small airstrip of Vallentuna, a small village north of Stockholm. As we arrive we can hear a faint humming sound in the air and after a couple of minutes Thomas Ojala arrives over the trees surrounding the strip.

As he glides down we can see him stop the engine and put down two aft landing gear struts. With a quiet whizz from the wing he softly touches down on the grass and greets us with a big grin.

He has been flying for over two hours, catching thermals over nearby wheat fields. He is using the Swedish motor harness "Mosquito".

We are expecting another visitor. And by road in his Volvo arrives Johan Rasmussen from the Swedish firm AeroSport which is the manufacturer of the Mosquito. Johan is the chief designer and also the marketing man among the four dedicated people who have developed the Mosquito during an intensive test period of over two years.

Johan Rasmussen is of course eager to show us the advantages of the Mosquito, and he tells us about it when he takes out the pack from the baggage compartment of the car.

The Mosquito is transported in a bag, and weighs about 20 kg. It is easily carried and handled in cars or other transport media.

- I might even bring it here on a public transport, says Johan.

The wing is already assembled by Tomas. He has been waiting for Johan because they are going to spend

the afternoon together in the air.

- It will take me maximum five minutes from opening the bag until I am ready to climb into the harness and start the engine, he says to me.

I don't believe him.

- Watch me, he says with a smile.

READY, SET, GO!

In secrecy I start my wristwatch timer when he unzips the bag. Out of the bag comes the unit with the harness, the engine, the prop shaft, the gear and the propeller. Johan carries the unit to the wing, fastens the fuel tank to the vertical bars of the wing and folds out the retracts. He connects the fuel system to the tank. Then he attaches two limit wires to the wing, and makes the harness ready. He looks at me.

- I'm ready to climb in!

I look at my watch. 4 minutes and

35 seconds...

- OK, I say. I believe you. And you didn't use one single tool. Why? Hadn't it been safer to fasten the thing to the wing with some bolts?

- No, we don't believe in any changing of the original wing design at all. And we absolutely don't want to make any new holes in the wing tubing. Thus there will be no weak points in the tubing or the metal parts of the wing. And we have made a harness that may fit almost every wing on the market.

We don't find it necessary to use tools. With our method of attaching the harness to the wing it is quite all right to do it without tools. Those tools that you may forget at home

WHY A MOTOR HARNESS?

- Honestly spoken, what's the big advantage with the motorized hang-glider?

- With the Mosquito there is no need to arrange a tow and no need to make expensive journeys in order to get to mountains or hills. You may search for good thermal areas anywhere and just start your wing at the place. The extra weight and the motor and propeller puts a very small penalty on the prestanda of the wing. Besides, you may even restart the engine in the air and move to better thermal areas.

I walk up to him and look more closely at the equipment.

Materials in the harness are aluminium tubes, and parts of steel and plastic. The fabric parts are of very thick polyester.

The engine is a fan-cooled RAD-NE RAKET ("Rocket") go-cart mo-



tor, converted for aircraft use. The clogg belts and gears seem to have the right size to last for many years. I ask Johan about the noise level tests that he has done for the Swedish Aviation Authorities.

-They went very well. We are quite a bit under the 68 dB(A) limit of the weight class, I think we came up to a maximum of 57 dB(A). It is important that these microlights are quiet in order to keep them popular in the public's eye.

FLYING AWAY

Johan climbs into the harness and fastens the waist belt and straps very firmly. He is ready to start and floods the carburettor. He pulls out the choke and pulls the starting handle. After a couple of coughs the engine starts. He lets it run for 30 seconds according to the instruction and then takes a big bite over the mouth accelerator.

The start of a microlight wing is always fascinating and I watch Johan and Tomas (who also has started his engine) run a couple of steps and softly rise up in the air. After about 200 meters they are already at about 20 meters altitude and curve round to greet me before they zoom up and away.

ABOUT AEROSPORT

In October 1989 AeroSport got their manufacturing license from the Swedish Civil Aviation Administration. This was the proof that their two year development period had been successful.

Four people are included in the design and manufacturing process



At the top is Tomas Ojala from AeroSport ready to start his Mosquito. Note the position of the tank and shortened keel of the wing. The landing gear makes it very easy to walk with the unit on the ground.

The motor mounts can be seen on the middle picture. Note the propeller, which is easily mounted and secured with a steel locker pin.

by now and the market is rapidly expanding. Johan has told me earlier. There is a great need for this kind of motor harness. Many of the existing outfits are clumsy and difficult to manage in the air. They also often have poor soaring possibilities.

AeroSport has tried to catch the whole testing process in a professional way with CAD-aided design and very intensive test flying before really starting the manufacturing. The company also keeps a full support with spare parts and telephone support if necessary.

The Mosquito was photographed and described by Bo Gardstad

The last picture shows Johan Rasmussen carrying the bag with the Mosquito from his car.



MOSQUITO MOTOR HARNESS

Data and prestanda



CAD technique is used in the design process.

Especially made for thermal soaring.
Assembled without tools.
Retractable landing gear.
Engine restartable in the air.
No modifications to the hanglider are needed.
Takes off from flat fields.
Foot launched and landed.
Included is a rugged, practical transportation bag.
Certified for several high performance hanggliders.
Full service in Sweden and world wide.

Functions: Choke

- Propeller-brake
- Engine shut-off
- Mouth controlled accelerator
- Recoil starter
- Retractable landing gear coupled with harness-zipper
- Emergency exit from harness
- Fully adjustable harness
- Front parachute possible
- Back packsack
- Front packsack
- Camera pocket
- Steel carbine hook

Weight: 23.8 kg (including harness, tank, propeller and bag.)

Engine: Radne Raket 100
Two-stroke
100 ccm
7.36 kW (10 hp)
8800 rpm

Gearing: Cogbelt 4:1

Propeller: Diameter 1350 mm
Pitch 530 mm
Weight 750 g (incl. hub & bolt)
Material Kevlar, carbon, glass

Fuel capacity: 4 litres / 5 min.
98 octane petrol / 4% oil mixture

Typical prestanda with the Mosquito mounted to a normal high performance hang glider:

Climb:	1.5 m/s
Assembly time:	5 min.
Cruising speed:	65-80 km/h
Maximum speed:	80-105 km/h
Stall speed:	27-30 km/h

Start climb to 15 m altitude is done at a distance of 170 m. Running distance on the ground is 35 m with no wind. Landing distance is 0-45 m.

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A video, showing the features of the Mosquito is available from Aerosport or via its representatives.

Representation:

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Swedish

AeroSport



Technical data for Mosquito 95

Engine: Radne Raket 120
Two-stroke
120 ccm
11 kW (15 hp)
8800 rpm

Gearing: Cogbelt 3.5:1

Propeller: Diameter 1350 mm
Pitch 530 mm
Weight 750 g
Material carbon, kevlar, epoxy

Fuel
capacity: 4 litres consumption 3 l/hour
98 octane petrol / 4% oil mixture

Typical prestanda with the Mosquito mounted to a normal high performance hang glider:

Climb: 2 m/s
Assembly time 5 min.
Cruising speed 65-80 km/h
Maximum speed: 80-105 km/h
Stall speed: 27-30 km/h



Dear Buyer,

I hope you like what you see.

Unfortunately the new owners manual is not finished yet which means that you have to read the old one between the lines, sorry about that, I hope I soon will have time to finish it.

A few things to think about before your first take off.

- Choose a day with smooth laminar head wind. 1-3 m/s head wind will make your first start much easier.
- Test run the engine a few times at home before your first flight, it is always 5 times harder on the field. Murphys law you know.
- When take off, keep your landing gears (your legs) out until you have reached a safe height. Some pilots think they have bought a moon rocket, takes to step and then jump into the harness without having reached the stall speed. Result, a stalled glider and a broken prop.
- Due to the extra weight of the engine the hang-point on the harness is moved a little bit backwards, this together with the thrust will place the pilot a little bit more forward related to the speed-bar. It is important to not give the glider a too high angle of attack, fly like hands off.
- Your Mosquito is equipped with a double accelerator system. Mouth control during take-off and hand control during flight.
- The two wire fittings is exchanged to two regular polyester wires.
- The engine shall be used with 91 to 98 octane leaded or unleaded petrol mixed with 3% fully synthetic 2-stroke oil of good quality.

How to start the engine.

- Connect the fuel line to the tank, tickle (prime) the carburettor by pressing the button under the carburettor while pumping.
- Activate the choke (the upper control on your right side)
- Pull the decompression control, one pull, located on your right side (lower control)
- Give the engine a little gas with the hand-accelerator on your left side.
- Pull the start handle as fast as you can until you can hear the engine almost starts.
- Deactivate the choke and give the decompression valve a pull again, pull the handle, now you can be prepared to give the engine a little bit throttle when you can hear it start. If it starts and stops again you have to activate the choke again and take the procedure once again. The engine is not possible to run with the choke activated, the choke is only a way to fill the system with enough fuel.
- The decompression valve will close automatically when the engine starts.
- Do not run the engine on ground with full power longer than half a minute or so, it will easily overheat.
- A good way to stop the engine in the air is to use the choke and full throttle, this will give the engine a little extra fuel and makes the restart easier.

As I told you the manual are old so please feel free to call me if you have trouble ore questions

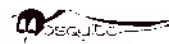
I wish you good luck.

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REG Nr. SE556341-1379



New decompression valve

Your Mosquito is equipped with a fully automatic decompression valve. The valve is controlled by the vacuum in the carburettor and will be open when engine is stopped and closed as soon as the engine starts.

You can leave out of account all talk about pulling the decompression cable in the manual it will take care of it self.

1.7 Assembly directions for Mosquito A10.

A. Suspension

The Mosquito is mounted in the hangglider's suspension and reserve strap with the steel carbine exactly as with a regular harness. Adjust the suspension straps as to length so that a fist fits in between the breast of the Mosquito and the bottom bar of the hangglider.

B. Wire fittings

The two wire fittings are mounted on the same screw which is holding the lower wing wires. Place them between the screw washer and the plate of the wing wire. The wire guts must be directed in the same direction as the wing wires. After being mounted they should pierce out 1,5 thread round of the screw outside the nut, secured with Loctite 222. See figure 3, Appendix 2.

C. The Limit lines

The limit lines are delivered in different lengths for different products and types of hanggliders and are meant to stop the propeller from reaching the sail at big rudder turns.

IT IS OF OUTMOST IMPORTANCE THAT THE RIGHT KIND OF LIMIT LINES ARE USED TO EACH TYPE OF HANGGLIDER. IF YOU ARE NOT SURE, CHECK WITH SWEDISH AEROSPORT AB OR ITS REPRESENTATIVE TO SEE THAT YOU HAVE THE RIGHT MODEL.

Check that the propeller cannot reach the sail in normal flying positions before the first flight. See figure 5, Appendix 2.

D. Mouth gas

The mouth gas/accelerator is delivered without cut grips for the pilot's teeth. Before the first flight the pilot should himself cut out a grip suitable for him, so that the mouth gas fits safely and in a comfortable way.

E. The keel pipe

THE HANGGLIDER USED TOGETHER WITH MOSQUITO MUST HAVE A KEEL PIPE THAT CAN BE DETACHED IN ORDER THAT THE PROPELLER MIGHT RUN FREELY.

Some hanggliders have this as a standard. Others must be modified according to figure 4, Appendix 2.

If you are not sure, contact Swedish AeroSport or its representative.

2. OPERATIVE LIMITATIONS

See the type specification for type certificate issued by the Aviation Authority. Appendix 6.

Runway.

The most important when flying with Mosquito is to choose a suitable field to start from. It should be even and covered with grass or stubble of a height of no more than 200 mm.

It should have a length of at least 600 m and have a width of 200 m. It is also very important to choose a field that is free from ground turbulence caused by obstacles in the direction of the take-off.

3. EMERGENCY USE

At a breakdown in the air:

1. Stop the engine.

3. Activate the parachute.

If the zip in the harness is stuck:

If the zip is stuck (in for instance the clothes of the pilot,) try to open the zip with your hands.

If this is not possible, the harness can in case of an emergency be opened with a velcro at the side of the zip. If the pilot is forced to land in the latter way, he can land on his feet, but it can result in damages to the engine and propeller because the under carriage is not used.

4. NORMAL USE

(as opposed to "Emergency Use")

4.1 Rigging of the wing

Rig the wing according to the instructions from the manufacturer. Check the instructions for the wing. Put the wing with the nose against the wind and tip it over with the bottom bar at the nose towards the ground. Then detach the keel pipe.

4.2 Rigging of the Mosquito

Fill the tank. Close it with the lid. Check the connections.

4.3 Unpacking

The Mosquito is unpacked in the following way: Put the Mosquito on its "back" with the zip upward and open the zip. Unfold the undercarriage and attach the rubber bands in its anchorage points.

Check that the wires and the pulling-up-ropes are in the right position. Then turn the Mosquito so that it is standing on its front part and on the undercarriage. Remove the bag.

4.4 The propeller

Take the propeller out of the case. The propeller is to be carefully examined as to damages.

Attach the propeller with the pin and ring that come with it on to the propeller axis. Then move the Mosquito to the unpacked hang glider, which is standing on its nose and hook the shackle into the eye-splice.

4.5 Limit lines

Check the limit lines. Also check that the wires and the rubber ropes are not damaged or mingled.

Attach the limit lines to the eye-splices at the anchorage points of the leading edge and cross bar.

Be sure that the limit lines and rubber band that stretch them are running free.

IT IS VERY IMPORTANT THAT THE RUBBER BANDS THAT STRETCH UP THE LIMIT LINES ARE IN PERFECT CONDITION, as they are keeping the limit lines from reaching the propeller. The rubber bands are doubled in order to increase the safety.

4.6 The controls

Check that all controls work satisfactory, that they are easy to handle, that they are not damaged and that they are showing the full range.

4.7 The fuel system

Check to what extent the fuel filter is unclean. Clean it when necessary.

Check the fuel connections. Blow them clean when needed. Then press the fuel connections together. The carburetter is checked by draining it with the spring screw at the bottom of the carburetter at the same time as the fuel is pumped by hand. Pull down the cowl.

4.9 Entrance

Open the back zip and undo the back buckle and the front buckle. Now the entrance into the Mosquito is prepared.

Step in with one leg at a time through the leg belts. Put the arms into the shoulder bands and pull the harness up. Bend heavily forward and fasten the back buckle and tighten it.

Then fasten the waist band inside the pocket at the front and tighten it thoroughly.

IT IS VERY IMPORTANT THAT THE FRONT- AND BACK BANDS ARE WELL TIGHTENED.

The zip on the back is closed by means of the rubber band. The most easy way to do it is to bend forward. Hook the eye-splices and put the fuel connections together.

4.10 Taxying

ALL TAXYING MUST BE DONE WITH THE ENGINE SHUT. THIS IS THE ONLY INSTANCE AT WHICH THE PROPELLER CAN REACH THE REAR OF THE WING IF THE WING IS TURNED.

4.11 Start the engine

Use the choke but not the accelerator. Pull until the engine starts. Close the choke and use the mouth accelerator. Start the engine with the start handle. Warm up the engine for at least 30 seconds at half speed and then 30 seconds at full throttle in order to get rid of possible air bubbles in the fuel.

4.12 Take off

The launching is to be done in straight headwind. Hold the hang glider as it is done at the normal hill or winch launch, that is with a low angle of attack.

When there seems to be a good opportunity for launching, open up full throttle. RUN!

Run with steady steps and be prepared for possible "sink through"!

DO NOT PRESS THE BOTTOM BAR FORWARD BUT FLY WITH GOOD SPEED.

4.13 Flying

When the pilot has gone into the harness and has achieved a fair height, at least 200 meters, the zip is closed with the pull-up-rope.

The undercarriage is retracted by the pilot taking one of the support legs and attaching it in the clips. Then fold in the other one in the same way.

A hangglider with the Mosquito is easily flown and has no critical features. All special characteristics for the wing type must be thoroughly looked over in connection with learning to fly the Mosquito. Swedish AeroSport's directions concerning these characteristics are therefore not mentioned here, because it is the responsibility of the flying instructor.

The flying instructor must be taught by Swedish AeroSport AB or it's authorized representative.

4.14 To stop the engine during flight

Shut the engine by means of the the switch (to the right at the front).

4.16 Landing

The undercarriage is folded out by loosing the support legs from the clips.

Then open the zip. Check that wires and zip are in the right position. Land on the feet as during an ordinary landing after a flight with a hang glider. Keep a steady speed when closing in for a landing.

4.17 After landing

Disconnect the fuel connections and hook off the Mosquito from the eye-splices. Open the zip on the back by means of the rubber band. Open the front and back bands and undo the back buckle.

Step out. Loosen the limit lines and wind them up on their winding up knobs.

Clean the propeller and loosen it. Put on the case while the Mosquito is standing on the under carriage and turn the harness up side down. Loosen the rubber band and fold the support legs downward. Put the propeller in its case on the side of the harness and close the zip.

Detach the fuel tank from the hang glider and attach the keel pipe. While packing up, check carefully all details and list damages or adjustments that have to be fixed before next flying.

4.18 Storing

Keep the propeller axis from being bumped. Never store the Mosquito standing on the propeller axis or lying with the engine downward. Always store the Mosquito lying on its back. After flying in rainy weather the Mosquito must be unfolded and dried.

MOST DAMAGES COME FROM TRANSPORTATION AND HANDLING.

4.19 Checkpoints after flight

The wing

Check according to the instructions for the wing.

The Mosquito

1. Check for leakage from the fuel system or the engine.
2. Look for damage on the propeller.
3. Look for damage on the under carriage or the harness.
4. Clean wires from dirt.
5. Look for damage on wires or anchorage points.

5. POWER

See Specification of the type. Appendix 6.

6. WEIGHT AND BALANCE

See Specification of the type. Appendix 6.

7. AIRPLANE AND SYSTEM

See Specification of the type. Appendix 6. Engine Radne 100. See Appendix 3.

8. SERVICE AND MAINTENANCE

8.1 Directions for maintenance

The Mosquito is constructed in such a way that it is easily checked and there should be no problems

looking for possible damage or worn-out parts provided that the checking is done according to the instructions.

Normal maintenance apart from the periodical one is the following:

Washing of the whole construction in lukewarm water with fluid soap added and after that rinsing with clean water

Washing of the textile parts with lukewarm water. Be very careful in selecting the detergent, which must be very mild.

Rinsing must be done very thoroughly if detergents have been used, because the material of the harness is very sensitive to detergents in combination with UV-light.

Apart from the consequences of rough landings or trespassing the operative limitations, the most important reasons for damage are corrosion and exhaustion. There is nothing special on the Mosquito related to this, but heavy loads and vibrations can weaken the construction. Because of this it is important to keep an eye on tendencies to deformation or cracks in critical areas.

It is important to follow carefully the instructions for unpacking and packing up the machine, because that will reduce the risk of damage. The Mosquito must always be transported in its case. It should be transported on its back with the engine upward and the bag should always be tightly tied up. Avoid to hit or punch it.

Miscoloured metal can be a sign of corrosion. Salt is the biggest enemy, especially if the machine has been transported on salted roads or over a salt sea. Parts that have corroded must be changed and the reason for the corrosion must be eliminated.

8.2 Lubrication

The end of the propeller axis must always be greased in order to avoid attacks of rust. How often this has to be done depends on how much the Mosquito is exposed to water.

The controls shall be lubricated with spray oil. So also the joints of the undercarriage. All other joints are completely tight and need not to be lubricated. See the instructions from the producer concerning the lubrication of the engine. Appendix 3.

The wing

The wing should be maintained according to the directions of the producer.

The engine

The engine should be maintained according to the directions of the producer. See appendix 3.

8.3 Periodical check

Every 10th flight

- Clean the fuel tank and rinse it with clean petrol.
- Check the fuses. Change when needed.
- Check the transmission belt concerning profile, tension and wearing-out. The belt must be able to be pushed in ~~4-6~~ mm with a light push of the thumb. *2-11*
- Check the starter chord.

- Check all control wires concerning friction and adjustment.
- Change the fuel filter when needed.
- Check the fuel hoses and it's hooks.
- Check the springs and their locking threads.

Every 25th flight

- Check the anchorage points of the engine.
- Change damaged wires.
- Check all electric connections concerning oxidation and contact.
- Check that no cords have broken.
- Clean the air filter and change if damaged.
- Check the propeller.
- Check the harness.
- Check all the tubes that there are no deformed holes.
- Check the main hanging device as to wearing out.
- Check the anchorage points of the undercarriage.
- Check the whole exhaust system thoroughly as to tendencies of cracking, and also check carefully the mounting of the system.

The wing:

- Inspect all visible parts of the wing, even those that can be seen through the inspection openings.
 - Check all tubes and anchorage points. All wires, wire fittings and press bands.
 - Check that no wires have burst or been damaged.
 - Check all anchorage bands and screws.
- Check all lockings.

Every 50th flight

- Check the transmission gear as to a possible gap in the centrifugal clutch.
- Check carefully all pipes and shoes in the construction as to damage and signs of cracking.
- Check all anchorage points as to signs of damage.
- Change the engine's rubber muffle every second year or after every 100th flight.

8.4 Repairs

The wing:

The owner is not allowed to do other exchanges than to change original parts to corresponding ones.

Repairs of sails may be done only by the producer or by an established hangglider manufacturer.

Repairs of sails can under certain circumstances also be done by an authorized sail-maker.

Replaced parts may only be from the production of the wing manufacturer.

Bent aluminium tubes must never be straightened out. They must always be replaced by new ones.

Damaged wires or wire fittings must be replaced immediately.

The Mosquito:

The owner is not allowed to do other exchanges than to change original parts to corresponding new ones. Replaced parts must be produced by Swedish Aerosport AB.

Bent aluminium tubes must never be straightened

out. They must always be replaced by new ones. Damaged wires or wire fittings must be replaced immediatly.

The propeller

Smaller damages on the front edge of the propeller caused by sand and insects swept into the propeller while rotating can cause big losses of effect. These damages must be repaired with epoxy plastic.

If the damage is big, the propeller should be replaced or repaired by Swedish AeroSport AB.

8.5 Trimming of the Mosquito

All Mosquito engines are delivered adjusted and tested by Swedish AeroSport AB.

New adjustments must not be done without first contacting a representative of Swedish AeroSport AB. Modifications of any kind are not allowed before first being approved by the Aviation Authority.



10. GUIDELINES FOR THE PILOT

10.1 Flying

When flying the Mosquito it may sometimes be felt as if the climb capacity is less than expected. In order to gain height as fast as possible it is better to fly to an area that is as free as possible from turbulence or to an area where the air is rising.

If the climb capacity is low, it is because the pilot is in an area with sink. Start the engine if necessary and fly out of that area and look for a better one. This is a better and faster way to gain height than to try to force the Mosquito to a better climb by manouvering.

10.2 Parachute

We at Swedish AeroSport AB recommend that a rescue parachute is used at all flying with the Mosquito. The rescue parachute should be of tthe normal type that is used at hanggliding, and it should be kept in a special container sewn on to the breast of the Mosquito and be attached to the steel carabine. A rescue parachute of a suitable type can be ordered from Swedish AeroSport AB.

We wish you many
nice flights with your
Mosquito!

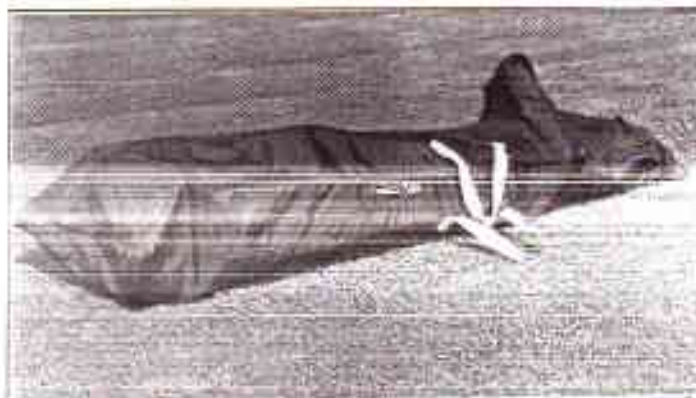
Swedish AeroSport
AB

Owner's own notes:

Pictures:

The following pages show the correct order to unpack and start your Mosquito. Use them together with the written manual for better understanding of the procedure.

The packing after flying is done in the opposite order.



This is the correct position for placing the Mosquito on the ground or in a car for transportation. Damage may be done to the engine if it is positioned otherwise.



Carry the Mosquito this way for shorter transports, lift it up under your arm for longer walks.



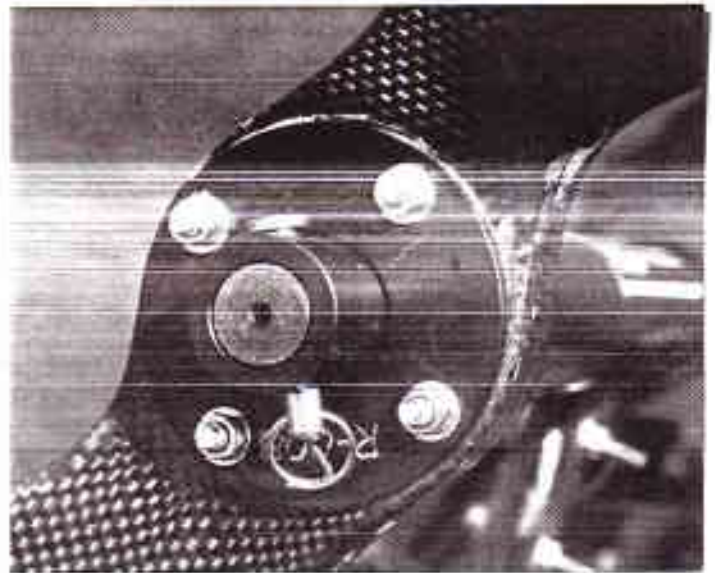
After opening up the zip, fold out the landing gear.

Then fasten the two nylon hooks on the black straps close to the silencer.

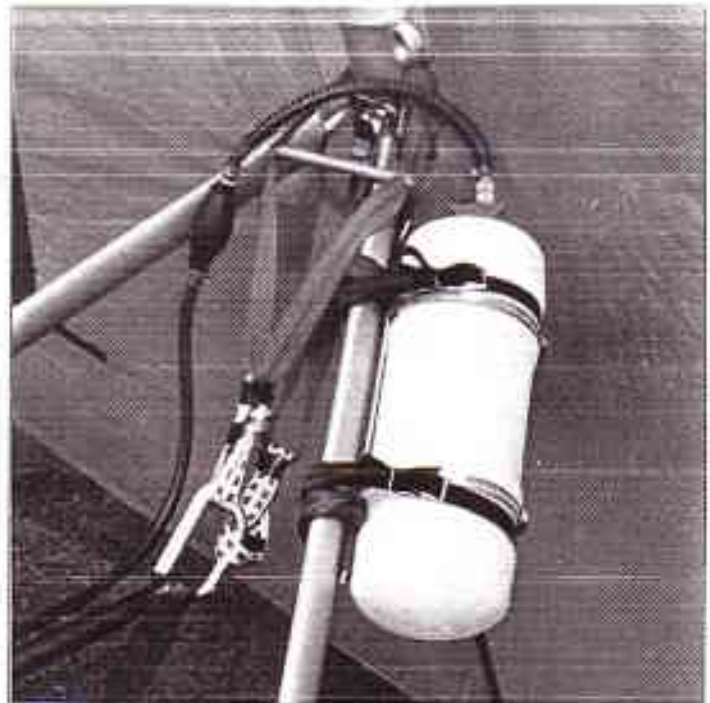


Above: Turning the Mosquito right for further mounting.

Below: Taking away the keel and mount the tank.

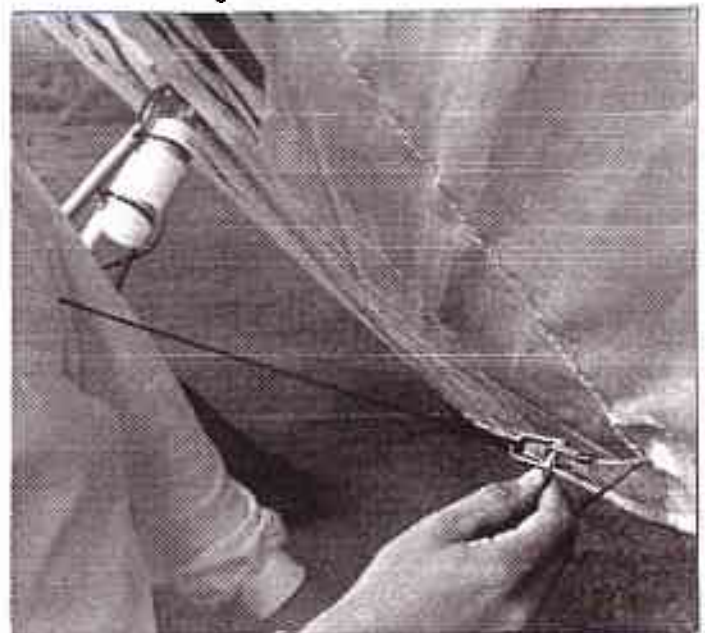


The propeller sprint with locker ring.



Above: Fastening main straps and petrol tank.

Below: Fastening of the limit wires.





Above: Priming may be a bit tricky. At the same time as you pump petrol, flood the carburettor at the bottom by pressing the spring loaded screw (picture above right).

Picture to the right: Correct grip for test starting the engine.

Picture below: The choke chord and locking system.



Starting to climb into the Mosquito.