An aluminium alloy-connecting crank protrudes from each wing root. This has a roller on its extremity that engages in the funnel type connector in the fuselage thus providing automatic connection of the airbrakes when the wings are rigged to the fuselage in the wing. A short push rod leads direct to the toggle crank in the airbrake box that by over centre actuation locks the airbrakes closed. From this toggle crank, another short push rod joins to a longer push rod that connects both airbrake-actuating arms together. The double-blade airbrakes are mounted on these actuating arms (see Fig. 2.2.5-3).
Any play between the fuselage-side funnel-type connector and the wing-root-side connecting lever can be removed by means of the adjusting screw at the funnel-type connector.

2.3 Landing gear

2.3.1 Main Wheel

The sprung main wheel consists of a Cleveland rim (P/N 40 78B) with a Goodyear tire 5.00-5, 6pr TT and inner tube 5.00-5 TR67A.

The wheel is equipped with a hydraulic disc brake:-

Cleveland wheel brake cylinder	30-9
with Master Cylinder	10-20

alternatively TOST wheel brake cylinder 080203 and/or
TOST master cylinder 050305

The landing gear wheel fork is damped and sprung by a system of two shock absorber legs with polyurethane Cellasto-Spring elements MH 24-65 from Elastogran.

2.3.2 Tail Wheel or Tail Skid

In the series production standard the sailplane comes with a tail wheel:

Wheel hub	210 x 65 (Streifeneder or Tost "Moritz")
Tire with inner tube	210 x 65