

In flight the full ballast can be dropped in less than 2 minutes; this is equivalent to 1/4 USGal per second.

Remark :

With full tanks the wing cannot be layed down with the wing tip on the ground because then the higher wing is emptying through the ventilation pipe.

2.2. Checking

After rigging respectively prior to the first flight every day : Make sure that all assembly connections have been properly mounted and are safetied.

Check for foreign matters in the cockpit, check the controls for ease of operation.

It is advisable to inspect the entire aircraft from time to time. Many a bolt without safety and many a damaged area has been noticed this way. Especially with a newly developped aircraft such inspections are very important despite of the fact that the aircraft has been designed and built with care.

Check the elastic lip (steel or plastic respectively) for 100 % airtight fit on the elevator or aileron / flap respectively when full deflections are applied, and also for safe and tight bonding at the stabilizer or wing respectively.

2.3. Derigging

First of all drop water ballast completely, disconnect the exit pipes. Derigging is done in inverted sequence like the rigging.

2.4. Road Transport

The Schleicher Company can supply drawings for a light weight trailer. It is important that the wings are sitting in well fitted saddles or are supported at the spar roots as near as possible to the wing root rib.