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5. Clean and grease carefully all connections!
6. Plug in the horizontal tail unit onto the fin from the front. At the same time the elevator automatically interconnects with the actuator (see Fig. VI.2-1 and VI.2-2). The tailplane is now pushed back until the Allan bolt at the leading edge can be screwed in; this should be screwed in tightly until the spring retainer snaps securely into place.  
Check correct fit of the automatic elevator connection!
7. Taping up all the slots of the non-moving components at the wing separation points, using a plastic adhesive tape, provides a considerable gain in performance for little effort. Also the access hole cover on the fuselage as well as the tailplane/fin transition should be sealed in this way.  
The canopy must not be taped up, otherwise emergency jettisoning of the canopy will be more difficult. We recommend that the areas to be taped should be thoroughly waxed beforehand so that the strips of tape can be removed again later without lifting off the paint.

#### VI.2. DE-RIGGING

De-rigging is carried out in the reverse sequence to that of rigging.

**NOTE:** When removing the tailplane, carefully push back the safety pin on the leading edge bolt with the hexagon wrench and spacer tube supplied, as otherwise it is easily bent when the bolt is unscrewed.

**WARNING:** For derigging the horizontal tail from the fin it has to be regarded that only the method according to Fig. VI.2-2 is used.

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Fig. VI.2-1

WRONG: Twist movement

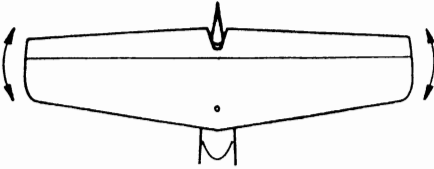
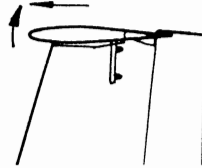


Fig. VI.2-2

RIGHT: Pitch movement



### VI.3. STORAGE

Storing the aircraft in the open air can only be recommended if the weather conditions are likely to be perfect for the foreseeable future. You have to decide whether lashing the aircraft down, covering it up, and cleaning it before the next flight, involves more work than de-rigging and re-rigging.

To lash the wings down use arm braces (e.g. those used in the trailer) which will ensure that the wing control surfaces are not placed under load by the tie-down cables.

Holes for tie downs in the wingtips can be fitted on customer request as an optional extra.

If the aircraft is stored in a hangar for a protracted period, we recommend that you only cover the plexiglass canopy with a dust cover, as dust covers retain damp unnecessarily long in damp weather; and the damp can detract from the FRP material's ability to maintain its shape, and even its strength.

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When storing the aircraft, be sure to remove all traces of food carried on board (chocolate, sweets, etc.) as it is our experience that such foodstuffs attract small animals which can cause damage to the interior and exterior of the aircraft.

#### VI.4. ROAD TRANSPORT

The addresses of manufacturers of trailers we have tested are available from Alexander Schleicher GmbH & Co.

In all cases it is important that the wings are located in close-fitting arm braces, or are supported at the spar stubs as close as possible to the root ribs.

Handling points on the fuselage are the tailskid, the main wheel and the nose wheel, and if necessary, the main wing pins (make up female supports from plastic, e.g. nylon), and the bulkhead immediately behind the nose wheel.

We cannot recommend an open trailer (even with an awning) for such a valuable aircraft. A closed trailer with plastic, metal or canvas skin is recommended; it must have surfaces of as light a color as possible, and have good ventilation when stationary, in order to avoid high temperatures and high humidity.

**WARNING:** In no case must the elevator actuator fitting be loaded. This fitting trades out of the upper end of the fin. Not even soft foam cushions are allowed.

For the construction of the trailer for road transport the full freedom from any load must be carefully regarded.

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