

To de-rig: proceed in the reverse order of rigging starting with the horizontal tail, winglets, wing tips and inner wings. We would add the following suggestions:

1. Drain all water ballast. To properly do so screw off the cover from the wing water tank on the upper wing surface and open the valves. Ensure that all the water has emptied out by putting down alternative wing tips several times. Despite technical provisions, the wing surfaces might suffer from humidity on the long run.

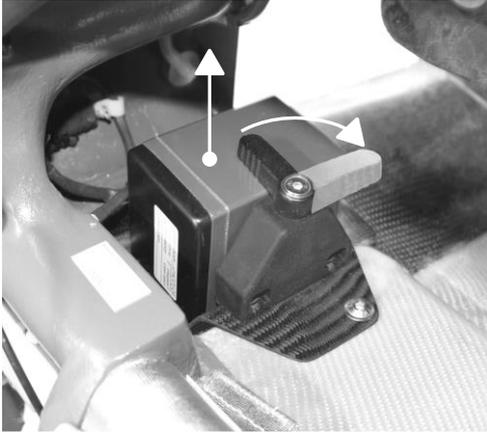
At the wing root there is a drain hole in front of the forward lift pin bushing. Ensure these holes are open, when wings are put in the trailer, so that remaining water can spill out. The same applies for the valves and the openings at the upper wing surface.

2. If a tail water ballast tank is installed, check if water has gathered in front of the rudder or inside the fuselage tail cone. If water is found, check all hose clamps, hoses and valve for leaks.
3. If the tailplane is very firmly located in its rear seating, it will be more easily dismantled by pushing it forwards by the tips.
4. If a battery box according to TN 3 is installed in the baggage compartment, then the battery has to be removed before de-rigging the aircraft. When necessary, also the platform for the clamping lever can be removed.

Additionally there are two more batteries available as an option:

- Avionic-Battery 2

This battery is installed in a special compartment in the right side of the upper baggage compartment. It supplies the electronic instruments. Electrical protection is provided by a 10A fuse is installed directly at the battery.



The battery is inserted into a specially made deepening of the baggage compartment bottom. The securing is done by a clamping lever which swivels above the battery when it's inserted. An integrated detent mechanism prevents unintended twisting of the lever.

- Avionic-Battery 3

This battery can be installed in a special compartment at the upper end of the vertical tail. It can also supply the electrical instruments. For electrical protection a 10A fuse has to be installed directly at the battery.

The battery must perfectly fit to the compartment. If necessary, additional foam must be used to prevent the battery from shifting.

NOTE

For flights with the engine removed the avionic-battery 2 becomes standard. The avionic battery 1 and 3 are still available optionally. When they are used note their effect on the centre of gravity (see section 6.3)!

For charging, the batteries must be removed from the fuselage. Alternatively the charging can be also performed by using the optional charging sockets. Depending on the custom design this socket is installed in the instrument panel and / or on to the right root rib of the fuselage. Details on the electrical connection are shown in the maintenance manual.