batteries are stated in Section 6.8.

6. The powered sailplane with the power-plant removed can be operated under the in flight C.G. limits of the sailplane.
   - **Front in flight C.G. = 0.25 m aft of Datum (= 0,82 ft)**
   - **Rear in flight C.G. = 0.39 m aft of Datum (= 1.28 ft)**

7. The front engine support with its two fixing points acts as a cross tube for the rear lift pins. When operating with power-plant removed, a cross tube (AS-P/N 260-11-1011-00 or 310-11-1002-00) has to be fitted.

2.4 Fuel System

2.4.1 Description of the Fuel System

The ASH 26 E is fitted with a **two-piece Fuselage Tank** as standard equipment. It is located in the area of the landing gear at the left and right fuselage wall. The fuel supply hose for the power-plant leads first of all from the underside of the tank to the **fuel filter** (when replacing the filter it is imperative to ensure that no paper filter is used. See also Section 7.2.1). From the fuel filter a hose is leading to the fuel valve (Fire Cock). This valve is operated via a rod linkage by a sliding knob in the left-hand arm rest of the seat. From this valve the fuel hose continues to the two fuel pumps (which are parallely switched on) in front of the fire bulkhead. From here the fuel hose is running via the fire bulkhead to the carburettor. Fuel pressure is adjusted either by a by-pass line with throttle or by a pressure reducer.
The **drain valve** is fitted direct at the left tank underside. This allows any condensation which may have accumulated in the bottom of the tank to be drained off.
The tank is **vented** by a fuel hose fitted at the