

**Tampa Bay Soaring Society**  
**TWIN – ASTIR**  
**Registration # N37WW**  
**Factory Serial # 3092**

**Rigging and De-rigging Notes**

**Rigging**

The fuselage must be held firmly in a horizontal position when rigging. It is recommended that a fuselage stand or the trailer fittings are used.

The glider can be rigged by 4 people.

Before assembling the glider the pins and sockets at the joints between wings and fuselage, and tailplane and fuselage, should be cleaned and greased.

***Wings***

- Unlock the 4 main fittings in the fuselage.
- Unlock the airbrakes on the wings.
- Guide the right wing into the fuselage.
- The safety catches on the fuselage fittings should now be released, and on gently moving the wing to and fro will be heard a snap into place.
- Guide the left-wing into the fuselage.
- Move the wing tips up and down so that the pin on the end of the end of the spar stud is lined up with the appropriate hole in the opposite wing root and slide into place.
- Release the safety catches on the left-hand fuselage fittings and by gently moving the wing to and fro. They too can be made to snap into place.
- To lock the fuselage fittings turn so that the pins are engaged in the slots. They should be hand tight only and do not reach the end of the angled slots when locked.
- Check the red rings on the fuselage sides must be covered by the rotated sockets.

***Aileron and Brake Connections***

The aileron and brake break connections lie behind the spar.

- The short connecting rods in the fuselage are fitted with quick lock fasteners which must be coupled onto the balls on the linkages that move inside the wings.
- After rigging, the connections should be examined to check that the sprung catches are properly inserted so that they project some millimeters outside of the locks.
- After coupling the quick lock fasteners, check that the ball cannot be extracted by twisting the lock back-and-forth. Do this gently with not more than 10lbs of pull.
- Check all the control connecting rods and locks in the methodical order.

## ***Tailplane***

- Before assembly is commenced the front cover must be open and the rotating the wing bolt pulled out to the limit.
- The tailplane can position by standing behind the rudder.
- The tailplane can be rested on top of the fin with the elevator angled upward so that the snap lock fastener on the elevator on the elevator push rod can be attached to the ball on the elevator horn.
- The front of the tailplane can then be lowered and push back onto the three pins.
- It is necessary to tighten the wing bolt clockwise to secure the tailplane.
- The assembly is complete when the wing bolt is significantly tight that there is no play in any direction.
- The cover provides a safety measure as it can only be attached with the wing bolt horizontal. If necessary to wing bolt has to be turned a ¼ turn to suit.
- De-rigging is carried out in the opposite order and the wing bolt is turned counter clockwise and pulled fully out.

## ***Checks to be made after assembly***

1. Check that the 4 main wing fittings are locked.
2. Check that aileron and brake quick-action locks or properly located on the knobs.
3. Ensure that the tow hook is functioning correctly.
4. Test the operation of the wheel brake and the air pressure of the tire.
5. Check that the tailplane is securely seated in the elevator push-rod it is connected.
6. Rudder movement.

## **De-Rigging**

De-rigging is carried out in the opposite order and in this case does not matter which wing is removed first. Excessive fore and aft rocking of the wing tips should be avoided.