Figure 5-19. *Raising the kingpost and spreading the wings as needed to keep the kingpost upright.*

go into on both sides. Note the protective pads are still on the wing tips so they are protected. *[Figure 5-20]* Insert the battens into the batten pockets, starting at the root and work out to the tip. *[Figure 5-21]* Most batten attachments are double pull. *[Figure 5-22]* Some manufacturers use cord or

Figure 5-20. *Wings spread and battens organized to insert into wings. Note small stepladder holding up keel.*

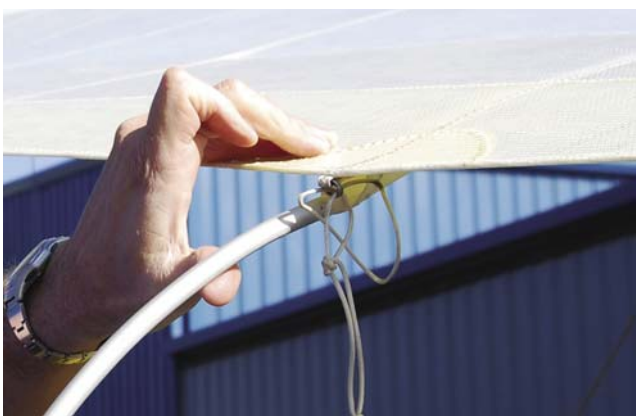

Figure 5-21. *Inserting batten into batten pocket.*

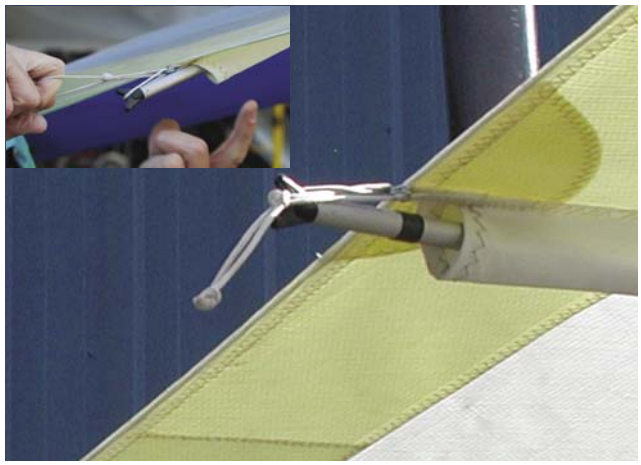

Figure 5-22. *Attaching double pull batten (inset). Batten secured into batten pocket.*

elastic, and others use a system that slips into the sail itself. See the POH for wing details. Insert battens from the root towards the tip about ¾ the way out on each side. Leave the tip battens for later. Spread the wings as far as possible. *[Figure 5-23]* Check to ensure all the wires are straight, not wrapped around, and clear to tension the wing. Tension the wing by pulling back on the crossbar tensioning cable and

Figure 5-23. *Wing ready to tension.*

pulling the crossbar back into position. This may require significant effort for some wings. Secure the tensioning cable to the back of the keel. *[Figure 5-24]* If the keel does not extend out, then support the aft end of the keel to lift the tips off of the ground. *[Figure 5-25]* Move to the front and secure the front control frame flying wires to the underside nose attachment. *[Figure 5-26]* Remove the tip bag protectors and install the tip battens, continuing to move from the root to the tips on each side. Insert the washout strut into the leading edge. Each manufacturer has its own washout strut systems and tip battens. Some manufacturers have no washout struts. Refer to the POH for wing specifics. *[Figure 5-27]*