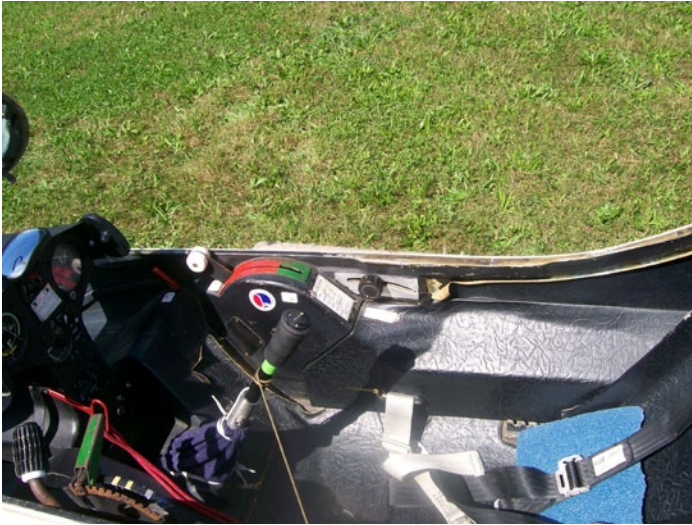


# Diamant 25 September 2009

## Fuselage details



Aircraft trim is behind the landing gear control.



All controls are within easy reach and ergonomic.



Aileron connection and drive arm.



Battery box landing gear retraction and elevator drive rods.



Above: Canopy cover removed while in fuselage dolly.

Right: Canopy extension mechanism in the retracted position.

Below right: Canopy off and the rear of the instrument panel.

Below: Canopy front retraction and support tube.





Left: Canopy rest extended.

Above: Canopy slide mechanism.

Below: Control column push-to-talk on top.

Below left: Clear photo of canopy support mechanism.





Detail of right wing pin covers.



Directly into the side of the beast.



Down in the belly battery box and landing gear retraction arm.



Flap and spoiler drive rods and mountings.



Flaps in green and spoilers in black.



Fore and aft drag spar pins.

From the trailing edge - flaps, drag spar, spoilers, ailerons, main spar, fore drag spar, ballast dump hole..



Gear down and locked note tow release and brake cable.



Gear up and locked note off center tow release.



Head on from the outside looking in.



How your knees and toes bend.



Left wall placards above the vent control.



Left wing pin covers in place.



Left arm rest removed exposing flap and spoiler drive rods and belt attachment.



Main landing gear strut mounting.



My son in XRay Xray.



Not a lot of room to spare.



My son inside canopy closed.



Nose vent and pitot cup assembly.



One really does sight between his big toes to line up on the runway.



Nothing fancy on the instrument panel No room for gadgets.





O2 cylinder mount and radio antennas behind.



Relative positions of flight controls.



Out of focus ac data plate.



Out of the box with wing pin cover on.



Rear canopy lock from the rear.



Rear canopy lock.



Left: Packed up and ready for its box.

Above: Right side wall landing gear retraction control

.

Below left: Red rope lanyard for tow release.

Below: Right side wall landing gear retraction control.





Rudder damper prevents high speed flutter of the rudder.



Right arm rest removed exposing landing gear retraction and stab drive rods note trim springs over stab drive.



Seat back straps and head rest.



Rudder pushrod on left, vario speaker in center canopy slide on the top and rudder pedals in the front.



Left: Straddling the instrument panel.  
Above: Seat back support and main spar locking pin.



Left: Seat back removed, aircraft data plate  
Above: Spoiler, aileron and flap connection points on the inside



Straight down where you sit/lie.



Above: The green cable is canopy jettison followed by the landing gear retraction lever and then by the trim.

Below: Those T-bars up front are the rudder pedals.



Tail dolly for ground handling.





The view between your knees.



Those toes stick up higher than the instrument column.



Where the controls and instrument are in relation to a body.



Above: Tow release resting on your left leg flaps extended for tow and spoilers closed and locked.



Left: Where the stab is stored.

# Diamant 25 September 2009

## Wing details



Full shot left wing.



Full shot right wing.



Above: Inside the leading edge of the left wing. Look Ma, no ribs! Wing spar is to the left.

Left: How they mate inside the fuselage.



Left wing leading edge D-tube. Note spar cap glue runs talked about in history document.



Right Wing leading edge D-tube fewer glue runs on this side.



Left wing root showing off Y-spar and control connections.



Right wing root showing single spar.





Upper left: Spar cap pins used to pull wings together.

Above: Not much clearance between the spars is there.

Left: Pads on spar tops are for the wing tool, the hole in the spar is where the wing pin goes.



Above: The fuselage is almost hid behind the wing panel.

Right: Left wing as it comes out of the trailer.



Below left: Trailing edge view of lower right wing showing spoilers extended and flap in negative position.

Below right: Trailing edge view of lower left wing showing spoiler extended and flaps in negative position.





Above, top: Top Right wing showing spoiler extended.

Above:Top Left Wing showing spoilers extended.

Upper right: The main wing pin Not much to it.

Middle right: The main wing pin on its insertion tool.

Lower right: Wing tool used to pull wings together and push them apart.

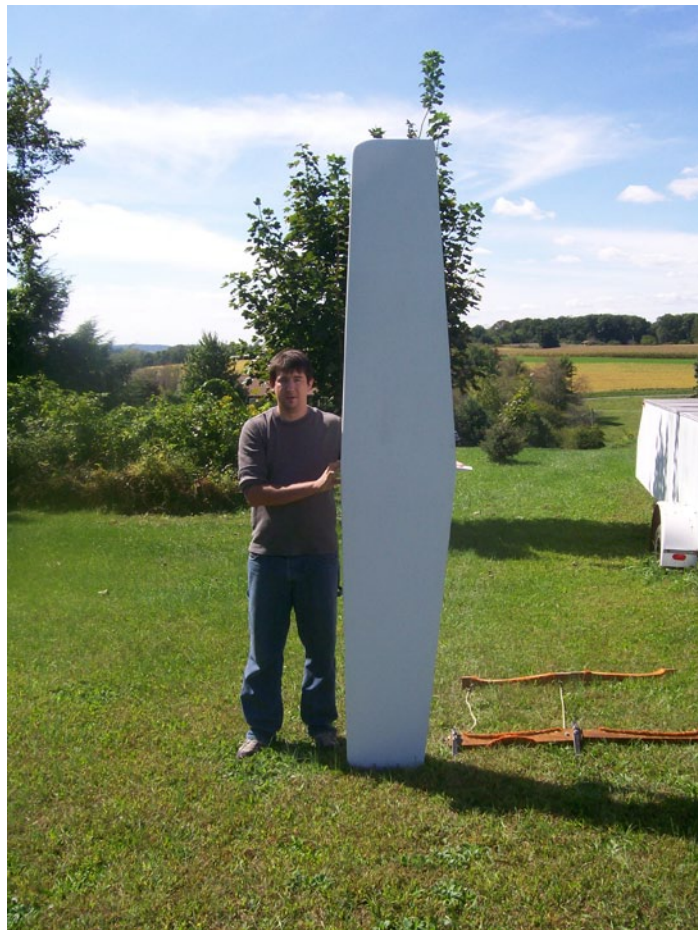


# Diamant 25 September 2009

## Elevator details



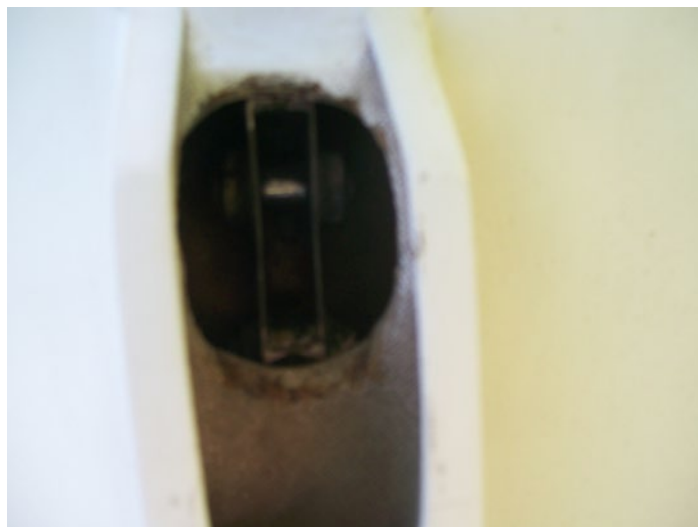
Bottom View racks off.



Top view racks off.



Pivot in full down.



Stab push rod connection point.



Stab Pivot and fairing.



Stab pivot and fin fairing.



Full flying stab top side down.



The stab pivots around the hole in the blue lock. Full up.

# Diamant 25 September 2009

## Trailer photos



Left: Another trailer shot showing dolly guides and in the front there is the wing stand.

Above: Left wing tip dolly secure point.

Below left: Left wing showing its Y-spar.

Below: Rear trailer door doubles as a ramp.

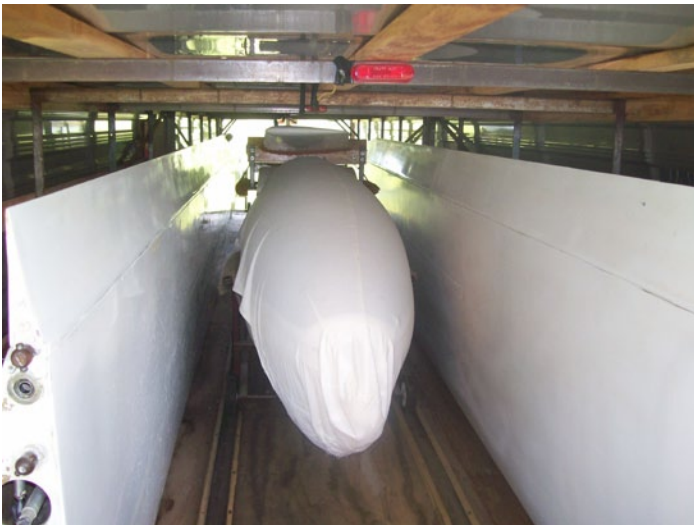




Right wing root secure point note the tie pin through the main wing pin hole.



Straight in rear shot of the bird in trailer.



The trailer also has a front door.



All in its box note the flood light for work in low light conditions.



Left: An empty trailer shows off construction details.

