

7 Normal Procedures

This section provides you with all the procedures for normal operation of the aircraft including pre-flight preparations.

7.1 Preflight Check

Before each flight the following checks have to be conducted:

Checks outside the aircraft

1. Before moving the aircraft drain possible water from the fuel tank, using the drain valve
2. Check engine oil level (between 1/2 and 1/4 of marking)*
3. Check level of engine coolant (between min. and max. marking)
4. Check proper condition of engine mounting
5. Check mounting and condition of the exhaust system
6. Check all water hoses and hose connections
7. Check that the cowling is closed and properly secured
8. Check propeller for damage and wear
9. Check gear and wheels/tires for damage, wear and correct air pressure
10. Check wings and control surfaces for damage
11. Check wing main bolts, struts and stabilizer for damage
12. Check all control surfaces and connections for proper operation
13. Check for free and full travel of all control surfaces
14. Check elevator quick-fastener for secure locking
15. Check pitot tube, static ports and hoses for damage and dirt
16. Check fuel level and tank filler cap

Insecurely connection, improper operation of control surfaces or insecure locked fasteners will lead to loss of control of the aircraft!!

* Please refer to the Rotax engine operators manual, latest issue, for detailed information!

7 Normal Procedures

7.1 Preflight Check

Before each flight the following checks have to be conducted:

Checks inside the aircraft

1. Check aileron quick-fasteners for secure locking
2. Check fuel level
3. Check mounting of rescue system
4. Check that both seats are properly secured in position
5. Close and lock both doors
6. Buckle up
7. Set parking brake
8. Check proper functioning of the flap drive and gauge
9. Set oil temperature regulator flap to take-off position (cooler)
10. Remove rescue system securing pin from emergency handle
11. Open fuel valve

Insecurely connection, improper operation of control surfaces or insecure locked fasteners will lead to loss of control of the aircraft!!

7.2 Draining the Fuel System

Before moving the aircraft, the fuel tank must be drained. Underneath the belly, just behind the main landing gear the drainer is located. From the outside only a plastic hose with 0.5in diameter is visible.

To drain the fuel tank, press on the plastic hose. Capture the leaked fuel and analyse it for water.

If Avgas is used, water will clearly deposit underneath the fuel. Continue draining until no more water can be detected.

In case of Mogas, water can be absorbed by the fuel, so no water can be detected during draining. If the fuel looks like a milky dispersion, fuel is saturated with water. In this case dump the fuel, do