

After landing on wet, muddy ground or in dusty fields the landing gear must be cleaned. To do this one removes the seat pan in order to get good access with a vacuum cleaner and to facilitate a thorough cleaning job.

The tire pressure should be between 1.8 to 1.9 atü (25 to 27 psi) for 750 lbs all up weight; at maximum all up weight (when water ballast is used) 2.0 to 2.2 atü (28.5 to 31 psi).*)

If the tire pressure is too low, the tire deforms so far during landings that the landing gear doors will be destroyed.

The skidplate has to be removed in time or should be protected against excessive wear by welding several stellite beads on to it.

The rubber tailskid has been designed such a manner that it will shear off under strong sideloads. It can be glued back on or repaired with contact cement. It is important to cover the gap from rubber skid to fuselage in order to prevent any peeling and catching of long grass.

The towing hooks are especially exposed to soil and dirt and require frequent cleaning and oiling. For that the fiberglass seat pan has to be removed.

Lubrication of the Bearings

Most ball bearings are, however possible, covered and therefore will normally require no special care for a longer period of time.

The control hinge bearings must be dismantled and relubricated at the annual inspection.

*If a tailwheel of size 210 x 65 is installed, its tire pressure must be 2,3 to 2,5 bar (33 to 35,5 psi).