

After landings on wet, muddy ground or in dusty fields the landing gear must be cleaned. For this purpose 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 - 1.9 bar (25 - 27 psi) for 750 lbs all-up weight; for maximum all-up weight (when water ballast is used) it should be 2.4 - 2.6 bar (34 - 37 psi).* If the tire pressure is too low, the tire deforms to such a degree 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 that it will shear off under strong sideloads. It can be glued on again or be 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 this purpose remove the fiberglass seat pan.

Lubrication of the Bearings

Most ball bearings are, so far as 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).