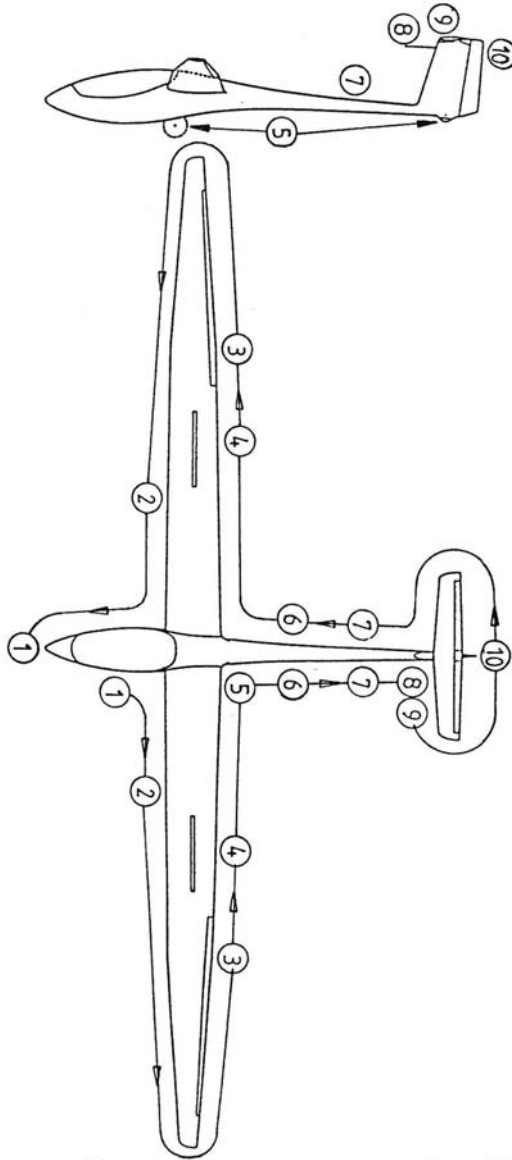



Tour of Inspection round the Aircraft

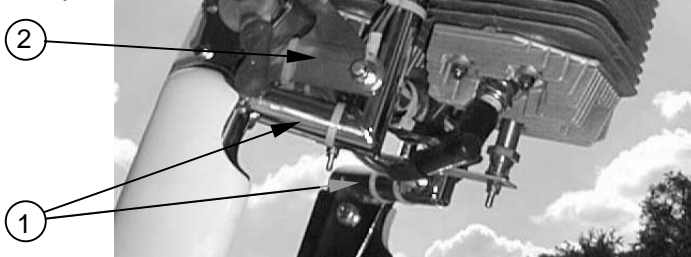


Daily Inspection of the Power-Plant

1. Move engine-lever to „Off“-position. Toggle main switch on, check engine battery voltage on the power-plant instrument.
2. Extract engine and pay attention to unusual noise and stiffness of operation. Check for full stretch of the toggle lever. The green light  on the power-plant instrument must beam.

Visual inspection of the engine bearers for damage and cracks.

CAUTION: *A short horizontal tube ① is incorporated in each engine bearer next to the cylinder heads. This tube deserves special attention, as well as the attachment ② of the fuel pump. (Numbers refer to the following picture)*



3. Check for proper placement and lock of the electric line connector at the front end of the engine bay.

CAUTION: *If the connector at the front end of the engine is loose, ignition is automatically ON!*

4. Check condition and function of the propeller-stopper and decompression valves. Check bowden cables for kinks, as for example caused by content of the baggage compartment.
5. Inspect engine according to engine manual
6. Retract engine halfway. Check all visible bolted connections (standard stop nuts and thermag-nuts). The bolts at the pivot point of the power-plant assembly have to be secured by lock-wire correctly. Are the rubber elements holding the engine intact?

7. Inspect electric lines for signs of chaffing and kinks. Check end switches and speed sensor (behind propeller hub) for correct seating. Toggling the end switches must result in beaming of the appropriate green light at the power-plant instrument. Check for proper seating of the spark plug connectors.
8. Check fuel hoses for visible damages and leakage. In the impulse line to the membrane pump must be no fuel.
9. Muffler: Check screw connection to the crank case. Check weld seams at the exhaust manifold and silencer for visible cracks (they might be detected by leakage oil).
9. Visible inspection of engine bay doors and their actuation. Are the elastic cords and engine support in good condition?

Daily Inspection of the tank system

1. Press drainer and release condensation, if present. If possible do this before moving the fuselage. Watch carefully that the drainer afterwards closes tightly again. The drainer is located below the left landing gear bay door.
2. Check fuel tank ventilation opening. It is located next to the drainer.
3. Check fuselage fuel tank content. It is visible from behind the back rest.
4. Check that hose connections to the wing tanks are secure and tight (if installed).

Daily Inspection of the propeller

1. Visual inspection of the propeller mounting. Check proper condition of lock wire. Check nose and trailing edge of propeller for damage and cracks, also at the hub.
2. Visual inspection of the propeller according to propeller manual

4.4 Pre-Flight Inspection

The following Check List containing the most important points is affixed within easy view of the pilot, below the instrument pod:

Pre Take-off Check:

1. Tail dolly removed?
2. Fasten safety harness?
3. Rip-chord of automatic parachute connected?
4. Seat comfortable?
5. Safety harness fastened (especially, lap straps tight)?
6. Controls free?
7. Airbrakes closed and locked?
8. Trim set in take-off position?
9. Altimeter correctly set?
10. Radio transmission checked?
11. Landing gear locked?
12. Check wind direction!
13. Close and lock canopy!
14. Procedure for take-off interruption in mind?