

4.        Upkeep and Maintenance

The servicing of engine and propeller must be done according to instructions as set forth in the engine and propeller manual.

The fuel filter which is located in the upper left area of the fire wall must be checked and cleaned every 12 ½ hours. At the same time it is advisable to simultaneously clean the sparkplugs and to doublecheck the spacing of the electrodes (as per the engine manual).

The fuel tank can be checked very conveniently through the refueling opening. Minor amounts of impurities and condensation water in the fuel settlings are no major reason for concern. Major impurity buildups, however, and in any case the annual inspection call for the syphoning of the tank and removal of all settlings. This can be achieved with a syphon made from 0,25 in. dia. aluminum tubing.

If the FRP-tank loses its transparent color so that it is no longer possible to read the fuel level, the action according to TN-no.6 must be accomplished. This must be checked during each annual inspection !!

Moisture is the greatest enemy of any wood aircraft. Attention should therefore be paid at all times that no water will stand in the aircraft for a prolonged period of time. If there is such a suspicion of water having intruded into fuselage and wings, they must be stored in a dry room and turned over daily. Needless to say, the airplane is especially exposed to moisture on an open uncovered trailer.