

Check List ASK 16

Daily Check

Tail unit :

1. Horizontal tail connecting screw safetied
2. Elevator and trim properly connected

Wings left and right :

3. Open the inspection hole at the root :
 - Ailerons properly connected
4. Aileron hinges and aileron control mechanism in proper condition. Open the inspection hole
5. Drag pin fixed, automatic safety bar snapped in

Power plant :

6. Check oil supply, must show over the marking at the dip stick in the tail low position
7. Check propeller and propeller spinner for proper fix
8. Engine cowling properly fastened
 Take special care for the DZUS-fasteners (2) at the collar around the propeller shaft
9. Drain the fuel sump (right side in front of the wing)
10. Check tyres for damage and proper pressure.
 Main wheels 2,5 atu = 35 psi
 Tail wheel 2,5 atu = 35 psi
11. Check the landing gear for damage and bending
 Check the knee strut for proper tension

With auxiliary tanks :

Open filler cap and check for water in the tanks

Operation with auxiliary fuel tanks

The auxiliary fuel tanks contain 6,2 US gallon each. This gives, together with the main tank, a theoretical endurance of 7,2 to 8,7 hours depending on power setting. The corresponding range is 685 to 745 st.miles (without reserve and wind).

The fuel of the aux. tanks will not be supplied directly to the engine, but is pumped first into the main tank.

The switches for both pumps are mounted at the instrument panel on top on the center. They are push buttons to prevent from being forgotten after switching on with the result of floating the main tank.

First the main tank has to be emptied to about half and filled up then from the auxiliary tanks again.

The auxiliary tanks can be emptied simultaneously or individually.

The working of the pumps can be observed by view at the main tank front side.

There should be no prolonged dry running of the pumps.

The tanks have no pronounced adverse effect to the flight performance.

But the additional weight demands special consideration especially with taking-off. See page 22 of the Flight Manual.

It is a requirement to have, on principle, at least 2,5 gallon fuel in the main tank for take - off.

Installing the auxiliary fuel tanks

1. Remove the tape at the wing tank mount.
2. Clean the connections at the tank and the wing and grease them.
3. Plug from beneath in the tank and fix it with the front bolt. Put in the rear 6 Ø bolt and secure with safety needle.
4. Check cleanness of the fuel hose connections. Connect the hose and fix it with a NORMA-fastener.
5. Put on the fairing and fix it with the DZUS - fasteners. The fairing secures the front bolt.

Removing the auxiliary tanks

Point 1 to 5 in reverse sequence.

Tape up the fuel line nozzle and the gap in front of the wing.

There is a tie down ring available when tanks are removed.

Keeping clean the auxiliary tanks

For the sake of simplicity there is no individual draining device at the tanks.

To prevent the sediment bottle of the main tank from being overloaded, the auxiliary tanks have to be kept clean.

It is easy to discover any water or dirt in the tank by looking through the filler opening.

In case of necessity it can be drained and cleaned by a syphon.

2nd December, 1975

Kabel nach LV 9251

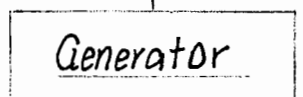
—————	FYGP	AN 4	22 mm ²
—————	FYGP	AN 10	5 mm ²
—————	FYGP	AN 14	2 mm ²

Magnet

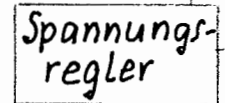
Ampm. VDO ±30A
190 004 / 027 / 029



Motor

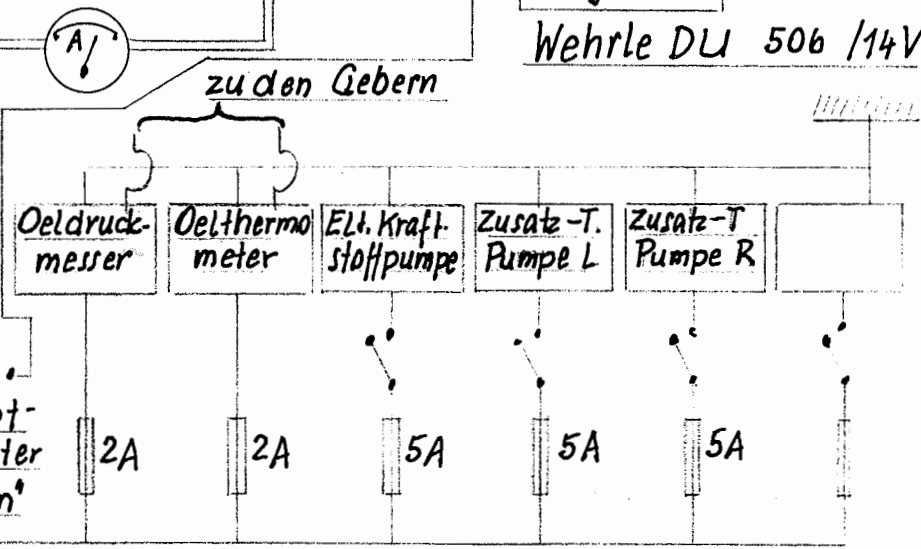
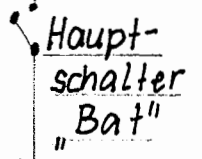
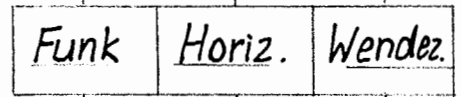


Rumpf

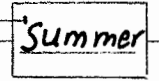


Wehrle DU 506 / 14V

Koax-Kabel

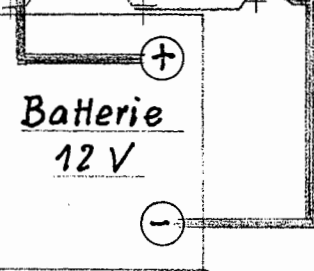


Kienzle



Bat

M 8



Varta 81041 25Ah
od. Varta 518 11 18 Ah

Hauptsch.-Relais
RBM S-1579 8781-2 12V

Zündschalter

Marquardt
Mikro Schalter
1005. 0101
6A 250V

Schalter am Störklappengriff links

Schalter am Fahrw.-Hebel

ELT. Schaltplan
ASK 16

5.12.75. Kaiser