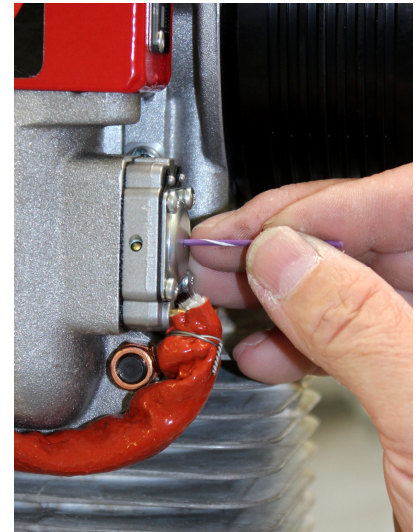



- Subject:** Performing an engine test run on the ground
- Applicability:** EASA.A.0220, Variant ASW 27-18E, TM 13 (ASG 29Es)
- Reason:** It can be necessary to perform an engine test run on the ground during maintenance or for troubleshooting (only by staff certified for test runs!).
- Action:** To start the engine on the ground do the following:
1. Fix glider respectively fuselage safe and stable. Secure the propeller area.
WARNING: *Because it has no throttle lever, the engine runs directly on full throttle after starting and thus also producing directly full thrust!*
 2. Main switch on and extend power-plant.
CAUTION: *At this moment the ignition is already on.*
 3. Prime the rear cylinder:
 - Push with a thin and preferably blunt wire very careful into the hole of the carburettor housing on its membrane for short period (1-2 sec).
 - Is air in the fuel lines, the flow of this air through the carburettor can be heard. In this case push as long on the membrane until no air flow can be heard anymore.
 - The electric fuel pump has to be on for priming. The fuel pump runs for 30 sec after extending. Then it can be reactivated by switching the main switch off and on again or by retracting and extending shortly.
 4. Start and stop the engine like inflight.
NOTE: *Because of the missing freestream the engine speed on ground is noticeable lower as inflight.*
- Material:** Suitable test bench, fixing material; wire
- Notes:** All actions are to be accomplished according to EU-VO 2042/2003, Part M.
All actions are to be inspected by certifying staff according to EU-VO. 2042/2003 Teil M / Part 66.

In countries outside the scope of EC 2042/2003 the corresponding national rules shall apply.



Poppenhausen, 03.09.2015

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