

SECTION 8 – HANDLING AND SERVICING

8.1 PARKING, TIE-DOWN AND GROUND PROTECTION

The aircraft must be parked facing into the wind using the following procedure:

- Lock the parking brake
- Lock the elevator by running the safety harness around the sidestick handgrip and buckling it.
- Close and lock the canopy
- Cover the canopy with the proper white protecting cloth
- Tie down the aircraft with stakes and ropes. Attach the ropes to the wing strut and to the nose gear
- Lock the ailerons with the proper aileron locks supplied with the aircraft
- Fasten the rudder gust-locks supplied with the aircraft to the rear rudder pedals
- Cover the engine air intake with the optional cover when anticipating a long stay on the ground
- Insert the tailskid stand

8.2 REFUELLING

The engine mounted on this aircraft may be fed by unleaded automotive fuel (MOGAS MON 91 octane) or, alternatively, low lead aviation fuel (AVGAS 100LL). From the fuel tank the fuel goes to the carburetors after passing through the gascolator containing a filter. However only properly filtered gasoline must be used. The control of purity of automotive gasoline by suppliers sometimes is not very accurate, therefore it is recommended to refuel the aircraft using a filtering funnel or other appropriate fuel filtering system.

Fuel with more than 5% alcohol added must not be used.

Refuelling must be done as follows:

- connect the aircraft to the earth (ground) using a cable fastened to the specific point located on the rear side of the engine, where the ground symbol is displayed
- unscrew the fuel cap using the special tool supplied with the aircraft
- refill the aircraft using a filtering funnel
- replace the fuel cap properly.

NOTE

During refuelling, always observe the additional warnings and notes included in the appropriate section of the POH

8.3 OIL SERVICING

The viscosity should be selected according to the oil temperature conditions.

Oil and filter must be changed, after the first 25 engine operating hours; every 100 operating hours.

CAUTION

Do not use aviation oil and oil additives.

Filling

Unscrew the oil cap/dipstick and restore the maximum level by filling the reservoir.

Change

Using only appropriate grade of automotive oil, proceed as follows:

- Open the engine baffle completely by placing the control lever on MAX COOLING;
- cut the tie-wrap hose clamp to release the drain hose;
- pull out the hose through the air intake;
- remove the hose clamp and the plug on the end of the hose;
- empty the oil by draining it in a container and dispose properly;
- change the oil filter;

- replace the plug, and the hose clamp that retains the plug;
- replace the drain hose in the original position and secure with a tie wrap;
- fill the reservoir with 3 liters of new oil;
- start the engine to IDLE;
- check that the oil pressure reaches the normal pressure within 10 seconds.

8.4 COOLANT

The coolant level may be checked in the transparent reservoir located at the aft end of the engine. If additional coolant is required, use only EVANS NPG+ waterless coolant.

8.5 BRAKE FLUID

Check every 100 hours/once a year the level of brake fluid and refill as required, using Esso Aviation Invaroil SJ13 AIR 3520 B H515 or equivalent, by unscrewing the Allen screw on top of the master brake cylinders.

8.6 CLEANING

It is very important to keep the aircraft clean as this reduces the chances of corrosion and simplifies inspection and maintenance.

- Canopy and side windows

These are made of Plexiglas and must be carefully cleaned with soapy water and using a wet sponge to remove mud and encrusted dirt.

Do not rub the Plexiglas with a dry cloth because it may scratch the canopy.

After drying the canopy, lightly rub it with a cloth moistened with an antistatic fluid (DREWOQUASAR VIDEO or equivalent), then dry again.

Oil or grease spots can be cleaned by lightly rubbing them with a cloth wet with Plexiglas polish (MEGUIR'S Inc - MIRROR GLAZE or equivalent).

CAUTION

Do not use gasoline, benzene, alcohol, acetone, paint solvents or sprays to clean the Plexiglas because they can cause serious damage.

If the aircraft is left under the sun, especially in the summer, remember to protect the canopy with an appropriate light-color cover.

- Fuselage

The fuselage must be cleaned with water and a neutral automotive detergent with a wet sponge. Dry with a soft cloth or chamois.

- Landing gear

The main gear leaf springs, nose gear and tires must be cleaned with water and a neutral automotive detergent.

- Wings and tailplane

The wing surfaces must be cleaned with water and a neutral detergent. The metal parts must be dried completely to prevent corrosion. To remove insects from the leading edge of wings use a wet sponge being very careful not to scratch the surface. Do the same for the struts.

The tailplane must be cleaned in the same manner as the wing.

