



4.4 Pre-flight Check

Carry out pre-flight check according to the following procedure:

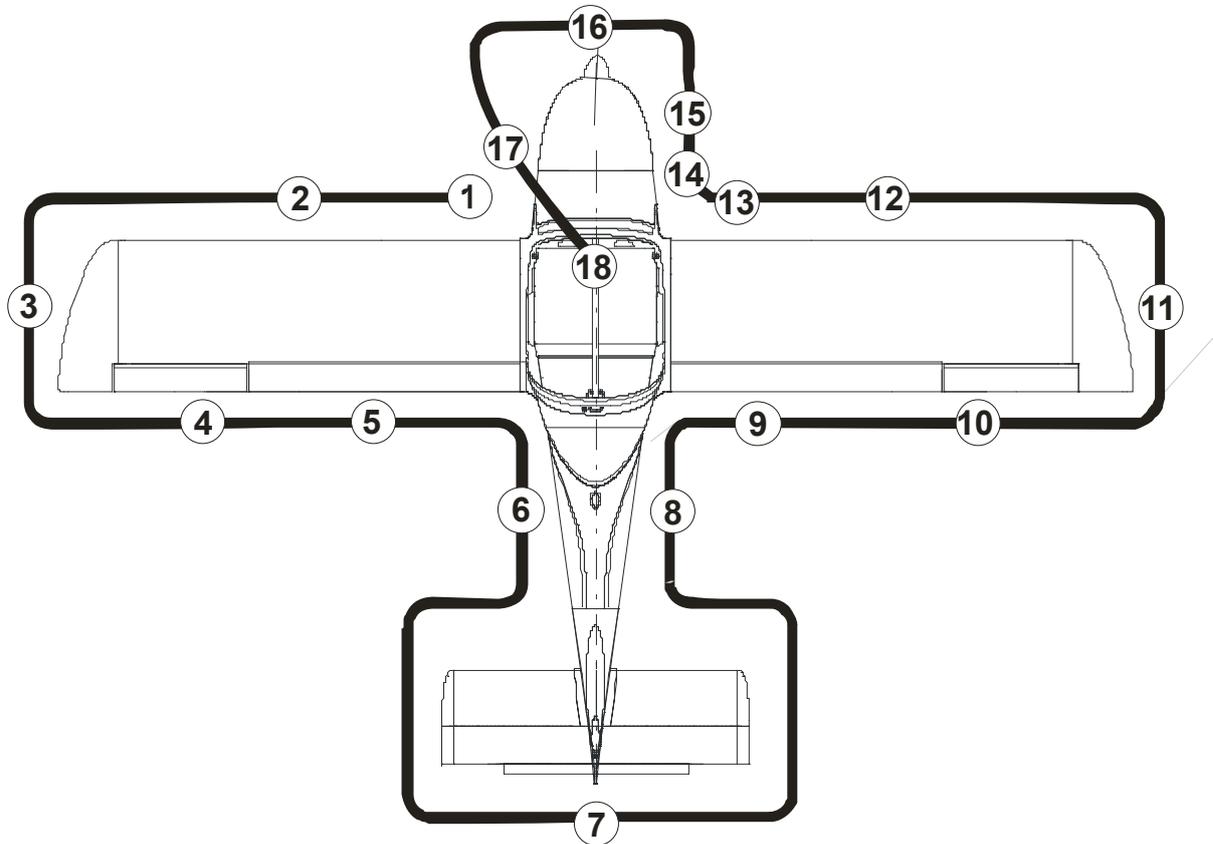


Figure 4-1

WARNING

**CHECK BEFORE PRE-FLIGHT CHECK THAT
IGNITION IS SWITCHED OFF!**

NOTE

The word “condition”, used in procedures of pre-flight check, means visual check of surface, damage, deformation, scratches, attrition, corrosion, icing or other effects decreasing flight safety.



1. Left landing gear leg - check
 - landing gear leg attachment and condition
 - attachment of brake system hose
 - landing gear wheel condition
 - condition and attachment of wheel covers
 - no contamination in the draining reservoirs of the pitot-static system
2. Left wing - check
 - wing surface condition
 - closing of the fuel tank cap
 - wing leading edge condition
 - condition of the stalling speed sensor
 - landing light condition
 - condition of the Pitot tube
3. Left wing tip - check
 - surface condition
 - attachment check
 - fuel tank vent - cleanness
 - condition and attachment of the position lights and the anti-collision beacon
4. Left aileron - check
 - surface condition
 - attachment
 - free movement
5. Left wing flap - check
 - surface condition
 - attachment
 - drain fuel tank (see Section 8, para 8.5.2)
6. Rear part of fuselage - check
 - surface condition
 - condition of antennas (top and bottom fuselage surface)
7. Tail units - check
 - tail skid condition
 - surface condition
 - condition of rudder and elevator attachment

**Section 4**

Normal Procedures

PILOT'S OPERATING HANDBOOKDoc. No. ERTC020-10-AS

- freedom of rudder and elevator movement
 - condition of trim tab, condition and security of elevator trim tab control rods
8. Rear part of fuselage - check
 - surface condition
 9. Right wing flap- see 5
 10. Right aileron- see 4
 11. Right wing tip - see 3
 12. Right wing - see 2 - except the landing light and Pitot tube
 13. Right landing gear leg - see 1
 14. Front part of the fuselage - right hand side - check
 - tilting canopy attachment and condition
 - condition and attachment of GPS antenna
 - condition and cleanness of air intakes
 - condition of the nose landing gear leg and nose wheel
 - condition of the nose wheel control rods
 15. Engine

Checks before the first flight of day - it is necessary to remove upper engine cowling:

 - condition of engine bed
 - condition of engine attachment
 - condition of exhaust system
 - condition of engine cowlings
 - visual check on fuel and electrical system condition
 - check on cooling liquid volume in the expansion tank on the engine body (replenish required up to top; the max. coolant level must be flush with the bottom of the filler neck)
 - check on cooling liquid level in the overflow bottle; the coolant level must be between max. and min. mark
 - open oil tank cap, turn the propeller slowly by hand in direction of engine rotation several times to pump oil from the engine into the oil tank, this process is finished when air is returning back to the oil tank and can be noticed by a gurgle from the open oil tank – see the Rotax Operator's manual.); install oil tank cap



Checks before every flight:

- cleanness of air intakes
- check on oil level (between marks - flattening on the dip stick; difference between min. – max. marks is 0.5 l)
- proper closing of the upper engine cowling

16. Propeller - check

- attachment
- condition of blades, hub and spinner

17. Front part of fuselage - left hand side - check

- cleanness of air intakes
- tilting canopy attachment and condition

18. Cockpit - check

NOTE

Canopy is unlocked if a latch next to lock is visible under the glass, otherwise it is locked. Unlock it first with key.

- **MASTER SWITCH** **ON**
- Check canopy OPEN/CLOSE red indication light function.
- All switches **OFF**
- Instrument equipment check on condition
- Check of safety belts condition and attachment
- Check pressure in the portable fire extinguisher (press gauge in the green arc) (if installed)
- Check on presence of loose object in the cockpit
- Check on adjusting and securing the rudder pedals (see Section 7, para 7.3.3)

WARNING

**RIGHT AND LEFT PEDAL OF RUDDER CONTROL
MUST BE SET TO THE SAME POSITIONS AND
WELL SECURED!**

- POH and other required documents check on completeness and validity