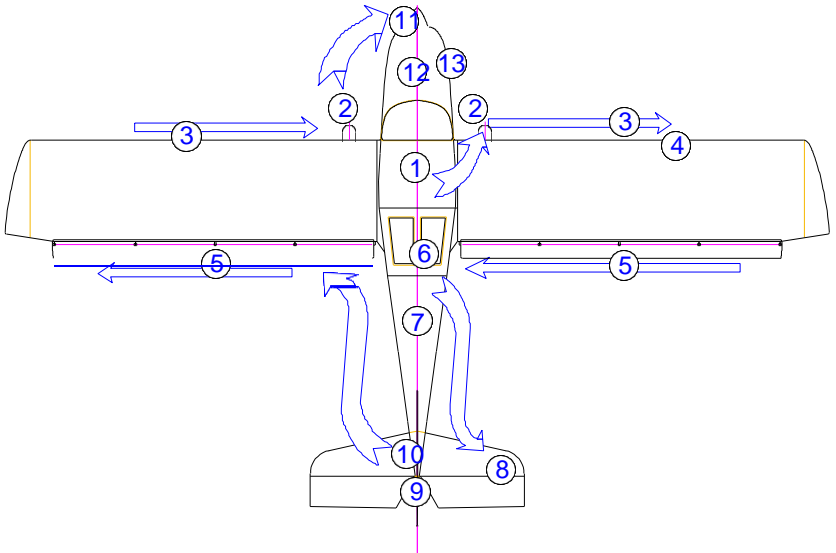


EuroFOX 3K TOW

Date of Issue: Jun 6. 2017

6.1.1 Daily Preparation



1. Cockpit

POH and other documentation	review and available to pilot
master switch	OFF
ignition	OFF
fuel valves	OPEN, fuel quantity check
instruments	INSPECT
safety belts	INSPECT
check of flaperon tie rods	INSPECT
control stick	INSPECT , freedom of movement
rudder pedals	INSPECT , freedom of movement
brakes	INSPECT
trim	freedom of movement, proper function

engine controls	INSPECT, freedom of movement
loose objects in cockpit	remove
cockpit windows	INSPECT
door	INSPECT, shut and locked

2. Main landing gear

gear legs and attachment	INSPECT
wheels	INSPECT, tire pressure 29 PSI
brakes	INSPECT

- | | |
|---------------------------------|--|
| 3. Wings | INSPECT – wing, struts, hinges, surface |
| 4. Pitot tube | INSPECT |
| 5. Flaperons | INSPECT –hinges, surface
freedom of movement
counterweights attachment. |
| 6. Rear cockpit cover | INSPECT, secured |
| 7. Fuselage | INSPECT |
| 8. Stabilizer, elevator, hinges | INSPECT –surface, hinges, attachment
of stabilizer struts
freedom of movement of elevator and
trim tab. |
| 9. Fin, rudder, hinges | INSPECT surface, attachment, freedom
of movement
condition and attachment of balance tab. |
| 10. Nose wheel | INSPECT, tire pressure – 29 PSI |
| 11. Propeller | INSPECT / blades, propeller hub, check
of locking propeller nuts (when visible) |
| 12. Engine | Remove the top engine cowling and
INSPECT - engine mount
INSPECT - air intake, carburetors and
controls
INSPECT - exhaust system |

INSPECT – coolant, quantity (0.4 inch above bottom) - (between MIN and MAX marks), leakages –(see picture 1)



INSPECT – oil, quantity (between MIN and MAX marks), leakages. The oil level should be at least in the middle between marks when planning a long term operation.

INSPECT - fuel system, filter and carburetors

INSPECT - electrical system, ignition, cable connections

13. Fuel

Quantity (between MIN and MAX, at least middle for longer flights)

INSPECT - draining off water and dirt from the central tank. Fuel system must be sampled daily to assure lack of contamination. Inspect the type of fuel.

Fuel caps secured, correct vent orientation – open end against air in flight.