

TECH TALK FEBRUARY 2007

FINAL INSPECTIONS

An error has been discovered in the Final Inspection chapters of the Combined Build Manual, for Monowheel and Trigear. It relates to the check to ensure that there is no binding of the trim operating rod with full up elevator. This check should be carried out with full up trim; it can most easily be checked by cycling the trim motor through its range whilst holding full up elevator – any binding will be apparent by the motor labouring.

An addition has been made to the Final Inspections for Rotax Engine Installations. It is a C.A.A. requirement (in the U.K.) that application be made for approval to operate with Mogas. This is necessary for each aircraft, even though the Rotax engine is designed to operate on Mogas.

Application should be made to the PFA.