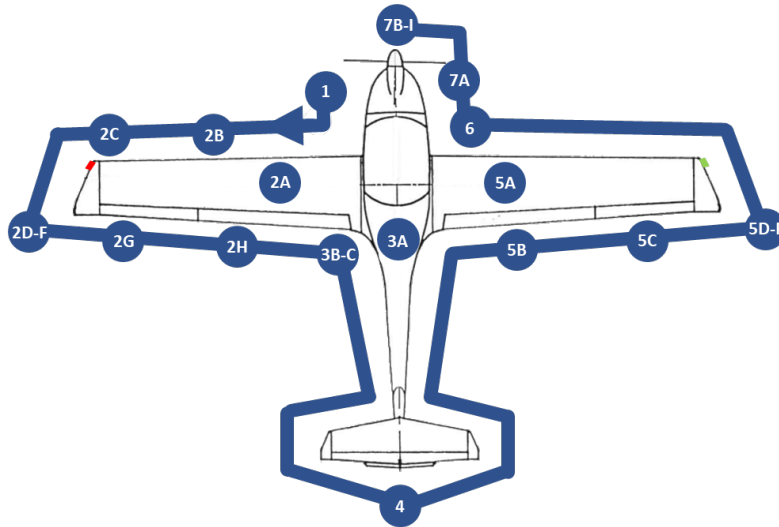


# DV-20 PH-SKM

## WALK AROUND CHECK AND VISUAL INSPECTION



### CAUTION

Visual Inspection is defined as check for:

Defects, cracks, delamination, excessive play, insecure or improper mounting, and general condition. Additionally, freedom of movement for control surfaces.

### CABIN

Airplane documents ..... CHECK  
 Pitot Cover & Stall warning plug .... REMOVED AND STOWED  
 Ignition key ..... OFF AND REMOVED  
 Canopy ..... CLEAN/UNDAMAGED  
 All circuit breakers ..... IN  
 Master Switch ..... ON  
 Fuel Quantity ..... CHECKED  
 Position Lights, ACL, Landing Light ..... ON CHECKED & OFF  
 Master Switch ..... OFF  
 Flight controls/Trim ..... FREE AND CHECKED  
 Loose objects/baggage ..... STOWED/HARNESS ATTACHED  
 Main wing bolts (between seats) ..... SECURED  
 Emergency Locator Transmitter ..... ARM

### 1 LEFT MAIN LANDING GEAR

Landing Gear Strut ..... VISUAL INSPECTION  
 Tire Pressure ..... CHECK FOR PROPER INFLATION  
 Tire, Wheel, Brake ..... VISUAL INSPECTION  
 Creep Marks ..... VISUAL INSPECTION

### 2 LEFT WING

Entire Wing ..... VISUAL INSPECTION  
 Stall Warning ..... CHECK (SUCK ON OPENING)  
 Pitot-Static Probe ..... CLEAN, HOLE OPEN  
 Position Light / ACL ..... VISUAL INSPECTION  
 Wing Tip, Aileron Balancing Mass ..... VISUAL INSPECTION  
 Aileron ..... VISUAL INSPECTION  
 Wing Flap ..... VISUAL INSPECTION

### 3 FUSELAGE

Skin ..... VISUAL INSPECTION  
 Tank Vent ..... CHECK  
 Tank drain ..... DRAIN WATER

### 4 EMPENNAGE

Fins and control surfaces ..... VISUAL INSPECTION  
 Trim Tab ..... VISUAL INSPECTION

### 5 RIGHT WING

Entire Wing ..... VISUAL INSPECTION  
 Wing Flap ..... VISUAL INSPECTION  
 Aileron ..... VISUAL INSPECTION  
 Wing Tip, Aileron Balancing Mass ..... VISUAL INSPECTION  
 Position Light / ACL ..... VISUAL INSPECTION

### 6 RIGHT MAIN LANDING GEAR

Landing Gear Strut ..... VISUAL INSPECTION  
 Tire Pressure ..... CHECK FOR PROPER INFLATION  
 Tire, Wheel, Brake ..... VISUAL INSPECTION  
 Creep Marks ..... VISUAL INSPECTION

### 7 NOSE

Oil Level ..... CHECK USING DIP-STICK

### NOTE

Notable consumption of oil or coolant does normally not occur. It is therefore neither necessary nor sensible to refill before the level has dropped below the minimum marking.

Cowling & Fasteners ..... VISUAL INSPECTION  
 Air Intakes (six) ..... FREE  
 Propeller ..... VISUAL INSPECTION,  
 ..... GROUND CLEARANCE MIN: APPROX. 25 CM (10 IN)  
 Spinner ..... VISUAL INSPECTION  
 Nose Gear ..... VISUAL INSPECTION  
 Tire and Wheel ..... VISUAL INSPECTION  
 Tire Pressure ..... CHECK FOR PROPER INFLATION

## VERKORTE GEBRUIKSAANWIJZING FUEL DIPSTICK EN BRANDSTOFMETER

1. Peilstok schoon
2. Vliegtuig horizontaal, 10 cm verschil vleugeltip geen probleem
3. Zwarte markering gelijk aan de rand van de vulbuis.
4. De onderste inkeping 10 liter usable fuel
5. 2<sup>e</sup> streep 20 liter
6. 3e streep 30 liter
7. 4<sup>e</sup> streep 40 liter
8. 5<sup>e</sup> streep 50 liter
9. Laatste streep 60 liter

De totale inhoud 77 liter NIET gemarkeerd.

Let op: door de vorm van de tank zijn de afstanden tussen de markeringen niet aan elkaar gelijk.

Versie 1.0 – 20231115

De brandstofmeters geven de hoeveelheid brandstof niet betrouwbaar weer. Brandstofmeter geeft meer brandstof aan dan peilstok.

Meter geeft vals positieve indruk over hoeveelheid brandstof. Tijdens vlucht loopt meter wel terug.

Om te voorkomen dat je te weinig brandstof overhoudt, is besloten dat zodra de brandstofmeter  $\frac{1}{4}$  aangeeft er binnen 30 minuten geland moet worden.

## Discrepancy log PH-SKM



AEROCLUB HILVERSUM-AMSTERDAM



NL-ATO-227