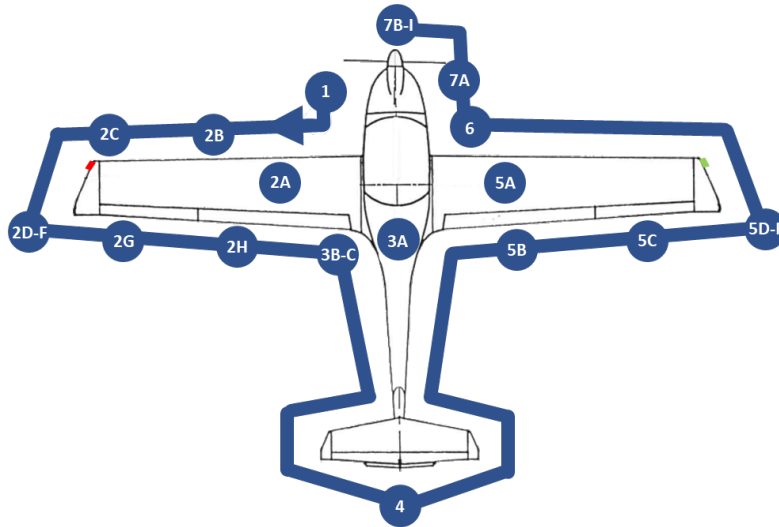


DV-20 PH-SKM

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^e streep 20 liter
6. 3e streep 30 liter
7. 4^e streep 40 liter
8. 5^e 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