

**0 Manual Contents****0.1 Log of Revisions**

Any revision of the present manual, except actual weighing data, must be recorded in the following table and in case of approved Sections endorsed by the responsible airworthiness authority.

The new or amended text in the revised page will be indicated by a black vertical line in the right hand margin, and the revision No. and the date will be shown on the bottom left hand of the page.

Rev. No.	Pages affected	Description	Date	EASA Approval
1	0-1, 0-3, 4-7, 4-13, 4-14, 7-2	TN8019, wheel brake actuated by airbrake handle	February 2011	13.10.2011
2	0-1, 0-3, 4-3, 4-9	TN8020, retrofit of a 5" landing gear	September 2011	14.10.2011
3	0-2, 0-3, 4-4	TN8021 small tailwheel	January 2015	24.02.2015

0.2 List of Effective Pages

Chapter	Page	Date	Chapter	Page	Date
0	Title page	January 2005	4	4-14	February 2011
	0-1	See log of		4-15	January 2005
	0-2	revisions		4-16	January 2005
	0-3	“		4-17	January 2005
	0-4	“	5	5-1	January 2005
1	1-1	January 2005		5-2	January 2005
	1-2	January 2005		5-3	January 2005
2	2-1	January 2005	6	6-1	January 2005
	2-2	January 2005		6-2	January 2005
	2-3	January 2005	7	7-1	January 2005
	2-4	January 2005		7-2	February 2011
	2-5	January 2005		7-3	January 2005
	2-6	January 2005		7-4	January 2005
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3	3-1	January 2005	8	8-1	January 2005
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	3-6	January 2005		8-6	January 2005
4	4-1	January 2005	9	9-1	January 2005
	4-2	January 2005			
	4-3	September 2011			
	4-4	January 2015			
	4-5	January 2005			
	4-6	January 2005			
	4-7	February 2011			
	4-8	January 2005			
	4-9	September 2011			
	4-10	January 2005			
	4-11	January 2005			
	4-12	January 2005			
	4-13	February 2011			

**4.3 Daily Inspection** continued3 Wings

- (a) Ventilation openings and water drain orifices at root or in winglet region and at wing upper side free from clogging.
- (b) Condition, gelcoat- or structural damage, pressure marks, cracks
- (c) Air brakes for proper function and locking
- (d) Friction damper at outer air brake edges and pads in air brake boxes free from grease, damper rod working properly

**Warning: Grease at friction surfaces may result in oscillations during extension of air brakes.**

- (e) Ailerons for unobstructed movement and free from play
- (f) Winglets installation for securing and free from play

4 Fuselage

- (a) Condition, gelcoat- or structural damage, pressure marks, cracks, especially on lower side
- (b) Rear static ports at fuselage boom free from clogging
- (c) Recommended tail wheel pressure, if fitted, 2,5 to 3,5 bar (36 to 51 psi)  
Tailwheel pressure small tailwheel according to TN 8021, if installed: 6,2 bar/90 psi
- (d) Water drain orifices in front of tail skid or tail wheel free from clogging
- (e) Tail skid, if fitted, for proper adhesion

5 Tail unit

- (a) Condition, gelcoat- or structural damage, pressure marks, cracks
- (b) Total energy port at upper end of vertical tail fin leading edge free from clogging
- (c) Pitot pressure port below total energy port at vertical tail fin leading edge free from clogging
- (d) Charged vertical tail fin battery connected, *when this battery location was chosen for trimming of pilot weight*, see entries on page 6-1/2
- (e) Check vertical tail tank valve for proper opening:
  - place tail tank filling adapter
  - open cockpit lever
  - if air cannot be blown into the tank, the valve is not functioning properly (for instance frozen solid or operating cable fractured)

**Warning: Take off permitted only, when unintentional use of tail fin water ballast can be positively excluded or a battery is not unintentionally installed in the tail fin !**

- (f) Amount of tail fin tank water ballast in correct relation to amount of wing water ballast and cockpit load
- (g) Horizontal tail fin: no pressure marks permitted in centre portion
- (h) Horizontal tail properly installed and free from play
- (i) Movement of tail control surfaces unobstructed and free from play
- (j) Condition of gap sealing: sealing strips should not protrude upward - danger of reduced control surface effectivity