



TL - 3000 SIRIUS Maintenance Manual



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Dear Sirius Owner:

Congratulations on the purchase of your Sirius! You will find your new TL Ultralight aircraft very enjoyable, extremely economical, and easy to maintain. The Sirius is the ideal Light Sport Airplane. It is fast, economical, pleasing to the eye, and user friendly. We at TL Ultralight Sport Aircraft are certain that your Sirius will give you hours and hours of leisure flying and enjoyment. With this Aircraft Maintenance Manual (AMM), we hope to help inform you about the support and operation of your aircraft. Should there be any questions or errors found in your reading this manual please contact us immediately and we will issue a clarification.

Thank you again for your business. We look forward to a continuing satisfied customer relationship. Feel free to contact us if you have any questions or comments regarding your Sirius.

Fly safe! Fly fun!

(sig)

Jiri Tlustý

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0.2 Notes, Cautions, and Warnings

Throughout this manual, small boxes are inserted reading **Note**, **Caution**, or **Warning**. These are items which require particularly close attention for special conditions or procedures.

NOTE

This text box emphasizes specific operating conditions, steps in a procedure, helpful hints or useful advice.

CAUTION

This text box represents danger to equipment or operation. By not observing the cautions, the result could be the destruction of equipment and possibly personal danger and injury.

WARNING

This text box represents a hazardous situation. Warnings are used to call attention to operating procedures or conditions which, if not strictly observed, may result in personal injury or death.

Every owner, pilot, operator, or maintainer of the Sirius should become familiar with the entire text of this Aircraft Maintenance Manual (AMM). It also incorporates *only* some references from Rotax®, the engine manufacturer, Woodcomp®, the propeller supplier, and Galaxy® the installed aircraft parachute system. Please refer to the latest edition of those manufacturer manuals for specific and complete detailed maintenance procedures of each aircraft system.

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CAUTION

The Sirius is intended for sport and recreational purposes only. This aircraft meets the standard specification Design and Performance (D&P) established by the American Society for Testing and Materials (ASTM) Document F 2245-04, and it is therefore restricted by that guideline. The aircraft does not comply with any FAA Part 22, or 23 certification processes. Compliance with regulations placed upon the airplane category should be strictly adhered to by the owner and any operator

NOTE

This AMM is valid only if the user complies with any changes that may be issued at a later date. Any pages affected by a change should be removed and replaced with the effective pages immediately.

If this manual is found not to be current, revisions missing or pages removed contact our USA Customer Service location for replacements.

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0.3 List of Revisions

The Revisions pages are updated by TL – ultralight each time revision issued. They contain a list of all revisions made to the Maintenance Manual since its original issue.

Nr.	Date	Revised Pages	Type of Revision	Posted By
0	30 August 2010	None	Original Issue	

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SECTION 1

GENERAL INFORMATION

1.1 Introduction

Section 1 contains general information regarding manual organization, descriptive data, abbreviations, the Master Equipment List, 'feed-back' forms for the aircraft and this manual as well as current warranty information.

This manual is written to conform to the ASTM F2483-05, Maintenance and the Development of Maintenance Manuals for Light Sport Aircraft. Maintenance and operation of major components, engine, emergency parachute system, propeller, avionics or other installed equipment is provided in the appropriate manufacturer manuals which are included with the aircraft. Any conflicts in this manual should be superseded by the appropriate manufacturer's manual.

1.1.1 Scope

This document defines the content and structure of the maintenance manual for the TL Ultralight, sro Sirius aircraft and it's components while operated as light sport aircraft. It also establishes guidelines for the qualifications to accomplish the various levels of maintenance on U.S. certificated Sirius Special (SLSA) Light Sport Aircraft.

1.1.2 Safety

TL Ultralight, sro can not address all of the safety concerns associated with the use of this document. It is the responsibility of the user of this document to establish appropriate safety and health practices and to determine the applicability of any regulatory limitations prior to use.

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1.1.3 Referenced Documents

ASTM Standards:

F 2245 Specification for Design and Performance of a Light Sport Airplane

F 2295 Practice for Continued Operational Safety Monitoring of a Light Sport Airplane

Federal Standards:

14 CFR Part 21.190 Issue of a Special Airworthiness Certificate for a Light-Sport Category Aircraft

14 CFR Part 43 Maintenance, Preventive Maintenance, Rebuilding, and Alteration

14 CFR Part 65 Certification: Airmen Other Than Flight Crewmembers

1.1.4 Definitions

14 CFR—Code of Federal Regulations Title 14 Aeronautics and Space also known as the “FARs” or Federal Aviation Regulations.

100-hour inspection—same as an *annual condition inspection*, except the interval of inspection is 100 hours of operation instead of 12 calendar months. This inspection is utilized when an LSA aircraft is being used for commercial operations such as flight instruction or rental, or both.

Alteration—any change to the airframe or aircraft component part after the initial design and production acceptance testing by TL Ultralight, sro to the applicable ASTM standards that is not described in the TL Ultralight, sro maintenance manual.

Annual condition inspection—detailed inspection accomplished once a year on an LSA aircraft in accordance with instructions provided in the maintenance manual. The purpose of the inspection is to look for any wear, corrosion, damage or conditions of use that would cause an aircraft to not be in a condition for safe operation.

A&P—airframe and power plant mechanic as defined by 14 CFR Part 65.

FAA—United States Federal Aviation Administration.

Heavy maintenance—any maintenance, inspection, or repair, that TL Ultralight, sro has designated that requires specialized training, equipment, or facilities.

Line maintenance—any repair, maintenance, scheduled checks, servicing, inspections not considered heavy maintenance that is approved by TL Ultralight, sro and is specified in TL Ultralight, sro’s maintenance manual.

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LSA (light sport aircraft)—aircraft designed in accordance with ASTM standards under the jurisdiction of Committee F37 Light Sport Aircraft.

LSA repairman inspection—U.S. FAA-certificated repairman (light sport aircraft) with an inspection rating as defined by 14 CFR Part 65, authorized to perform the annual condition inspection on experimental light sport aircraft, or an equivalent rating issued by other civil aviation authorities. Experimental LSA aircraft do not require the individual performing maintenance to hold any FAA airman certificate in the U.S.

LSA repairman maintenance—U.S. FAA-certificated repairman (light sport aircraft) with a maintenance rating as defined by 14 CFR Part 65, authorized to perform line maintenance on aircraft certificated as special LSA aircraft. Authorized to perform the annual condition/100-h inspection on an LSA, or an equivalent rating issued by other civil aviation authorities.

Maintenance manual—manual provided by an TL Ultralight, sro that specifies all maintenance or repairs authorized by TL Ultralight, sro.

Major repair or maintenance—any repair or maintenance for which instructions to complete the task are excluded from the maintenance manual supplied to the consumer are considered major.

Manufacturer—any entity engaged in the production of an LSA or component used on an LSA.

Minor repair or maintenance—any repair or maintenance for which instructions are provided in the TL Ultralight, sro maintenance manual are considered minor.

Modification—any change to the airframe or aircraft component part after the initial design and production acceptance testing by TL Ultralight, sro to the applicable ASTM standards that is not described in the TL Ultralight, sro maintenance manual.

Overhaul—maintenance, inspection, or repair that is only to be accomplished by the TL Ultralight, sro or a facility approved by the original manufacturer of the product.

Overhaul facility—facility specifically authorized by the FAA or TL Ultralight, sro or component manufacturer to overhaul the product originally produced by that manufacturer.

Repair facility—facility specifically authorized by the FAA or TL Ultralight, sro or component manufacturer to repair the product originally produced by that manufacturer.

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1.1.5 Maintenance and Repair

Inspection or Repair, —Each of the inspections or repairs outlined in the maintenance manual specifically list:

- (1) Recommended special tools to accomplish the task, if any
- (2) The parts needed to perform the task, if any
- (3) Type of maintenance, line (**L**), heavy (**H**), or overhaul (**OV**)
- (4) The level of certification needed to accomplish the task, owner (**O**), (light sport aircraft) inspection (**RI**), (light sport aircraft) repairman (**RM**), FAA approved A&P (**A&P**), FAA or TL Ultralight repair station,
- (5) Detailed instructions and diagrams if needed to perform the task, and
- (6) Confirmation by signature to verify the task was accomplished properly.

Repairs and Alterations—TL Ultralight, sro may refer to other repair and alteration manuals such as the FAA's AC for the detailed instructions to accomplish tasks outlined in the maintenance manual.

Level of Certification—When listing the level of certification needed to perform a task, TL Ultralight, sro shall use one of the following descriptors.

*Owner (**O**)*—Items that can be expected to be completed by a responsible owner who holds a pilot certificate but who has not received any specific authorized training. FAA regulations authorize SLSA aircraft owners who hold at least a sport pilot certificate to perform maintenance as outlined in 14 CFR Part 43.

*LSA Repairman Inspection (**RI**)*—Items that can be expected to be completed on an ELSA by a responsible owner, which holds an FAA repairman certificate (light sport aircraft), with an inspection rating or equivalent.

*LSA Repairman Maintenance (**RM**)*—Items that can be expected to be completed on a SLSA by a responsible individual, which holds a FAA repairman certificate (light sport aircraft), with a maintenance rating or equivalent.

*A&P (**A&P**)*—Items that can be expected to be completed by a responsible individual who holds an FAA mechanic certificate with airframe or power plant ratings, or both, or equivalent.

Task Specified—Items that can be expected to be completed by a responsible individual who holds either a mechanic certificate or a repairman certificate and has received task specific training to perform the task.

Therefore the symbol (**O**) indicates a maintenance function that can be performed by an owner or higher skilled level. The symbol (**A&P**) indicates maintenance to be performed by an A&P or a repair station. Indicated at each task by the designation(s) that remain in the following; (**L,H,OV/O-RI-RM-A&P**)

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Task Not Specified—The aircraft is to be maintained, serviced and repaired in accordance with this manual and the equivalent maintenance manual provided by the manufacturer of all other components not manufactured by TL Ultralight, sro. In the absence of specific instructions for a repair in one of the above mentioned maintenance manuals, and where such repairs are not restricted by these manuals or listed as **Overhaul, Alteration, Modification or Major Repair**, such repairs may be completed by an FAA qualified A&P mechanic. Such repairs must be coordinated with the TL Ultralight U. S, Field Technical Director, in accordance with standard maintenance practice described by FAA Advisory Circular 43.13 and use all available resources including exploded parts views for guidance.

1.1.6 Line Maintenance and Repairs

Authorization to Perform—The holder of an LSA repairman certificate with either an inspection or maintenance rating is generally considered the minimum level of certification to perform line maintenance of TL Ultralight LSA aircraft. The examples listed below are not considered as restrictions against the performance of such tasks by an owner who is authorized to perform said task by the FAA.

Typical Tasks Considered as Line Maintenance Include:

1. 100-hour inspection,
2. Annual condition inspection,
3. Servicing of fluids,
4. Removal and replacement of components for which instructions are provided in the maintenance manual.
5. Repair of components and structure for which instructions are provided in the maintenance manual and which do not require additional specialized training.
6. Compliance with a TL Ultralight, sro service directive when the repairman is listed as an authorized person to accomplish the work described.

1.1.7 Heavy Maintenance and Repairs

Authorization to Perform—The holder of an FAA mechanic certificate with airframe or power plant rating(s), or both, or an LSA Repairman maintenance that has received additional task specific training for the function to be performed is generally considered the minimum level of certification to perform heavy maintenance of TL Ultralight, sro LSA aircraft.

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Typical Tasks Considered as Heavy Maintenance include:

Removal and replacement of components for which instructions are provided in the maintenance manual or service directive instructions, such as:

1. Complete engine removal and reinstallation in support of an engine overhaul or to install a new engine,
2. Remove and replacement of engine cylinders, pistons, or valve assemblies, or a combination thereof,
3. Primary flight control cables/components,
4. Landing gear assemblies.
5. Repair of components for which instructions are provided in the maintenance manual or service directive instructions,
6. Structural repairs of components or aircraft structure, or both, for which instructions are provided in the maintenance manual or service directive instructions.

1.1.8 Overhaul

Authorization to Perform—Only TL Ultralight, sro or the component to be overhauled on an LSA may perform or authorize to be performed the overhaul of an LSA component. In the U.S., no FAA certification is required to be an LSA approved overhaul facility.

Overhaul Manual—A separate overhaul manual in addition to the TL Ultralight, sro maintenance manual is required to perform the overhaul of an LSA aircraft or LSA aircraft component.

Typical components that are overhauled include:

1. Engines,
2. Carburetors/fuel systems,
3. Starters/alternators/generators,
4. Instruments,
5. Propellers
6. Ballistic parachute systems.

1.1.9 Alteration, Modification or Major Repair

Any alteration, modification or major repair made to TL Ultralight, sro aircraft after the initial design and production acceptance testing to applicable ASTM standards, initial airworthiness inspection and sale to a consumer must be evaluated by TL Ultralight relative to the requirements of the applicable ASTM design and production acceptance specification(s) as well as the aerodynamic, structural, electrical, or flight safety conditions.

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No changes may be made to any TL Ultralight, sro aircraft without prior written approval of TL Ultralight, sro. Any changes made without TL Ultralight, sro written approval will void the aircraft airworthiness certificate.

TL Ultralight, sro may authorize another TL Ultralight, sro approved entity to perform the evaluation of an alteration, modification or major repair who shall provide a written affidavit that the aircraft being altered will still meet the requirements of the applicable ASTM design and performance specification after the alteration.

TL Ultralight, sro or another TL Ultralight approved entity that performs the evaluation shall provide written instructions and diagrams on how, who, and the level of certification needed to perform the alteration, modification or major repair.

The instructions must be approved by TL Ultralight, sro and must include ground and flight testing that complies with the original ASTM production acceptance testing standard, as appropriate, to verify the alteration, modification or major repair was performed correctly and the aircraft is in a condition for safe operation.

TL Ultralight, sro or another TL Ultralight approved entity that performs the evaluation shall provide information to the owner of the aircraft for the documentation of the alteration, modification or major repair in the aircraft's records.

1.1.10 Task-Specific Training

TL Ultralight, sro may require type-specific training in order to accomplish a task in either the maintenance manual or in an authorization for a major repair, maintenance, or alteration. The FAA does not give approval to these task-specific training programs for SLSA. TL Ultralight, sro may specify any task-specific training it determines is appropriate to accomplish a task.

Examples of task-specific training include:

1. Engine manufacturer heavy maintenance or overhaul school, or both,
2. Instrument installation or repair course
3. Parachute manufacturer repair course
4. Aircraft manufacturer course.

1.1.11 Safety Directives

An SLSA aircraft may have a Safety Directive issued against an aircraft or component part by the manufacturer. TL Ultralight, sro will issue any directive as outlined in the applicable ASTM continued airworthiness specification.

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SLSA and components installed on SLSA's do not have Airworthiness Directives issued against them. If an AD is issued against a type-certificated product that may be incorporated into special light sport aircraft, TL Ultralight, sro will issue a safety directive in accordance with Document F 2295 41 to provide instruction on how to address the safety defect outlined in the AD on the specific SLSA.

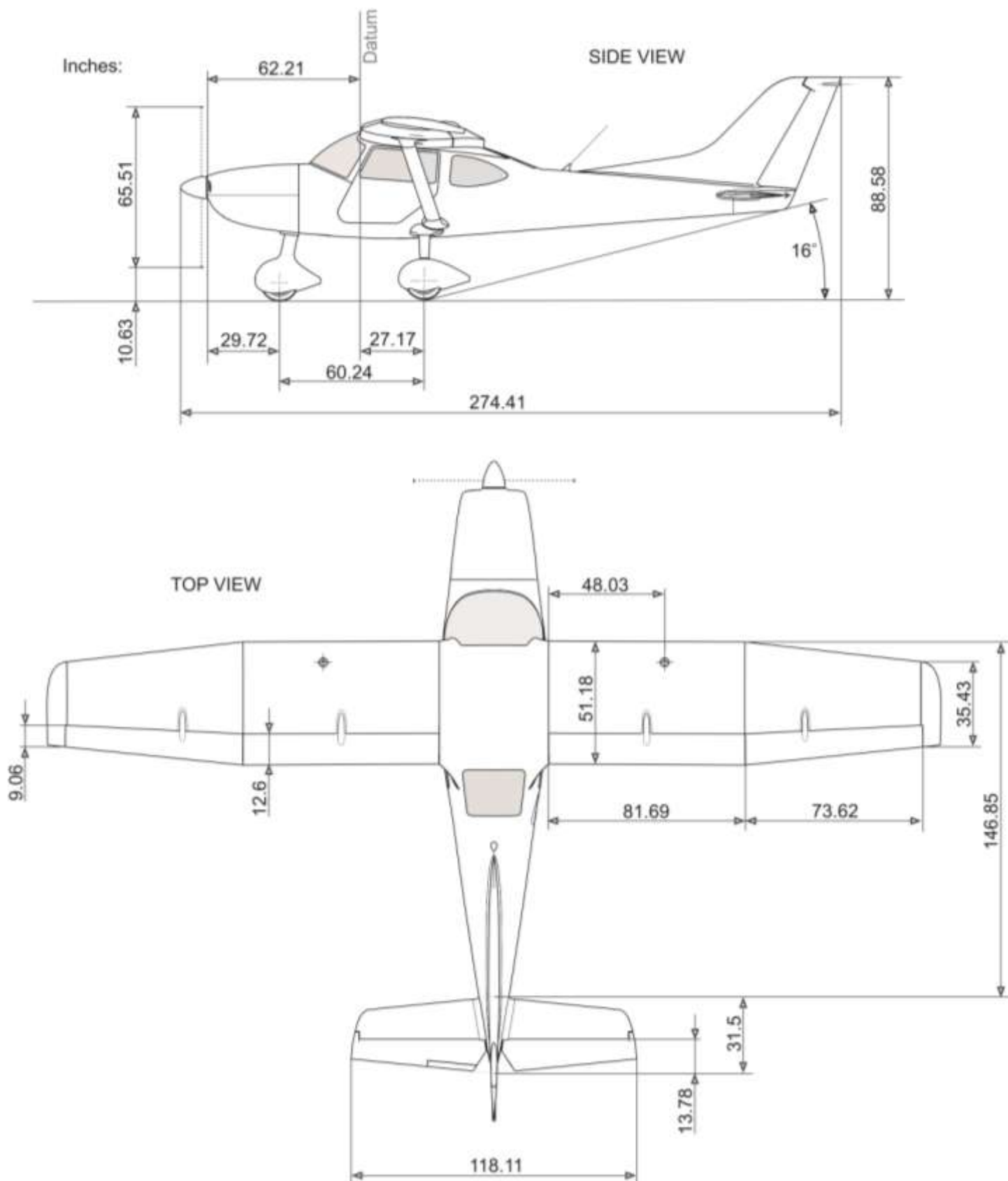
TL Ultralight, sro will provide applicable instructions to comply with any safety directive, which will include:

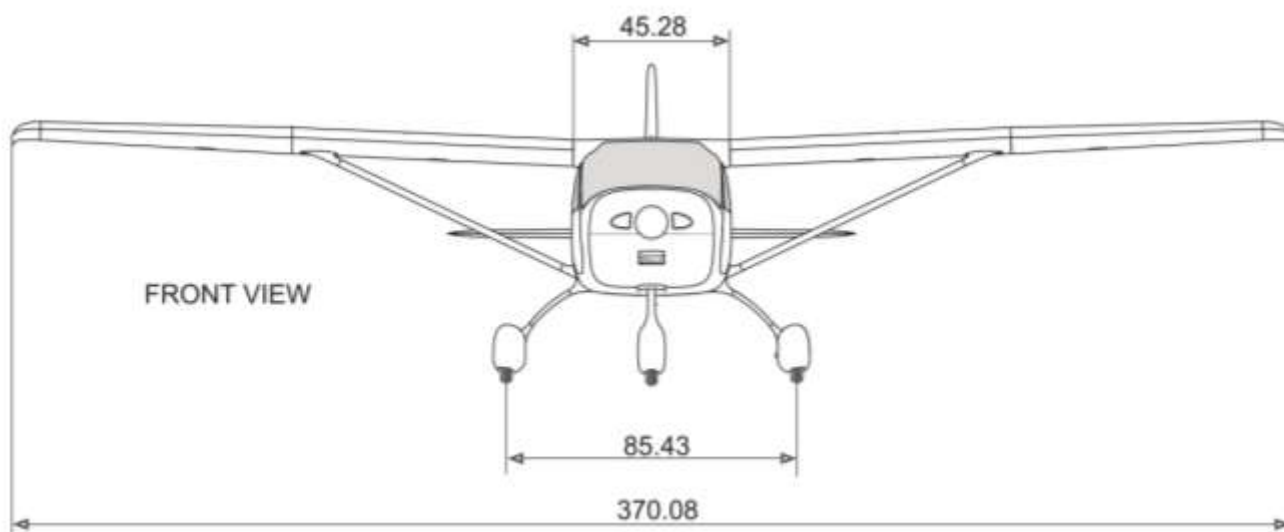
1. A list of the tools needed to accomplish the task,
2. A list of the parts needed to perform the task,
3. Type of maintenance, line, heavy, overhaul,
4. Certification level needed to accomplish the task, RI, RM, A&P.
5. Detailed instructions and diagrams as needed to perform the task,
6. Method to test/inspect to verify the task was accomplished properly.
7. Service directives are considered mandatory tasks in order to maintain a condition of safe operation and compliance with the applicable original ASTM design specification. Service directives are not considered mandatory for experimental LSA's in the United States.

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1.1.12 Views, dimensions





Basic dimensions:

Maximum length	 22.87 ft.
Cabin width	 3.94 ft.
Wing Span	 30.84 ft.
Height	 7.38 ft.

Areas:

Wing	 120.06 ft ²
Flaps	 14.21 ft ²
Rudder	 4.46 ft ²
Stabilizer	 21.64 ft ²

Aspect ratio:

Wing	 7,92
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1.1.13 Aircraft Specifications

The Sirius is a full three axis, high wing; two place side-by-side seating, tricycle landing gear aircraft with a non-steerable nose wheel. The primary aircraft structure is carbon fiber and fiberglass UV resistant reinforced laminate with an inner foam core creating a 'sandwich' layered construction between each ply.

Various options are available such as the Rotax 912ULS, tinted canopies and other avionics or interior selections. Therefore your aircraft may vary from the descriptions in this manual. Please check with your local dealer if you have any specific questions not addressed here.

1.1.14 Engine Specifications

4-cylinder, 4-stroke liquid/air cooled engine with opposed cylinders, dry sump forced lubrication with separate oil tank, automatic adjustment by hydraulic valve tappet, 2 carburetors, mechanical fuel pump, electronic dual ignition, electric starter, propeller speed reduction unit.

CAUTION

For actual and complete information read the Maintenance Manual for ROTAX Engine Type 912 Series supplied with the aircraft.

Operating speeds and limits:

Engine Type	Rotax 912 UL	Rotax 912 ULS
<i>Speed:</i>		
Take-off speed	5800 1/min (5 min.)	5800 1/min (5 min.)
Maximum continuous speed	5500 1/min	5500 1/min
Idle speed	ca. 1400 1/min	ca. 1400 1/min
<i>Performance (ISA): (International Standard Atmosphere)</i>		
Take-off performance	59,6 kW (80 BHP) at 5800 1/min	73,5 kW (100 BHP) at 5800 1/min
Maximum continuous performance	58 kW at 5500 1/min	69 kW at 5500 1/min
<i>Acceleration:</i>		
Limit of engine operation at zero gravity and in negative "g" conditions, max	5 seconds at max. -0,5 g	5 seconds at max. -0,5 g
<i>Reduction ratio:</i>		
Crankshaft : propeller shaft	2,27 : 1 2,43 : 1 (optional)	2,43 : 1

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Engine Type	Rotax 912 UL	Rotax 912 ULS
<i>Oil pressure:</i>		
Maximum	7 bar	7 bar
Minimum	0,8 bar (12 psi) (below 3500 rpm)	0,8 bar (12 psi) (below 3500 rpm)
Normal	2,0 ÷ 5,0 bar (29 ÷ 73 psi) (above 3500 rpm)	2,0 ÷ 5,0 bar (29 ÷ 73 psi) (above 3500 rpm)
<i>Oil temperature:</i>		
Maximum	140°C (285°F)	130°C (266°F)
Minimum	50°C (120°F)	50°C (120°F)
Normal operating temperature	ca. 90 ÷ 110°C (190 ÷ 230°F)	ca. 90 ÷ 110°C (190 ÷ 230°F)
<i>Cylinder head temperature:</i>		
Maximum – reading at observation point of the hotter cylinder head, either no. 2 or no. 3	150°C (300°F)	135°C (284°F)
<i>Engine start, operating temperature:</i>		
Maximum	50°C (120°F)	50°C (120°F)
Minimum	- 25°C (- 13°F)	- 25°C (- 13°F)
<i>Fuel pressure:</i>		
Maximum	0,4 bar (5,8 psi)	0,4 bar (5,8 psi)
Minimum	0,15 bar (2,2 psi)	0,15 bar (2,2 psi)

1.1.15 Propeller Specifications

CAUTION

For actual and complete information read the Maintenance Manual for DUC Propeller supplied with the aircraft.

Propeller Manufacturer	DUC Hélices company
Propeller Model Number	Three-blade SWIRL, Right
Number of Blades	3
Propeller Diameter	1660 mm (65.51 in)
Propeller Type	"Constant speed" - variable pitch
Recommended Blade Pitch Angle Setting (Rotax 912 UL)	20°
Recommended Blade Pitch Angle Setting (Rotax 912 ULS)	24°

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1.1.16 Structural Materials

Non-metal materials

No.	Material Description	Supplier	Supplier article number
1	Epoxy resin L-285	Skolil kompozit s.r.o.	
2	Hardener 285	Skolil kompozit s.r.o.	
3	Hardener 287	Skolil kompozit s.r.o.	
4	Hardener C	Havel Composites CZ s.r.o.	
5	Epoxy flokes BAUMWOLLEFLOCKEN	Skolil kompozit s.r.o.	L+R0025
6	Epoxy flokes GLASS Bubbles Q-Cell 2106	Skolil kompozit s.r.o.	L+R0026
7	Helmipur 46 022	FH Technik spol. s.r.o.	146022.0110.01
8	Harter 49533	FH Technik spol. s.r.o.	149534.0324.01
9	Fiber glass fabric SKLOTEX st. 1080	Skolil kompozit s.r.o.	112
10	Fiber glass fabric SKLOTEX st. 0235	Skolil kompozit s.r.o.	119.1
11	Fiber glass fabric Interglas 90070	GRM Systems s.r.o.	
12	Fiber glass fabric 92110	Skolil kompozit s.r.o.	117.11
13	Fiber glass fabric 92125	Skolil kompozit s.r.o.	116.4
14	Fiber glass fabric 92145 UD Interglass	Skolil kompozit s.r.o.	
15	Carbon fabric UD 177gr.	Skolil kompozit s.r.o.	052.39
16	Carbon fabric CT – U 175	GRM Systems s.r.o.	40045
17	Carbon fabric 41090 1K š	Skolil kompozit s.r.o.	042
18	Carbon fabric 43 200 TT kepr	Skolil kompozit s.r.o.	040.012
19	Carbon fabric 200 g/m2 – kepr 2/2	GRM Systems s.r.o.	20011
20	Roving glass EC 12 2340 816(45)	Skloplast a.s. Trnava	
21	Roving carbon T 700SC 12k-50C	Skolil kompozit s.r.o.	
22	Divinycell H60	Skolil kompozit s.r.o.	3H4008000000
23	Alkamid		
24	Poly JARID (Silon)	PolyPLASTY s.r.o.	VV 08197

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Metal materials

No.	Material Description	Source of mechanical properties
1	Steel 11 323	ČSN 41 1323
2	Steel 11 353	ČSN 41 1353
3	Steel 11 523	ČSN 41 1523
4	High-tensile steel 15 130.1	ČSN 41 5130.1
5	Chromium – molybdenum steel	4130
6	Stainless steel 17 153	ČSN 41 7153
7	Stainless steel EN ISO 9445	EN 10088-2
8	Aluminium alloy 42 4201.61	ČSN 42 4201.61
9	Aluminium alloy 42 4254.61	ČSN 42 4254.61
10	Bronze EN CW-617N CuZn40Pb2	ČSN EN 1412
11	Bronze EN CW-CuSn8	ČSN EN 1412

1.1.17 Aircraft and engine approved equipment

Changes and additions to this master equipment list will be issued as structural, dynamic, electrical, loading, weight/balance, and system component performance testing and analysis is completed.

Manufacturers are encouraged to submit requests to the U. S. Field Technical Director for additions to the equipment list. Such requests must explain proposed benefits to our customers, documentation of all aspects of the item under consideration, samples and anticipated effect on existing components/systems, as well as with a written program describing the methods of both ground and flight testing necessary for approval.

TL Ultralight must remain and retain the approval authority of any items installed in the TL3000 series aircraft. Therefore the following master list of equipment must be enforced as the only approved items for installation on the aircraft without further authority. No substitutions are allowed without a proper testing program previously approved under the written authority of TL Ultralight, sro or the U. S. Field Technical Director.

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TL 3000 Sirius Master Equipment List			
Engine			
Item Description	Manufacturer	Model	S/O
Engine	Rotax	912UL	S
Engine	Rotax	912	O
Engine	Rotax	912ULS	O
Engine	Rotax	912S	O
Engine Oil Filter	Rotax (<i>No Substitutes!</i>)	825-701	S
Engine Oil Drain Filter	TL Ultralight	12MM-1.75T	O
Engine Air Filter	K&N	R-1060	S
Engine Air Filter	K&N	SP2704	O
Engine Air Filter	K&N	SP2706	O
Engine Air Filter	K&N	RU2760	O
Engine Hour Meter	Hobbs	85000	O
Engine Hour Meter Sensor	TL Ultralight	N/A	O
Radiator	TL Ultralight	N/A	S
Oil cooler	Rotax	886029	S
Oil thermostat	Rotax	000923	O
Carburetor Drip pans	TL Ultralight	N/A	O
Carburetor Brackets	TL Ultralight	N/A	O
Carburetor Heating Systems	Rotax	000814	O
Auxiliary Fuel Pump	Facet	40105	O
Battery	Varta	12V 8Ah 80A(EN)	S
Auxiliary Electrical System	TL Ultralight	N/A	O

TL 3000 Sirius Master Equipment List			
Propeller DUC "Constant speed" - variable pitch			
Item Description	Manufacturer	Model	S/O
Propeller	DUC Helices	DUC	S

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TL 3000 Sirius Master Equipment List			
Equipment			
Item Description	Manufacturer	Model	S/O
Towing Bar	TL Ultralight	N/A	S
Parachute System	Galaxy	GRS 6-1350SD LSA	S
Door Lock (2x)	TL Ultralight	N/A	S
Seat (2x)	TL Ultralight	N/A	S
3-points safety belts (2x)	Schroth	Rallye 3 asm	S
Cockpit Upholstery	TL Ultralight	N/A	S
Baggage Area Upholstery	TL Ultralight	N/A	S
Cargo Net	TL Ultralight	N/A	S
Cabin Heating	TL Ultralight	N/A	O
Co-Pilot Toe Brake System	TL Ultralight	N/A	O
Brake Shoes	TL Ultralight	N/A	O
Parking Brake	TL Ultralight	N/A	O
Wheel Rims/Tires/Tubes	TL Ultralight	N/A	S
Wheel Pants	TL Ultralight	N/A	O
Aerial Towing System	TL Ultralight	N/A	O
Landing/Taxi Light	KONS	UL 184RL6	O
Strobe lights (2x)	KONS	UL 131 strobe	O
Navigation Lights (3x)	Autolamp CZ	12 V	O
Cabin Light	TL Ultralight	N/A	O
Fatigue Meter	TL Elektronik	TL-4324	O
Flap Actuator	Microel	ALI2FCM – I = 100	S

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TL 3000 Sirius Master Equipment List			
Communication and Instrumentation			
Item Description	Manufacturer	Model	S/O
VHF Radio	Icom	200A	O
VHF Radio	Icom	210A	O
VHF Radio	MicroAir	2.25"	O
VHF Radio	Becker	AR4201	O
VHF Radio	Funkwerk	ATR833	O
VHF Antenna	KONS	ULA 1L 18	O
VHF Antenna	Comant	CI-121	O
Transponder	Garmin	GTX320	O
Transponder	Garmin	GTX327	O
Transponder	Garmin	GTX328	O
Transponder	MicroAir	2.25"	O
Altitude Encoder	Ameri-King	AK 350	O
Transponder Antenna	Comant	C101	O
Transponder Antenna	Comant	C105	O
Emergency Locator Transmitter	Ameri-King	450	O
ANC Headsets (2x)	FlightCom	4DLX	O
Intercom	PS Engineering	PS1000	O
Intercom	PS Engineering	PS3000	O
Airspeed Indicator	TL Ultralight	3.125"	S
Airspeed Indicator	Winter	2.25"	O
Artificial Horizon	Tru Trak	3.125"	O
Artificial Horizon	Tru Trak	2.25"	O
Artificial Horizon	RC Allen	3.125"	O
Altimeter, Hg	TL Ultralight	3.125"	S
Turn & Bank	Tru Trak	3.125"	O
Turn & Bank	Tru Trak	2.25"	O
Tachometer	Rotax	2.25"	O
Vertical Velocity	TL Ultralight	3.125"	O
Magnetic Compass	TL Ultralight	CM-24L	O
Oil Temperature Gauge	Star Company	2.25"	O
Oil Temperature Gauge	Road	2.25"	S
Oil Pressure Gauge	Star Company	2.25"	O
Oil Temperature Gauge	Road	2.25"	S
Cylinder Temperature Gauge	Star Company	2.25"	O
Cylinder Temperature Gauge	Road	2.25"	S
Exhaust Temperature Gauge	Rotax	2.25"	O
Flap driver	Microel	2.25"	S

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TL 3000 Sirius Master Equipment List			
Communication and Instrumentation			
Item Description	Manufacturer	Model	S/O
AutoPilot System, Steering	Tru Trak	ADI P1	O
AutoPilot System, Altitude	Tru Trak	ADI P2	O
AutoPilot System, Altitude	Dynon Avionics	AP74	O
GPS Navigation System	Garmin	295	O
GPS Navigation System	Garmin	296	O
GPS Navigation System	Garmin	396	O
GPS Navigation System	Garmin	496	O
GPS Navigation System	Garmin	695	O
GPS Navigation System	AvMap	EKPIV	O
EIS-Engine Information System	Grand Rapids Technologies	2/4000	O
EIS-Engine Information System	IK Technology	AIM Sport	O
XM Entertainment Receiver	TL Ultralight	N/A	O
EFIS/XMWX	True Flight	FL210 series	O
EFIS/EMS	Dynon Avionics	D10/A series	O
EFIS/EMS	Dynon Avionics	D100/120/180 series	O
EFIS/EMS	Green line	AIM - 1	
EFIS/EMS/XMWX	Blue Mountain Avionics	Lite G3/G4 Sport series	O
EFIS/EMS/XMWX	Grand Rapids Technologies	Sport series	O

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1.1.18 *Weight and Balance Information*

Section includes the allowed centre of gravity positioning and weight ranges and centre of gravity position determination procedure allowing safe aircraft operating.

All aircraft are structurally and aerodynamically engineered for certain load conditions which result from specific weights and forces anticipated to occur in normal operations within the specified flight envelope. An Aircraft's handling qualities and structural integrity may be seriously compromised if the weight and balance limits are exceeded in normal operations.

It is the pilot's responsibility to make sure the weight and balance limits are not exceeded as to weight, its location, distribution and security prior to any flight.

DEFINITIONS

Arm: The horizontal distance expressed in inches from the reference datum plane to the center of gravity (CG) of an item or location along the fuselage.

NOTE

Units of measurements and weights must be consistent for each set of calculations and in the same system of units, i.e., pounds and inches, or kilograms and centimeters.

Ballast: A specific amount of weight attached in a specific location, which can be temporarily or permanently installed in an aircraft, to help bring its Center of Gravity within the required limits. If temporary ballast must be used for certain operations, the exact amount and its location must be placarded on the instrument panel within clear view of the pilot. The use of Ballast increases Empty Weight and reduces Useful Load.

Basic Empty Weight: The standard empty weight plus the weight of any additionally installed or optional equipment.

Basic Empty Weight Center of Gravity. The c.g. of an aircraft in its basic empty weight condition, and is an essential part of the weight and balance record.

Center of Gravity (CG): A point along an aircraft's longitudinal axis at which all the loads and forces are perfectly concentrated and balanced. It is computed by dividing the total moment by the total weight of the airplane. Its distance from the reference datum is found by dividing the total moment by the total weight of the airplane.
(Total Moment / Total Weight = Center of Gravity)

Center of Gravity Arm is the arm obtained by adding the airplane's individual moments and dividing the sum by the total weight.

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Center of Gravity Limits are the extreme forward and aft center of gravity locations (limits) within which the airplane must be operated at any given weight.

Center of Gravity Range: The horizontal distance, along an aircraft's longitudinal axis, within which an aircraft has been found to be fully maneuverable at all specified design speeds, weights and loading configurations.

Datum: A convenient vertical reference plane along the longitudinal axis of an aircraft from which all horizontal measurements are taken.

Installed Equipment: All optional accessories and equipment permanently installed on an airframe or engine at the time of weighing. These items must be included in the "Installed Equipment List" resulting in the Basic aircraft weight. Additions and deletions must be noted in the list each time they are made and new Weight and Balance calculations performed to determine the magnitude and effect of weight change. Ballast, if permanently installed, must also be listed.

Maximum and Minimum Weights: Due to balance, structural and aerodynamic considerations, maximum, or minimum, weights for certain locations on the aircraft are specified. For example, the pilot's minimum (100Lbs) and maximum (240Lbs) weight is be specified for some operations. The same is true for baggage, cargo, fuel, and any other disposable or variable loads.

Maximum Forward and Maximum Aft C.G. Locations: A specified forward most and rear most Center of Gravity location, along the aircraft longitudinal axis. These Center of Gravity location limits are expressed in inches from a convenient reference (forward tip of the propeller spinner) on the aircraft.

Reference or Datum Plane: An imaginary vertical plane located on the forward tip of the propeller spinner from which all horizontal distances are measured for balance purposes.

Standard Empty Weight: The weight of a standard airplane, including unusable fuel, full engine operating fluids, and full engine oil reservoir.

Station: A vertical location along the airplane fuselage horizontal axis given in terms of the distance from the reference datum plane.

Tare: The weight of chocks, blocks, stands, etc. used when weighing an airplane, and is included in the scale readings. Tare is deducted from the scale reading to obtain the actual (net) airplane weight.

Useful Load: The total amount of weight available for pilot, passengers, baggage, cargo and in-flight usable fuel. The difference between the maximum ramp weight and the basic empty weight. (Maximum Ramp Weight – Basic Empty Weight = Useful Load) The useful load will be reduced by the installation of additional equipment.

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Weight: Actual individual weight of each item such as airframe, crew, fuel, baggage, cargo, etc. in pounds or kilograms

Empty Weight: The actual weight of the individual aircraft, including the structure, power plant, fixed equipment, any fixed ballast, unusable (in-flight) fuel, and coolant. Original Empty Weight is determined by actually weighing each new aircraft before it is flown.

Any time a Major Alteration, Modification or Repair (WHICH MUST BE APPROVED IN WRITING BY THE MANUFACTURER.) is performed on the aircraft; a new Empty Weight must be determined by either weighing the aircraft again, or by accurate calculation of the weight changes and their effect on Empty Weight Center of Gravity (EWCG) location.

Major Alteration or Modification results from the addition, deletion, or redistribution of existing equipment and accessories, or from a repair which results in a significant increase of weight of the airframe or engine. For example, addition or removal of floats, skis, battery, radios, installation of a additional fuel tank(s) or engine change, painting the airframe, installation of heavier wheels and tires, etc.

Maximum Gross Weight: The maximum total weight for which an aircraft's structure and performance have been approved for normal operations by its manufacturer. It is the maximum weight (Empty Weight plus useful load) at which an aircraft can be safely operated. Maximum Takeoff Weight must never exceed the published Gross Weight.

Useful Load: The difference between the maximum ramp weight and the basic empty weight. Maximum Ramp Weight – Basic Empty Weight = Useful Load The total amount of weight available for pilot, passengers, baggage, cargo and in-flight usable fuel.

Moment: The product of the weight of an item multiplied by its arm.
(Weight x Arm = Moment)

Loading Chart: Used to calculate the actual Center of Gravity location of a ready to fly aircraft. Care must be taken not to exceed the Maximum/Minimum Weight and Balance Limits stipulated for the aircraft. These limits are determined by structural, stability and control considerations throughout the aircraft speed range.

PROCEDURE

All permanent equipment, options and accessories should be installed on the aircraft prior to weighing. All equipment options and accessories installed in the aircraft must be listed on the "Master Equipment List". That list becomes part of Weight and Balance Documents by reference.

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Be sure to remove any loose equipment, tools, etc. from the aircraft prior to weighing.

Sometimes it is necessary to adjust or reduce fuel, cargo, or passenger weights to remain at or below Maximum Allowable Gross Weight. Temporary or permanent ballast is sometimes necessary to bring the C.G. within specified limits. However, the Maximum Allowable Gross Weight should not be exceeded under any circumstances

The fuel tank should be empty except for unusable fuel. If the fuel tank is not empty, then the exact amount of usable fuel in the tank must be determined. Usable fuel weight and its moment must be deducted from the Empty Weight calculations before EWCG. can be accurately determined.

Oil and coolant tanks and reservoirs must be properly filled before weighing. These and any other liquids necessary for normal operations are considered part of an aircraft's empty weight.

If weighing is done outdoors, make sure there is no wind to affect the weight measurements. For best results, weigh indoors.

The scales must be calibrated correctly and must be set on level ground.

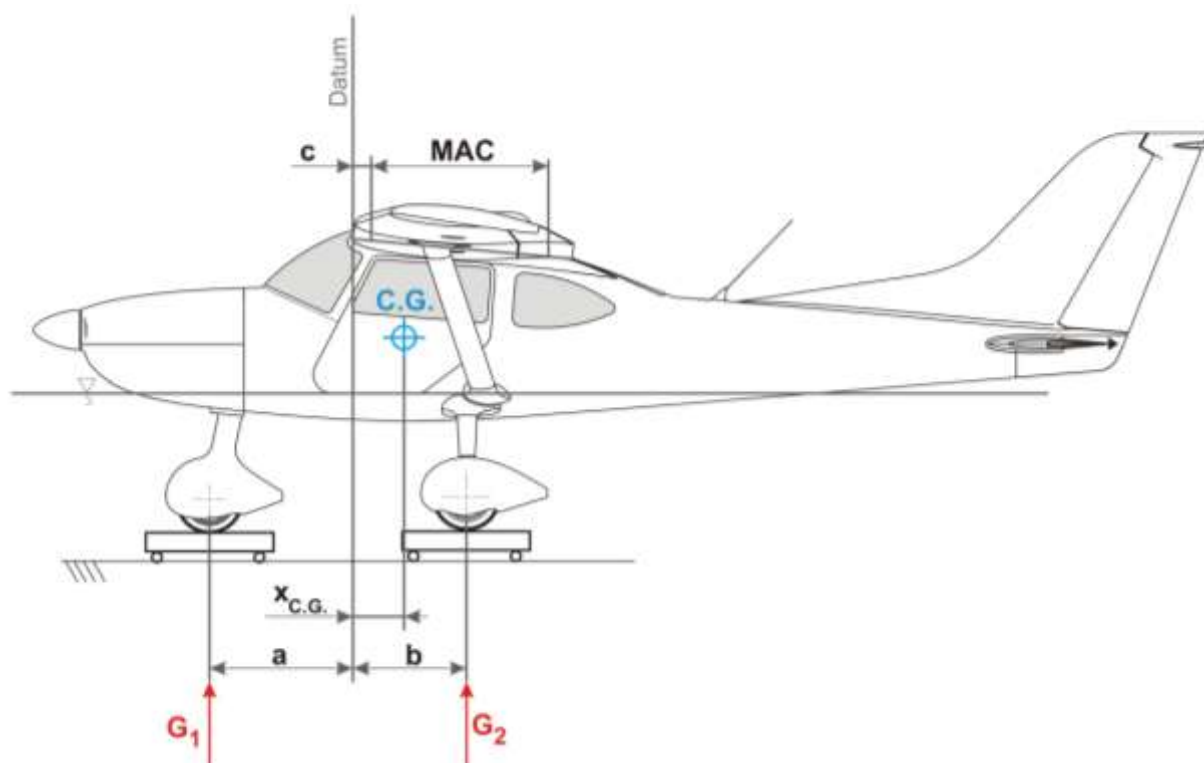
Any equipment placed on the scales when weighing the aircraft, such as chocks or blocks, should be weighed separately and the weight deducted from the scale reading. These weights become Tare and should be noted for reference, if necessary.

The aircraft must be weighed in a level flight attitude, both longitudinally (front to back, i.e. the cabin bottom edge must be in the horizontal position) and laterally (side to side).

Place a scale under each wheel of aircraft for all weighings. If only one scale is used, be sure to level the wheels not being weighed before taking the scale readings. Remember, the aircraft must be in proper level flight attitude to ensure accuracy.

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EMPTY WEIGHT CENTER OF GRAVITY CALCULATIONS



Item	Dimension (inches)
a	32.49
b	27.17
c	1.38
MAC	48.43

Read the G_1 and G_2 values from the scales (G_2 represents the sum of the values indicated by the scales under the main wheels).

Calculate the total empty aircraft weight by using the following formula:

$$G_{EmptyAircraft} = G_1 + G_2 \quad lb$$

Calculate the empty aircraft centre of gravity distance from the reference datum plane (wing leading edge):

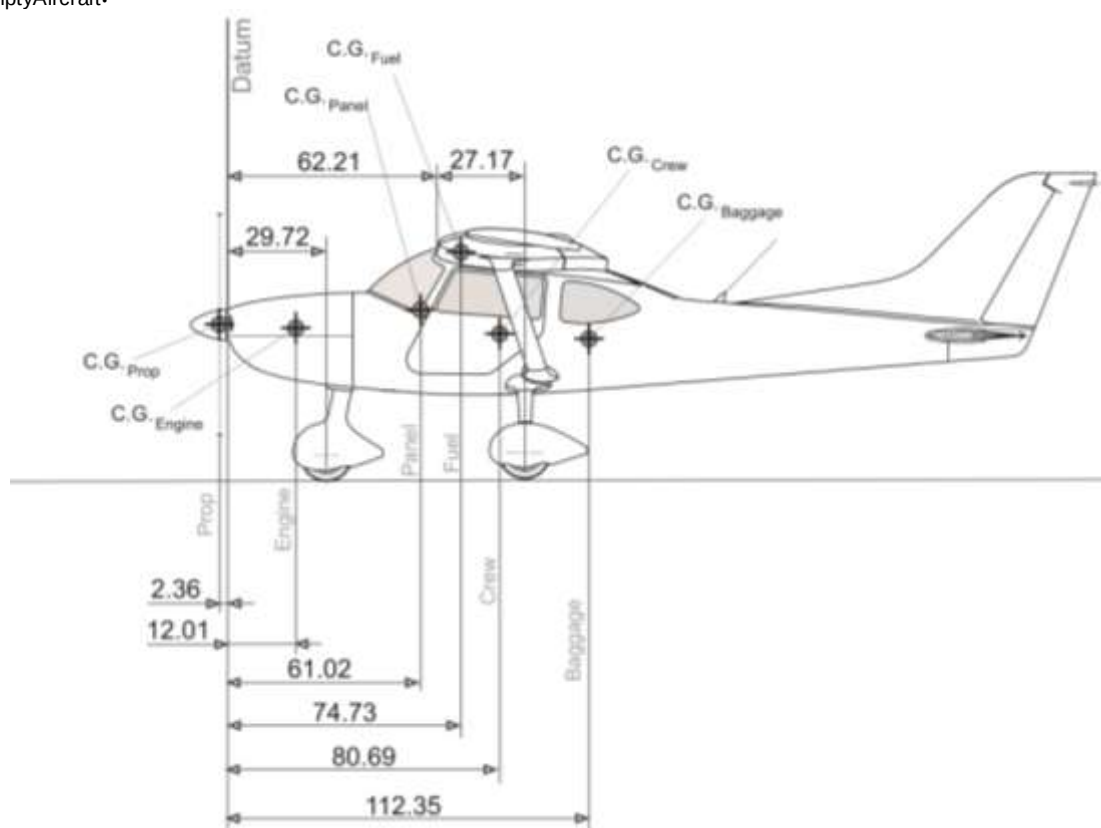
$$x_{C.G.} = b - \frac{G_1 \cdot (a + b)}{G_{EmptyAircraft}} \quad in$$

Calculate the empty aircraft centre of gravity position in %MAC:

$$X_{\% \text{ Empty Aircraft}} = \frac{X_{C.G.} - C}{MAC} \cdot 100 \quad \%MAC$$

LOADED WEIGHT AND BALANCE CALCULATIONS

Find the empty aircraft weight $G_{\text{Empty Aircraft}}$ and empty aircraft centre of gravity position $X_{\% \text{ Empty Aircraft}}$.



Determine the weight of the onboard items for the required configuration:

Item	Description
G_{Crew}	Crew weight
G_{Fuel}	Fuel weight
G_{Baggage}	Baggage weight in the luggage compartment

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Calculate the empty aircraft centre of gravity for the required configuration (by inserting the values):

$$X_{\% \text{ Aircraft}} = \frac{G_{\text{Empty Aircraft}} \cdot X_{\% \text{ Empty Aircraft}} + G_{\text{Crew}} \cdot 35,4 + G_{\text{Fuel}} \cdot 23,2 + G_{\text{Baggage}} \cdot 101,5}{G_{\text{Empty Aircraft}} + G_{\text{Crew}} + G_{\text{Fuel}} + G_{\text{Baggage}}} \quad \% \text{MAC}$$

WARNING

The calculate $X_{\% \text{ Aircraft}}$ value must fit within the centre of gravity positioning range **from 22 to 32,5 %MAC**

CRITICAL LOADING CONDITIONS

Each of the following critical loading conditions should be investigated for each individual aircraft, along with any other possible loading condition which may affect the Weight and Balance envelope of the aircraft. This is particularly important for aircraft operation close to the C.G. limits.

Be sure the maximum individual weights and the Gross Weight are not exceeded at any time.

Be sure all loaded items are placed in approved locations aboard the aircraft.

1. Maximum Crew (Pilot/Co-Pilot) Weight (480lbs), with:

- a) Full Usable Fuel, Maximum Baggage
- b) Full Usable Fuel, Zero Baggage
- c) Zero Usable Fuel, Maximum Baggage

2. Minimum Crew Weight, (100lbs), with:

- a) Full Usable Fuel, Zero Baggage
- b) Zero Usable Fuel, Zero Baggage

An aircraft log book entry should be made whenever a Weight Balance calculation is performed, indicating date, and nature of change, results and name of person performing the calculation. (If any changes are made to the instrument panel, an entry moment arm is included in the sample.) This document, in its entirety, becomes a part of the Aircraft Legal Documents. It must be kept aboard the aircraft and made available for inspection upon request

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WEIGHT & BALANCE DATA WORKSHEET NOTES

1. **Datum Plane:** Wing leading edge.
2. **Maximum Forward CG Limit:** 12.03 inches aft of Datum
3. **Maximum Aft CG Limit:** 17.12 inches aft of Datum
4. **Maximum Gross Weight:** 1320 pounds
5. **Maximum Seat Load:** 240 pounds
6. **Minimum Pilot Weight:** 100 pounds
7. **Maximum Fuel:** 206 pounds
8. **Maximum Baggage Weight:** 65 pounds

1.1.19 *Tire Inflation Pressure*

Main wheels: 30 PSI (2,1 bar)

Nose wheel: 30 PSI (2,1 bar)

1.1.20 *Approved Oils and Capacities*

NOTE

For approved oil see the Operator's Manual for all versions of ROTAX 912. Do not use oil additives. Quality automotive motor oil, not approved for aircraft motor oil – for viscosity see Chapter 10 of the Operator's Manual for all versions of ROTAX 912.

<i>Oil</i>	
Oil capacity:	7.4 liq pt (3,5 l)
Oil consumption:	max 0.13 liq pt/h (0,06 l/h)

Fuel specification: Premium Automotive Unleaded that conform to ASTM D 4814

Minimum AKI 89	Rotax 912 UL
Minimum AKI 91	Rotax 912 ULS

<i>Fuel</i>	
Fuel content: (2 wing fuel tanks for 65 l)	34.32 U.S. gal (130l)
Maximum fuel available:	33.79 U.S. gal (128 l)
Fuel consumption:	max. 7.13 U.S. gal/h (27 l/h)

Braking fluid: DOT 4 Brake fluid

Cooling fluid: Antifreeze Extra

CAUTION

Different coolants cannot not mixed, if doubt, drain and replace all of the coolant.

1.1.21 Recommended Fastener Torque Values

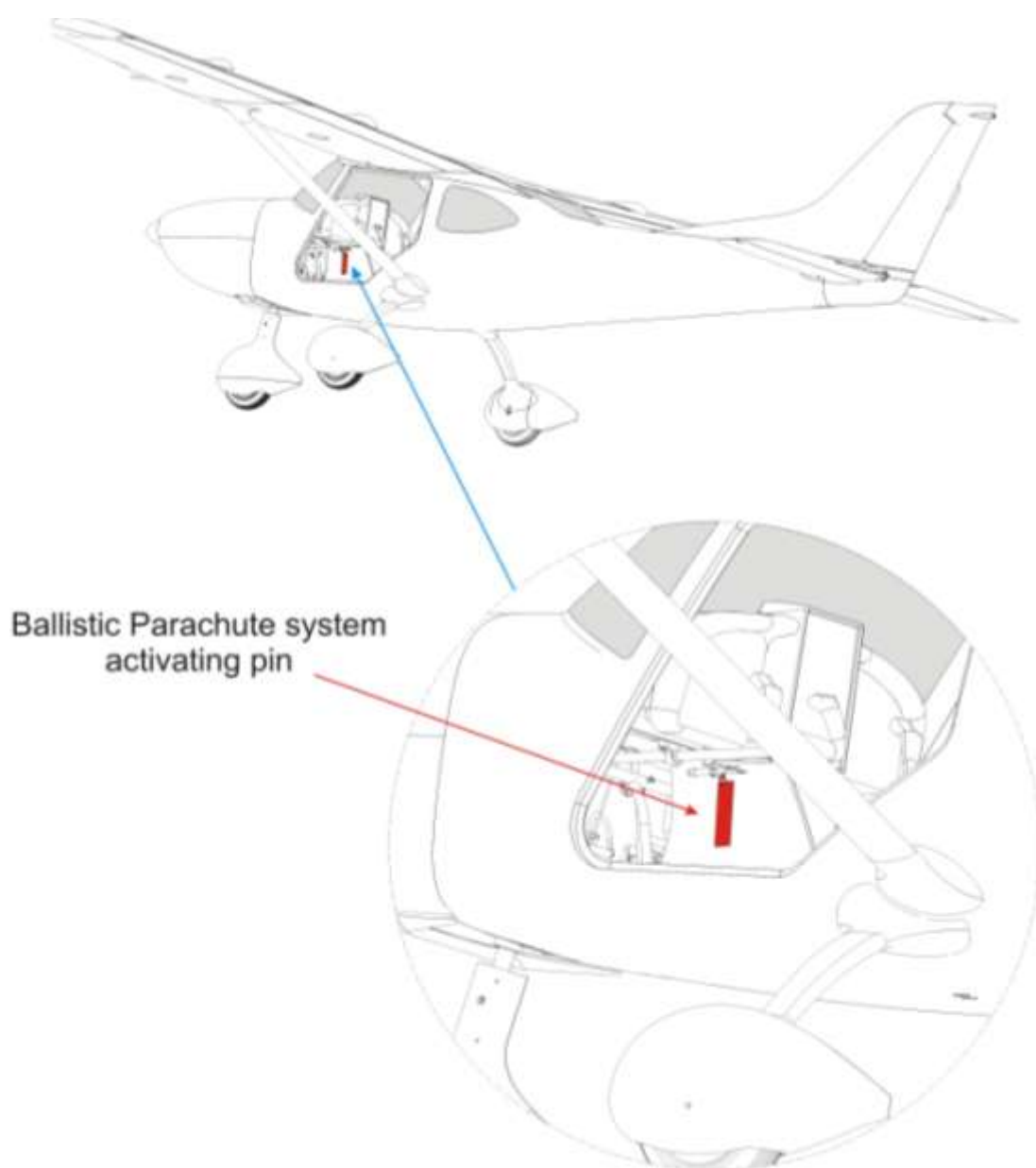
Join Dimension	Bolt – Nut			Bolt – Nut (countersunk)	
	M5	M6	M8	M5	M6
Recommended Torques for class 8.8 (ISO 898) fasteners	52 lb-in (5.9 N.m)	89 lb-in (10 N.m)	200 lb-in (22.5 N.m)	52 lb-in (5.9 N.m)	89 lb-in (10 N.m)
For areas with thick bonding seams (cotton + cab-o-sil + resin + hardener)	49 lb-in (5.5 N.m)	80 lb-in (9 N.m)	200 lb-in (22.5 N.m)	40 lb-in (4.5 N.m)	71 lb-in (8 N.m)
Parts of PVC	49 lb-in (5.5 N.m)	80 lb-in (9 N.m)	200 lb-in (22.5 N.m)	49 lb-in (5.5 N.m)	80 lb-in (9 N.m)
Carbon fabric composite packages assemblies	49 lb-in (5.5 N.m)	80 lb-in (9 N.m)	200 lb-in (22.5 N.m)	49 lb-in (5.5 N.m)	80 lb-in (9 N.m)
Plywood bonded into composite	40 lb-in (4.5 N.m)	71 lb-in (8 N.m)	200 lb-in (22.5 N.m)	31 lb-in (3.5 N.m)	62 lb-in (7 N.m)
Glass fiber composite packages	49 lb-in (5.5 N.m)	80 lb-in (9 N.m)	200 lb-in (22.5 N.m)	49 lb-in (5.5 N.m)	80 lb-in (9 N.m)
Metal parts assemblies (steel, stainless steel, aluminum alloys)	53 lb-in (6 N.m)	89 lb-in (10 N.m)	200 lb-in (22.5 N.m)	53 lb-in (6 N.m)	89 lb-in (10 N.m)

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1.1.22 General Safety Information

WARNING

During all service and repair work beware of activating the Ballistic Parachute system rocket.



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WARNING

An accidental engine start is very dangerous. Ensure that the Ignition Switches and main switch are turned off.

1.1.23 Report “Feed Back” Forms

The following pages contain ‘feed-back’ reports that are intended to assist the owner in reporting questions, safety issues, service or maintenance issues, parts and assembly performance, incidences and warranty claims which may assist in the safe operation of our aircraft and the use of this manual. Electronic versions are also available by request.

Please copy the form, mail or fax it to the address below. You will receive a confirmation of the receipt and status of your comments.

Send the completed form to:

TL Ultralight, sro
Customer Service
10401 West Markham Street
Little Rock, AR 72205
Phone: 501.228.7777
Fax: 501.227.8888

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Aircraft / Part / Assembly/ Incident Safety Feed Back Form:			
Report Date:	Aircraft N Number:	Aircraft S/N:	
Flight hours:	Report Airport:	Aircraft Airport:	
Conditions: (circle)	1. Periodic Inspection 2. Pre-flight Inspection 3. Engine Start 4. Taxi 5. Take off 6. Climb 7. Level Off 8. Cruise 9. Decent 10. Pattern 11. Approach 12. Landing 13. Other		Notes
Detailed Description: (Continue on back if required)			
Affected parts/assembly:			
Part Name	Part Number	Time in Service	Total Time
Dealer Name:		Contact:	
Warranty Claim Filed:	YES - NO	Claim Number:	
CONTACT INFORMATION			
Owner:			
Address:			
City, State, Zip			
Phone / Fax:			
Email:			
Signature:		Date:	

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Aircraft Maintenance & Maintenance Manual Feed Back Form:	
Report Date:	
Manual Section: (circle)	0. Introduction 1. General 2. Inspections 3. Structures 4. Engine 5. Fuel System 6. Propeller 7. Utility Systems 8. Instruments and Avionics 9. Electrical System 10. Painting and Coatings
Page Number:	
Subject Heading:	
Description: (errata; information conflict; details; photos, etc)	
CONTACT INFORMATION	
Owner:	
Address:	
City, State, Zip	
Phone / Fax:	
Email:	
Signature:	Date:

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Example of report below, see following page for Warranty Claim Report form.

		2006-0XX
		TL Valid Claim Number (Claim # will be added by TL)
Warranty Claim Report		
Date:	Date: Month: Year:	
Aircraft Type	TL 2000 StingSport	
SN / FAA Numbers	TLUSA_ _ _ _ / N_ _ _ _ _	
Aircraft time in service	Hours:	
Dealer/Owner	/	
Location /Phone	/	
Problem Description, system affected, include photos Here add a description of the problem. Please use a separate claim form for each problem. Do not use one form for multiple claims except that you may refer to the other claims as they relate to each other. You may increase or decrease each of the report areas as necessary.		
Solution to problem, parts list, cost/time estimate, include photos Here describe the solution. Include the list of parts necessary. Submit the faulty parts to the distributor for return to the TL factory.		
Related reports, documents, recommendations Here add email notification notification of problem to distributor and date Add also photos of problem before and after solution. Please state how this problem can be prevented in the future.		
Warranty claim report made by:		
Address:		
Email address:		
Phone:		
Accepted by TL Ultralight as valid claim:		

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INSERT WARRANTY HERE!

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	Maintenance Manual	Aircraft Type: TL - 3000 SIRIUS
		Section 2 - Inspections

SECTION 2 INSPECTIONS

2.1 Introduction

Section 2 contains information pertaining to light maintenance, the weight and balance calculations and periodic inspection lists for the airplane. Included is a illustrated parts list grouped by category and at the end of this section are detailed checklists of the periodic inspections which are meant to be copied and the copy used as a checklist for the inspection. Return the original to this manual.

2.2 Airplane Files

Certain items must be with the airplane at all times. The following is a list of these items and when they are required:

1. To be carried in the airplane at all times:
 1. Aircraft Operating Instructions (AOI)
 2. Weight and Balance Data
 3. Operating Limitations issued by FAA at airworthiness inspection.
 4. Aircraft Airworthiness Certificate (FAA Form 8130-7)
 5. Aircraft Registration Certificate (AC Form 8050-3)

2. To be with the pilot during flight
 1. Airman Certificate
 2. Medical Certificate
 3. Aviation Charts

3. To be made available upon request:
 1. Airplane Log Book
 2. Engine Log Book
 3. Propeller Log Book
 4. Pilot Log Book

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2.3 Washing and Cleaning the Airplane

Type of Maintenance	Line	
Level of Certification Required	L/O, RI, RM, A& P	
Tools Required	Vacuum cleaner, Chamois leather	
Materials Required	Lukewarm water, Cleansing agents used for cleaning and protecting automobiles	
Washing and Cleaning Checklist	After each flight day	Once a month
Propeller. Ensure that the Ignition Switches and Main Switch are turned off. Wash and rinse sedentary dirt from the blades of the propeller.	☐	
Cabin glass. Wash, rinse and polish glass parts of the cabin. Use chamois leather that is rinsed often in clean water.	☐	
Wing, Struts and Tail. Wash and rinse the leading edges of the wings, struts and tail areas.	☐	
Fuselage. Clean front part of the cowlings. Clean the bottom part of the body behind the front undercarriage leg.	☐	
Undercarriage. Remove any grass that may have collected on the undercarriage.	☐	
Interior. Clean the interior of the cabin, removing trash from all storage areas.	☐	
Other parts. Clean other parts of the airplane, as needed, especially the upper sides of the wings and openings of the engine.	☐	
Safeguard the airplane. Safeguard the airplane with cleansing agents used for cleaning nad protecting automobiles, including the propeller and any composite parts.		☐
Clean the cabin. Use a vacuum cleaner to clean the cabin, making sure there are no undersirable objects in the back storage area.		☐

Use lukewarm water that is changed often to wash the airplane. First, wash the parts and then dry them off. For cleaning insects off of airplane parts, use the same cleaning agents as used for automobiles.

Before waxing a new airplane, let it dry for approximately one month to allow the finish maximum drying time.

Remark: Cover the Pitot tube while washing the airplane to protect it from water.

	Maintenance Manual	Aircraft Type: TL - 3000 SIRIUS
		Section 2 - Inspections

2.4 Filling the Fuel Tank

Due to the composite construction of the airplane, static electricity may occur.

CAUTION

Fill the fuel tank only from an approved storage container using a funnel approved for petrol only. The tank should be fastened to the ground with a grounding pin (do not use plastic fuel cans or funnels that are not certified for petrol).

CAUTION

While fueling, do not wear clothing that may cause static electricity (synthetic fibers, etc.).

CAUTION

Do not use a paper fiber filter with the filter refill.

CAUTION

Do not support your hands, the fuel container or any subjects (such as ladder) on the wing, as the laminate surface is not proportioned for high area force.

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Type of Maintenance	Line
Level of Certification Required	L/O, RI, RM, A& P
Tools Required	Funnel with water separator
Materials Required	
The Fuel Tank filling Checklist	
Electrical appliances. Turn off all electrical appliances, cell phones, ignition circuits and the main switch.	☐
Fuel Selector. Close the fuel selector switch.	☐
Open Fire. Make sure there is no open fire near the airplane, and that no one is smoking near the airplane.	☐
Fire Extinguisher. Have a fire extinguisher close at hand (one suitable for flammable fuels).	☐
Grounding cable. Make sure the grounding cable placed on the right undercarriage leg is reaching the ground.	☐
Fuel cap(s). Unlock and release the fuel cap(s).	☐
Container grounding. Ground the aircraft to the fuel container by a strap to the exhaust pipe.	☐
Funnel placing. Carefully place the approved funnel in the fuel opening. Use a water separator to prevent contamination of the fuel tank.	☐
Fuel filling. Pour the fuel slowly. Pay particular attention to keep fuel off of the airplane when you remove the funnel.	☐
After fueling. After fueling, remove the funnel, replace the tank cap and lock it. Wipe off any spilled fuel.	☐

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2.5 Engine Visual Inspection

Type of Maintenance	Line
Level of Certification Required	L/O, RI, RM, A& P
Tools Required	Screw driver
Materials Required	Fuel filter, Engine Oil, Engine Cooling Fluid
Engine Visual Inspection Checklist	Before each flight day
Switches. Ensure that the Ignition Switches and Main Switch are turned off.	☐
Engine covers. Remove engine covers	☐
Fuel filter. Check for possible contaminants in the fuel filter using the drain tap, and change it if necessary. If you spot pollution in the engine space, carry out a complete inspection or change the fuel filters of the tanks in the wings.	☐
Oil level. Remove the Oil tank cap. Manually turn the propeller until you hear the sound of air leaking into the oil in the oil tank. Check the level of oil and follow the Operator's Manual for all versions of ROTAX 912. Close the oil tank.	☐
Cooling fluid level. Check the level of cooling fluid and follow the Operator's Manual for all versions of ROTAX 912.	☐
Hoses. Look for possible worn places on the hoses especially at places, or where they are connected to or near matallic parts of the engine.	☐
Carburetors. Carefully check the link of the carburetor with the carburetor bowl stirrup. Looseness or slack in the rubber connector at the neck of the carburetor, is cause for replacement even though it has been tightened, take it off and exchange it according to the carburetor manual.	☐
Engine mount. Inspect for cracks, corrosion, loose hardware, chafing by cables, wires, hoses, etc..	☐
Engine covers. Assembly of the engine covers.	☐

2.6 First 25h / 50h / 100h / Annual Inspection

2.6.1 FAA Required Inspections

As required by Federal Aviation Regulations, all LSA aircraft of U.S. registry must undergo a complete condition inspection ("annual") every twelve calendar months, in addition, every 100 hours of operation when operated in commercial use. It is the responsibility of the owner/operator to assure compliance with all applicable aircraft manufacturer directives.

2.6.2 First 25 hour Inspection

The inspection after first 25 flight hours is performed in conjunction with the engine oil and filter change by the airplane owner if he is trained for the airplane's maintenance or by an FAA qualified inspector following the First 25 hour inspection checklist. If the aircraft is used for commercial operation the inspection is performed by an FAA approved A&P. Otherwise, it is made in the manufacturer's service center.

Type of Maintenance	Line
Level of Certification Required	L/O, RI, RM, A& P
First 25 hour Inspection Checklist	After first 25 hour
Engine cowling. Remove engine cowling	☐
Engine covers. Remove engine covers	☐
Engine. Follow the Operator's Manual for all versions of ROTAX 912 for instruction of First 25 hours Inspection.	☐
Pipes and Gascolator. Carefully inspect the tightening of the engine pipes and the state of the fuel gascolator and any filter(s). Clean thr fuel gascolator. Check all places carefully where the pipes are attached to metal parts of the engine.	☐
Wing tanks filters. Disassembly wings and check both wing tanks filters. (see Chapter 3.7.1)	☐
Wings and Engine covers Assembly. Assembly the wings and engine covers	☐

The possibility that dust or other debris may be left in the tank or the fuel system during the manufacturing process cannot be overlooked. Rinsing of the tank and the fuel system prior to cleaning the filter can cause major contamination.

	Maintenance Manual	Aircraft Type: TL - 3000 SIRIUS
		Section 2 - Inspections

2.6.3 Every 50h / 100h / Annual Inspection

The inspection after every 50 flight hours is performed in conjunction with the engine oil and filter change by the airplane owner if he is trained for the airplane's maintenance or by an FAA qualified inspector following the 50 hour inspection checklist. If the aircraft is used for commercial operation the inspection is performed by an FAA approved A&P. Otherwise, it is made in the manufacturer's service center.

If Used for commercial operations, the Annual Condition Inspection and the 100 hour Inspection and maintenance after every 100 hours is performed by an FAA approved A&P. Otherwise, it is made in the manufacturer's service center.

If not used for commercial operations, the Annual Condition Inspection is performed by the airplane owner if he is trained for the airplane's maintenance, by an FAA qualified inspector or by an FAA approved A&P. Otherwise, it is made in the manufacturer's service center.

The maintenance procedure is as follows:

- Condition inspection checklist
- Aircraft Records checklist
- Run-up checklist
- Post-Run-up checklist
- Propulsion System checklist
- Fuselage checklist
- Wings and Struts checklist
- Empennage checklist
- Landing Gear checklist
- Cabin and Baggage Compartment checklist
- Inspection Completion checklist

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	Maintenance Manual	Aircraft Type: TL - 3000 SIRIUS
		Section 2 - Inspections

Condition inspection checklist

Aircraft Model / Serial Number	TL – 3000 Sirius /
Registration Number	
Owner's Name	
Inspector's Name	
Date of Inspection	
Engine Model / Serial Number	/
Airframe Hours	
Engine Hours	

Condition inspection checklist

Inspection Item	50 hour	100 hour	Annual
Aircraft logbooks. Determine total times, times since overhaul and time since last required or recommended maintenance and record on Inspection Coversheet	☐	☐	☐
Safety Directives (SD's), Airworthiness Directives (AD's) and Service Bulletins. Check SD's, AD's, and Service Bulletins which may need to be complied within the inspection.			☐
Aircraft records. Check for presence and condition of aircraft federal registration form and airworthiness certificate.			☐
Pilot's Operating Handbook (POH). Make sure that the last revisions of POH, the Equipment List and Weight and Balance forms are in use.			☐

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Run-up checklist

Type of Inspection	50 hour	100 hour	Annual
ELT battery due (if applicable):			
Altimeter/Transponder test due (if applicable):			
Strobe lights test due (if applicable):			
Systems	Pre - inspection	Post - inspection	
Starter	☐	☐	
Oil pressure (PSI)	☐	☐	
Brakes	☐	☐	
Instrument and Avionics	☐	☐	
Navigation and position lights test (if applicable)	☐	☐	
Cabin light test (if applicable)	☐	☐	
Ignition ground test (See Chapter of the Operator's Manual for all versions of ROTAX)	☐	☐	
Oil temperature (°F)	☐	☐	
WARNING Ensure cylinder heads temperature and oil temperature are within limits.			
Cabin heat	☐	☐	
Idle RPM	☐	☐	
WARNING Allow engine to cool to 300 ° F (Cylinder heads temperature) before shutdown.			
All exterior lights are off	☐	☐	
Check for fuel odors in cabin	☐	☐	
Check for fuel stains on floor	☐	☐	
Check fuel valve off function	☐	☐	

Post – Run - up checklist

Inspection Item	50 hour	100 hour	Annual
Flight controls. Check for smooth operation of all flight controls with flaps in retracted and extended positions.	☐	☐	☐
Flight controls. Check controls within entire range for binding, play, and unusual sounds.	☐	☐	☐
Wash clean and vacuum the aircraft. See Washing and Cleaning Checklist.	☐	☐	☐
Aircraft exterior. Examine the entire aircraft exterior surface for damage, deformation or abrasion.	☐	☐	☐
Fairings, access panels, seats, carpets, covers, and spinner. Remove for inspection to ensure access. Check for missing or unscrewed bolts and nuts.	☐	☐	☐

Propulsion system checklist

Inspection Item	50 hour	100 hour	Annual
Engine cowlings. Remove and check engine cowlings for signs of heat damage, leaks or cracks.	☐	☐	☐
Engine Compartment. Check all engine compartment components and engine mount for chafing, loose connections, wear, fluid or exhaust leaks.	☐	☐	☐
Cleaning. Clean the engine as required in the Maintenance Manual for ROTAX Engine Type 912 Series.	☐	☐	☐
Engine. Inspect all systems as required in the Maintenance Manual for ROTAX Engine Type 912 Series.	☐	☐	☐
Oil cooler. Check oil cooler and radiator for damage or debris.	☐	☐	☐
Cowling ducts. Check cowling ducts for blockage	☐	☐	☐
Engine oil. Check the level of oil and follow the Operator's Manual for all versions of ROTAX 912.	☐	☐	☐
Induction system. Check connection of manifold between Air filter box and carburetors. Check for fuel leakage nearby carburetors.		☐	☐
Induction air filter. Inspect for cleanliness and condition of sealing surfaces. Replace filter, if damaged.		☐	☐
Fuel installation. Inspect the fuel installation, hoses, pumps, connections, and supports. Inspect and clean the fuel filters in the engine area.	☐	☐	☐

Inspection Item	50 hour	100 hour	Annual
Cabin heater. Check clamps and heater attachments. Check the manifold for holes and attachments.			☐
Engine mount. Inspect for cracks, corrosion, loose hardware, chafing by cables, wires, hoses, etc., and make sure that any flexing item is secured to the engine mount.		☐	☐
Engine mount bolts. Inspect and check engine mount bolts.		☐	☐
Exhaust system. Check the exhaust springs, the pipe system and its attachment for leaks, cracks on the exhaust pipe and welds.		☐	☐
Battery attachment. Inspect for security of mounting and condition. Ensure vent holes are clear.	☐	☐	☐
Throttle and choke controls. Check operation of throttle and choke controls.		☐	☐
Spinner. Inspect for cracks, security to propeller. Clean inside of spinner.			☐
Propeller hub. Inspect for cracks, corrosion. Re-torque all mounting bolts, if loss of torque is suspected on any bolt.			☐
Propeller blades. Inspect for play, dents, nicks, cracks, corrosion, pitting, and leading edge erosion.	☐	☐	☐
Propeller. Check required inspection items detailed in the technical and operational documents of the propeller manufacturer		☐	☐
Foreign Objects. Check engine compartment for foreign objects.	☐	☐	☐

Fuselage checklist

Inspection Item	50 hour	100 hour	Annual
Skin surface. Inspect for obvious latent signs of damage, including cracks, holes, buckling. Check drain holes for obstructions. Check condition of paint and cleanliness.	☐	☐	☐
Placards. Inspect for presence and condition.	☐	☐	☐
Windows. Clean Inspect for cleanliness, cracks, condition, and bonding. Check door's windows vent operating.			☐
Cabin doors. Inspect for operating and fit. Inspect skin, hinges, gas struts, latching mechanisms, and door seals. Lubricate front and rear latching pins.	☐	☐	☐

Inspection Item	50 hour	100 hour	Annual
Static Port. Check static port for evidence of obstructions. Do not apply compressed air to the system, since this will result in damage to the static air flight instruments.		☐	☐
Antennas. Inspect for security and condition.			☐
Aircraft identification tag. Inspect for security and legibility.			☐
Fin. Inspect fin for visible damage and evidence of latent damage.		☐	☐

Wings and Struts checklist

Inspection Item	50 hour	100 hour	Annual
Covers. Remove cabin ceiling cover, wing-strut, and fuselage-strut covers in order to struts and wings attachment.	☐	☐	☐
Wings and Struts attachment. Inspect for cracks, corrosion, loose hardware, wings and struts attachment (bolts, nuts, bearings, tubes and hinges). Lubricate strut's bearings.	☐	☐	☐
Fuel leaks. Inspect the outer skin tank areas for evidence of fuel stains	☐	☐	☐
Wings. Remove wings.		200 hours interval ☐	☐
Fuel tanks. Inspect Check wing leading edge and forward surface of root rib for cracks and fuel leak. Make sure there are no foreign objects within area of the fuel tank. Inspect fuel intake filter for obstruction, the fuel vents, fuel cap, connections for leaks.		200 hours interval ☐	☐
Wing and strut skins. Inspect for obvious signs of damage, including cracks, holes, and buckling. Check condition of paint and placards. Check drain holes for obstructions.	☐	☐	☐
Aileron and flaps hinges. Inspect for security of attachment to wing. Inspect bearing for condition. Lubricate the hinges bearing (see Chapter 2.8).	☐	☐	☐
Ailerons. Inspect skins for damage, looseness, or play in attach bearings, and condition of rod end attachment and lubricate (see Chapter 2.8). Check for obstruction of drain holes.	☐	☐	☐

Inspection Item	50 hour	100 hour	Annual
Flaps. Inspect skins for condition and signs of debonding. Check hinges for play and attachment to wing and flap. Check flap rod and rod tips for condition, and lubricate (see Chapter 2.8). Check for obstruction of drain holes.	☐	☐	☐
Flap actuator. Clean and run flaps up and down to check for smooth operation.	☐	☐	☐
Wing interior. Inspect wing spars, ribs and control system attachment through revision holes in the bottom skin of the wing for signs of cracks or debonding. Inspect visible areas of ribs and other structures.		☐	☐
Wings. Assembly wings		200 hours interval ☐	☐
Flap deflection. Ensure that flaps extend equally on each side of the airplane in all configurations. Measure the down deflection on each side. The difference in static deflection should not be greater than 1/8 " (3 mm). Inspect stop switches for operating.		200 hours interval ☐	☐
Flight controls. Inspect all push-pull rods, rod end bearings for condition, play, security of attachment and lubricate (see Chapter 2.8). Ensure locking is proper where applicable.	☐	☐	☐
Aileron and flaps hinges. Inspect for security of attachment to wing. Inspect bearing for condition. Lubricate the hinges bearing (see Chapter 2.8).	☐	☐	☐
Pitot tube. Check condition and pitot tube attachment. Check cleanness of air inlet holes of pitot tube.		☐	☐

Empennage checklist

Inspection Item	50 hour	100 hour	Annual
Rudder. Visually check surface condition delaminating, deformation, or cracks. Check suspension and security of the rudder upper/lower hinges. Check attachment and security of rudder cables. Check attachment of rudder bell crank to rudder torque tube. Check for obstruction of drain holes. Check for continuity, full and free travel.	☐	☐	☐
Rudder angles of deflection. Verify rudder angles of deflection.		☐	☐
Rudder lubrication. Lubricate upper rudder hinge (see Chapter 2.8).		☐	☐

Inspection Item	50 hour	100 hour	Annual
Horizontal Stabilizer and Elevator. Inspect for visible damage and evidence of latent damage. Inspect looseness or play in hinges. Check for obstruction of drain holes. Check suspension and free travel of the elevator.	☐	☐	☐
Elevator angles of deflection. Verify elevator angles of deflection.		☐	☐
Elevator lubrication. Lubricate elevator hinges (see Chapter 2.8).		☐	☐
Horizontal Stabilizer. Remove aft tail cone and disconnect controls to the tail. Remove horizontal stabilizer. Check for surface corrosion and cracks main and rear horizontal stabilizer hinge housings and pins. Inspect for corrosion, cracks, damage and looseness elevator driver and elevator driver rivets attachments. Lubricate horizontal stabilizer hinges. Re-install horizontal stabilizer and tail cone.		200 hours interval ☐	
Trim tab. Check trim tab operation, condition and hinge. Lubricate hinges (see Chapter 2.8).		☐	☐
Ailerons angles of deflection. Verify ailerons angles of deflection. Check for continuity, full and free travel.		☐	☐
Flight controls. Inspect all push-pull rods, cable, rudder and trim tab control cables, rod end bearings and bellcranks for condition, play, security of attachment and lubricate (see Chapter 2.8).		☐	☐

Landing Gear

Inspection Item	50 hour	100 hour	Annual
Visual inspection. Inspect from top to bottom for scratches, cracks, corrosion, signs of overstress and side-loading.	☐	☐	☐
Wheels. Inspect for cracks and corrosion. Check all hardware for signs of loss of torque. Check wheel for free rotation. Inspect tires for splitting, flat spots, wear, and dry-rotting. Check tire pressure, and service as necessary.	☐	☐	☐
Fairings. Inspect for condition, scratches, cracks, and signs of overstress. Clean interior.	☐	☐	☐

Inspection Item	50 hour	100 hour	Annual
Wheel bearings. Inspect for damage, wear, and corrosion. Check bearing for play, binding and bearing protection plate for condition. Replace bearings if necessary.		☐	☐
Nose landing gear. Lift up the nose gear and check rotation of the nose gear. Check springs and gas strut of the side vibration damping. Lubricate bearings (see Chapter 2.8).		☐	☐
Nose gear spring. Inspect for binding and unusual noises.		☐	☐
Main landing legs. Remove seats and check condition of landing gear legs and attachment points for cracks or damage.		☐	☐
Hydraulic brake lines. Inspect brake lines. Check for security and evidence of chafing. Check for leaks.	☐	☐	☐
Brake calipers, brake pads and brake discs. Clean and inspect for condition, fluid leakage, for cracks and corrosion, security of components. Inspect brake discs for pitting and signs of overheating. Inspect all hardware for signs of loss of torque. Do not lubricate.		☐	☐
Brake fluid reservoir. Inspect for condition, security, and fluid level. Service, if necessary.	☐	☐	☐

Cabin and Baggage Compartment

Inspection Item	50 hour	100 hour	Annual
Seats. Remove seats bases			☐
Seats inspection. Inspect seat structure for general condition and cracks. Inspect cushions and upholstery for condition.			☐
Fire extinguisher. Remove fire extinguisher (if applicable) and inspect.			☐
Safety belts. Inspect belts for wear, cuts, and broken stitching. Check all buckles for proper locking and release. Check belt attachments to structure.			☐
Avionics and instruments. Check general condition, attachment, and function of the instrument panel, instruments, switches and circuit breakers.			☐

Inspection Item	50 hour	100 hour	Annual
Magnetics compass. Inspect compass correction card for presence and legibility of all headings. Magnetic tools must not be used during this procedure.			☐
Fuel valve. Inspect for operating and signs of fuel leakage.		☐	☐
Starting carb, fuel pump and ventilation. Check function and condition.			☐
Placards. Inspect for presence and condition of all required interior placards.			☐
Ceiling cover. Check condition and attachment of the ceiling cover.			☐
Rudder pedals. Inspect for security, cracks, and play. Lubricate		☐	☐
Parking brake. Inspect for security of mounting and signs of leakage.			☐
Upholstery. Inspect for general condition, attachment, and cleanliness.			☐
Baggage compartment. Inspect baggage area network for condition and attachment. Inspect baggage compartment for cleanliness.			☐
Aircraft Parachute system. Check the condition of the chute handle and safety pin for proper fit. Check for proper clearance and freedom from binding of the chute pull (activation) cable. Check the parachute system in accordance with the manufacturer inspection schedule.			☐
Seats. Install seats		☐	☐

Inspection Completion

Inspection Item	50 hour	100 hour	Annual
Fuselage and wings. Make sure aircraft is free of any tools, parts, and debris, and reinstall all access panels, fairings, seats, and so on, removed for the inspection.	☐	☐	☐
Engine. Verify that there is oil in the oil tank, cooling liquid in the expansion tank and coolant level in overflow bottle take place between min. and max. mark as required by the Operator's Manual for all versions of ROTAX 912, and engine compartment is free of tools, rags, and debris.	☐	☐	☐
Engine run. Run engine for no more than two minutes at 1400 to 1800. After shutdown, check for leaks at oil filter, and any other components removed during this inspection. Instal cowlings, if no leaks are noted.	☐	☐	☐
Aircraft. Operate engine at 2000 to 2500 RPM to warm it up. Operate all aircraft systems to verify proper operation. As engine warms, operate engine systems at appropriate engine speeds and complete all checks listed on Inspection Coversheet.	☐	☐	☐
Aircraft records. Complete entries in logbooks, AD and SD compliance lists, and any other required records.	☐	☐	☐

NOTES:

DATE:

SIGNATURE:

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		Section 2 - Inspections

2.7 Every 300 hour Inspection

This inspection is made after every 300 flight hours, or after five years of operation. The inspection of all stressed parts of the construction is made along with the prescribed repair according to the manufacturer's guide book.

The inspection and maintenance include:

- Inspection after 100 hours
- Removing the propeller
- Inspection of the construction.
- Inspection of the interior of the body and the cabin.
- Outer inspection of the entire airframe.
- Inspection of the steering components.
- Replacement of parts.
- A flight test by the pilot.

CAUTION

This inspection is typically made by the manufacturer's service center or a repair station.

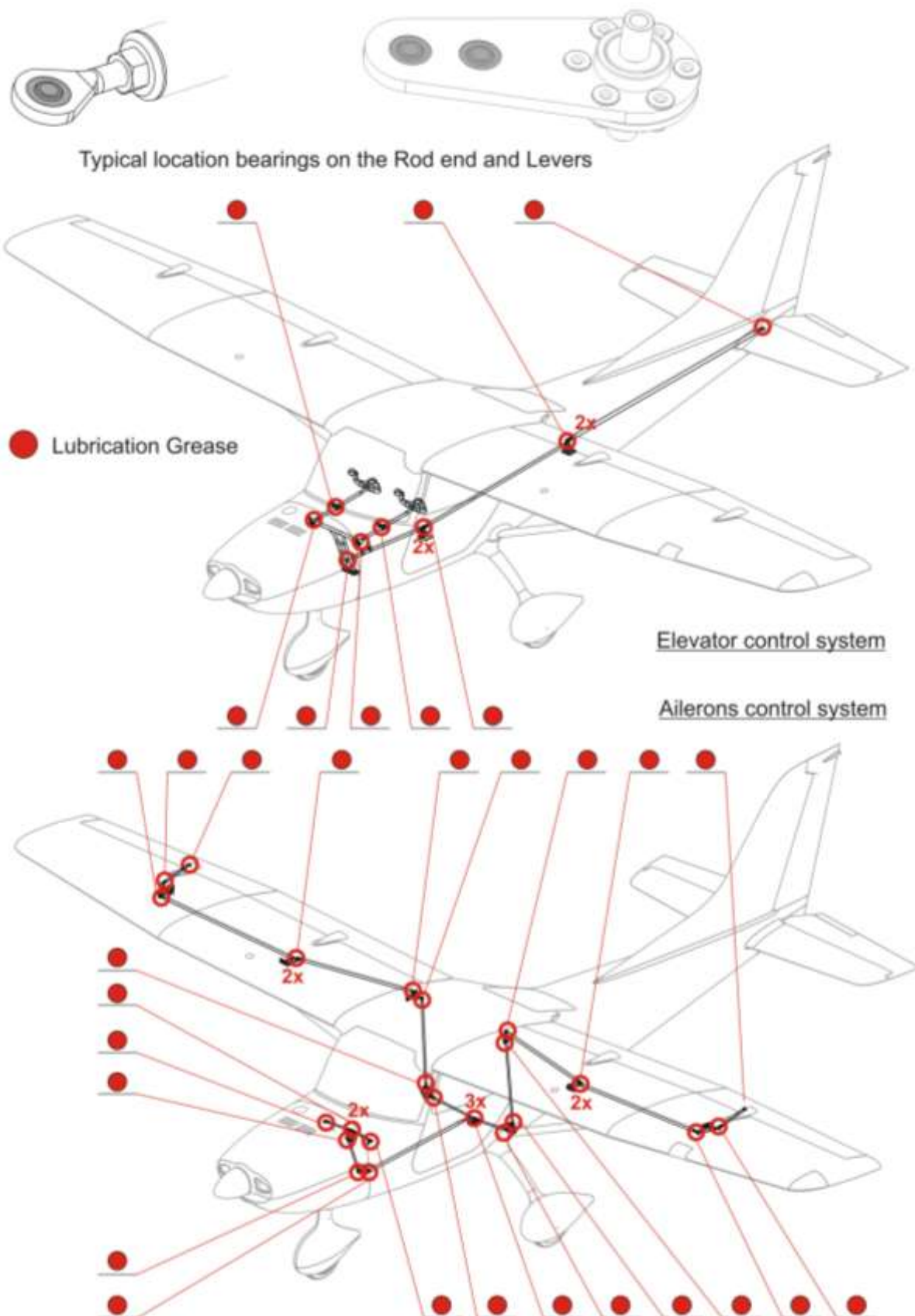
2.8 Alterations or Major repairs

WARNING

Any alterations or major repairs to the airplane must be approved in writing by the aircraft manufacturer. See Chapter 1, General Information, for more details.

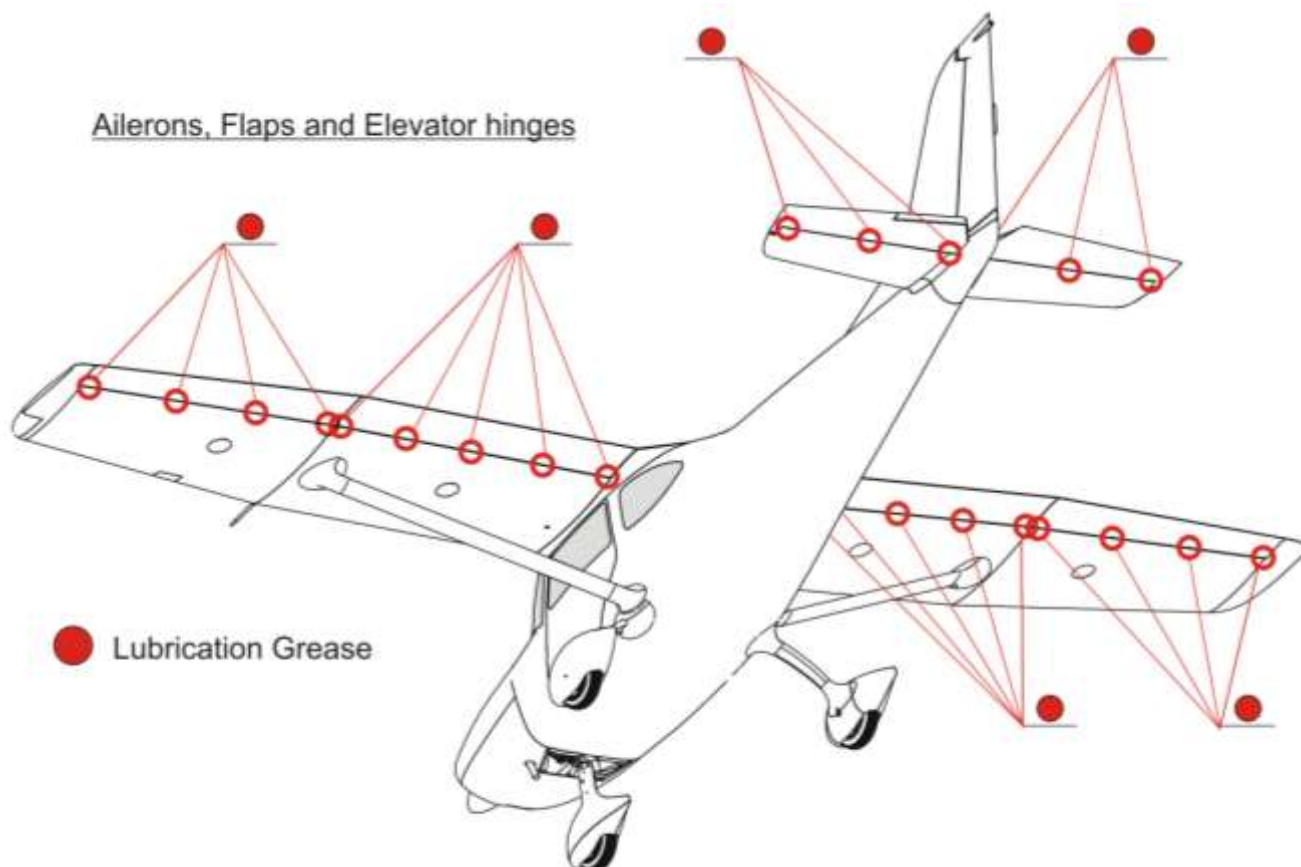
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2.9 Lubrication program figures



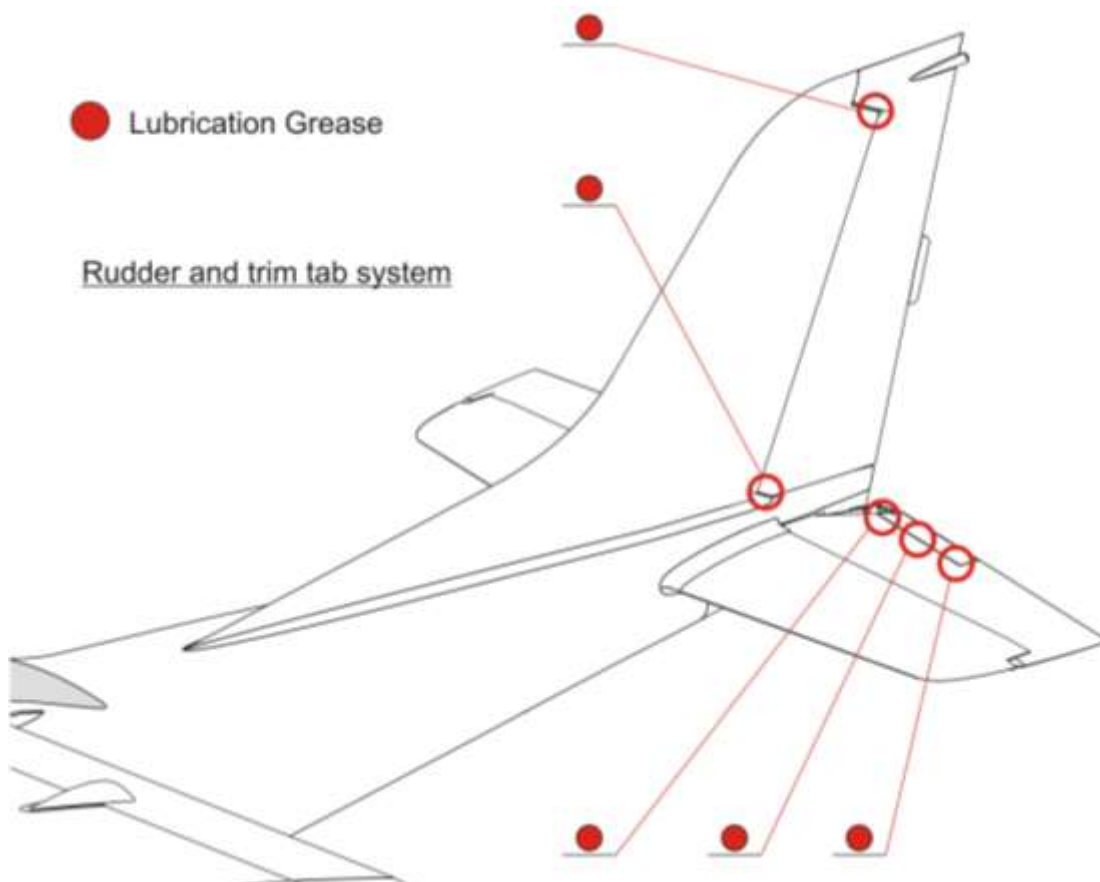


Ailerons, Flaps and Elevator hinges



● Lubrication Grease

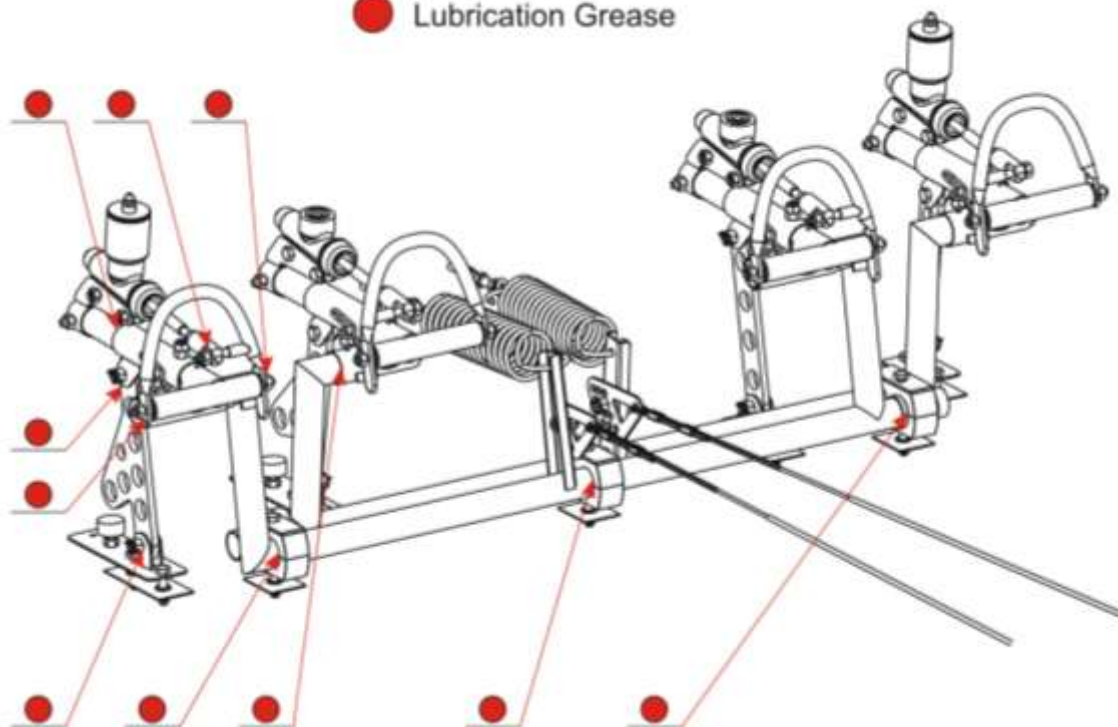
Rudder and trim tab system



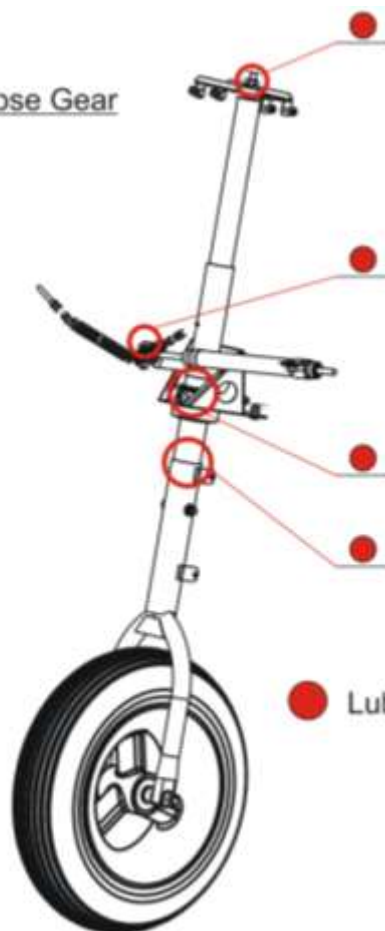


Foot Pedals

● Lubrication Grease



Nose Gear



● Lubrication Grease

	Maintenance Manual	Aircraft Type: TL - 3000 SIRIUS
		Section 3 - Structures

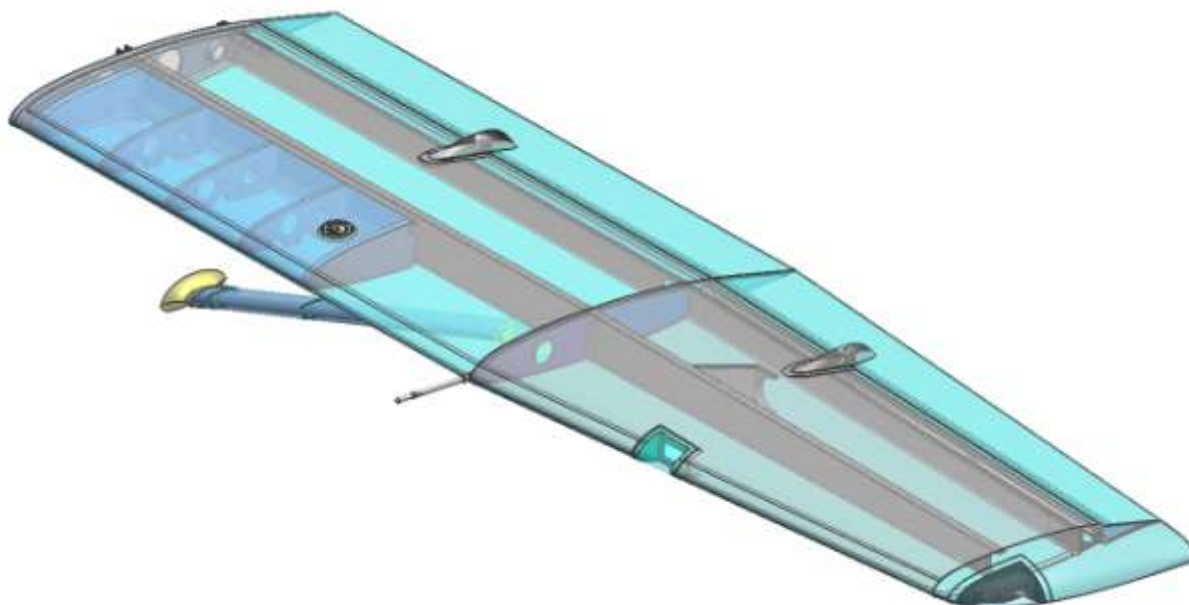
SECTION 3 STRUCTURES

3.1 Introduction

Section 3 describes the structure, subsystems and work to be completed in the removal and installation of subsystems and parts drawings specific to the Sirius. Some equipment described in this section may not apply to all Sirius serial numbers.

3.2 Wing

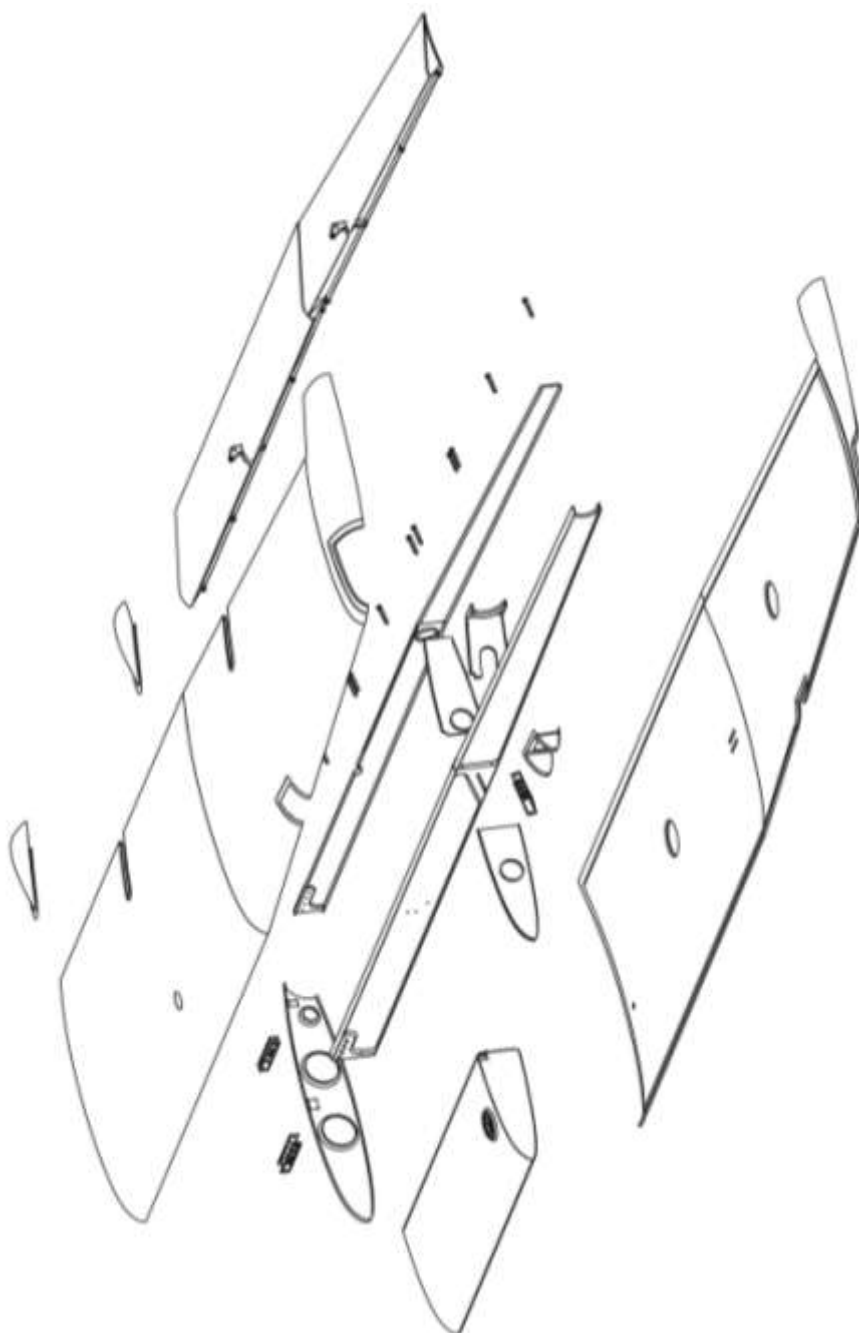
The wing of TL-3000 Sirius consists of right and left wings (made of carbon and fiberglass parts bonded together with structural epoxy resin) and left and right struts. The wing is attached to the fuselage by two hinges with bolts located in the cabin. Struts are attached to the wing and to the fuselage by bolts too.



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The wing structure includes the skins (upper and lower), main and rear spar, fuel tank, and ribs. The hinges for aileron and flap are attached to the lower skin and rear spar along the trailing edge. The aileron and flap control rods runs between the spars. Two fuel filler caps are on the upper wing surface. Two access panels are located on the lower skin of the wing, and inspection holes are in the rear spar and in the root rib. The upper and lower skins are made of epoxy/carbon fiber and foam core. The spar caps of the main spar are made of epoxy/carbon fiber and the spar web is of epoxy/glass fiber and foam core. The rear spar and the ribs are made of epoxy/glass fiber and foam core. The strut consists of the metal tube with the hinges and composite aerodynamic skin.



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3.2.1. Wings Installation

To install the wings requires two - three persons.

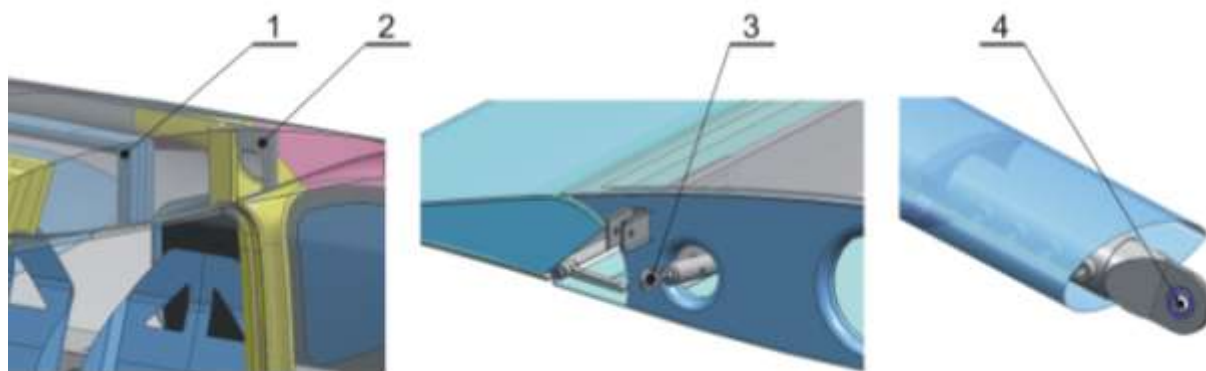
Contact TL-ultralight or an authorized dealer for the instructions on wing installation, if installing a replacement wing, or a repaired wing.

Type of Maintenance	Line
Level of Certification Required	L/O, RI, RM, A& P
Task Specific	Can be completed only by a responsible individual, which has received TL-ultralight Airplane Operation Training.
Tools Required	Wrench 10,13,16,17 (1pcs) Allen wrench 5 (1pcs) Socket wrench 10,13,16 (1pcs) Screwdriver (1pcs) Torque wrench (1pcs) Cradles for the wings
Materials Required	Self-locking nuts VM5, 6, 8, 10 (3 pcs, 2pcs, 2pcs, 6 pcs) Plastic grease Mogul G3 F-900 Torque seal

Wings Installation Checklist

1) Aircraft parking. Prior to installation set the aircraft on the parking brake and remove any obstacle within 16ft area from the fuselage.

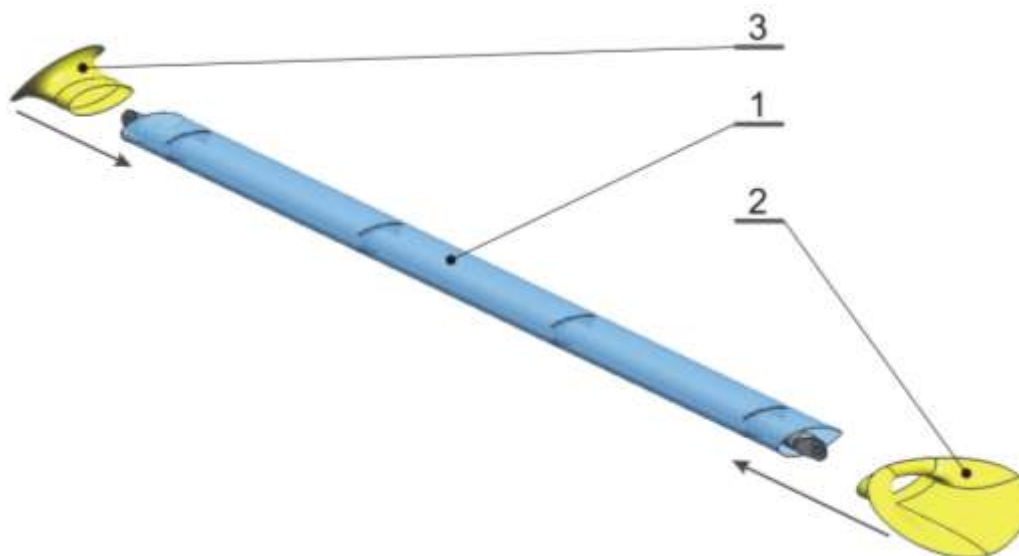
2) Lubricating. Lubricate all metal details with plastic grease before connecting: Main wing spar suspens. case [s200_577_00-1] with bolt (2 x), Rear wing spar suspens. case [s200_578_00-1] with bolt (2 x), Struts end hinge bearings with bolts (4 x) and bearings and bolts on the inner pullrod assembly bearings (2 x)



Pos.	Part	Part number / Norm
1	Main wing spar suspens. case	s200_577_00-1
2	Rear wing spar suspens. case	s200_578_00-1
3	Inner pullrod assembly bearing 6	ČSN 02 3512
4	Struts end hinge bearing 10	ČSN 02 3512

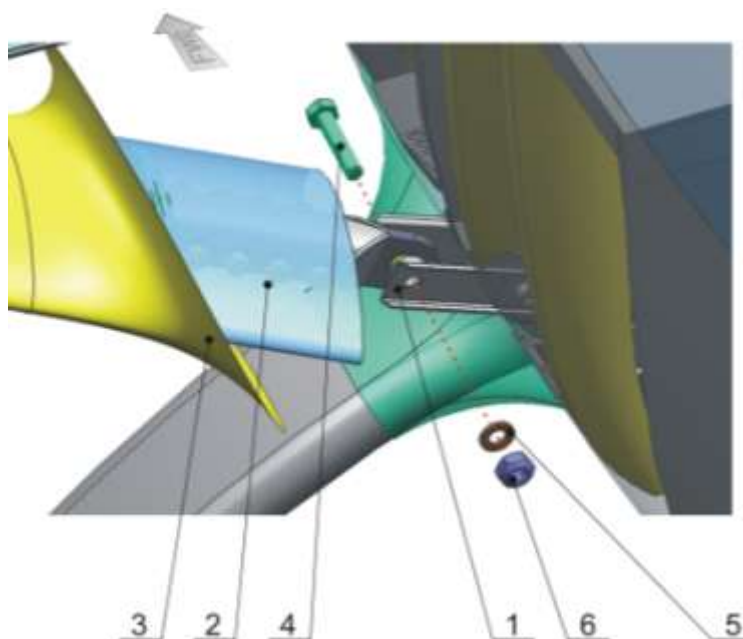
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3) Aerodynamic struts covers. Slip on the struts the Strut – fuselage covers [s200_577_00-1] and Wing – strut covers [s200_577_00-1].



Pos.	Part	Part number / Norm
1	Strut	s810_000_00-1
2	Wing – strut cover	s810_300_00-1
3	Strut – fuselage cover	s810_400_00-1

4) Fuselage – struts connecting. Fix the bottom struts bearings in the Strut – fuselage fittings [s200_810_00-1] (2x left and right) with the bolt M10x50 DIN 912. Use only new self-locking nuts VM10.



Pos.	Part	Part number / Norm
1	Strut – fuselage fitting	s200_810_00-1
2	Strut	s810_000_00-1
3	Strut – fuselage cover	s810_400_00-1
4	Screw M10 x 50	DIN 912
5	Washer M10	ČSN 02 1721
6	Self – locking nut VM 10	DIN 980



CAUTION

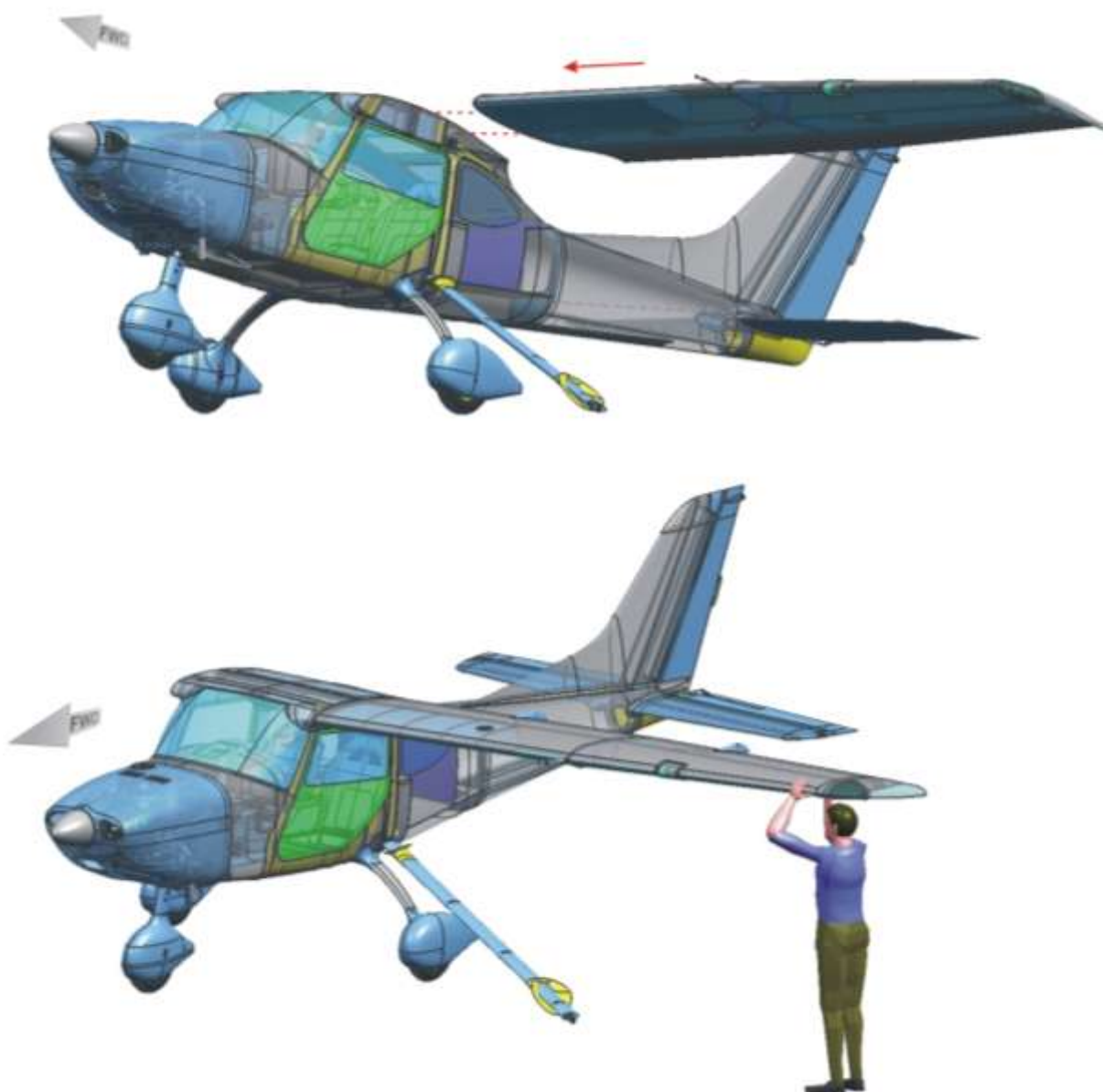
Keep the struts position. Strut mount with indications arising from the dismantling of the wings.

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5) Wing assembly. Put the wing with the hinges into the fuselage holes with clearance aprox. 0.12 ft between the fuselage and the wing root rib. Run all fuel hoses and electrical wires into the cabin. Then push the wing into the fuselage.

CAUTION

Keep holding the wing tip or use the cradles for the wings until the strut is connected. Do not touch the transparency wing tip light cover.

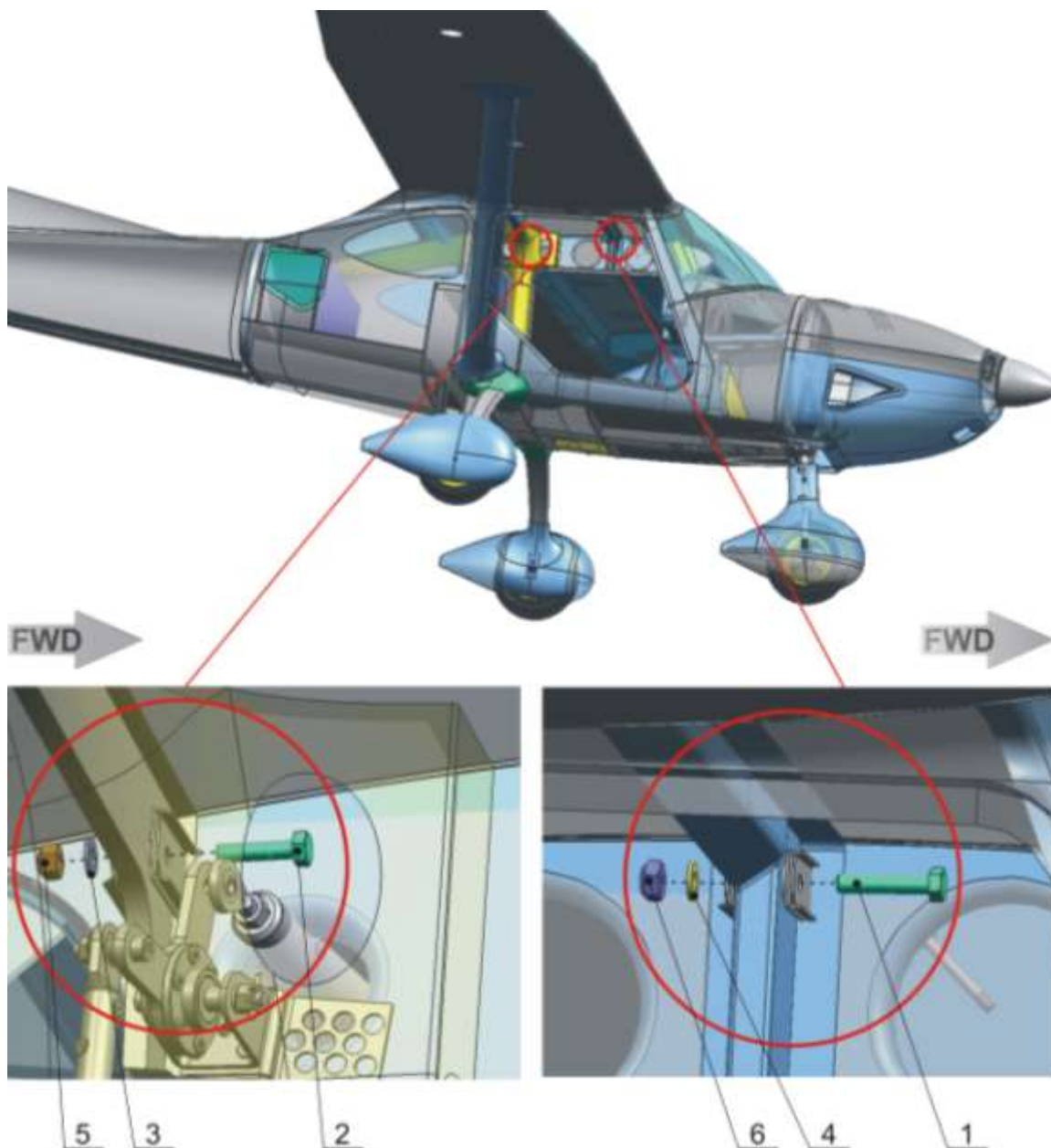


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6) Main and rear pins connection . Fix the main and rear wing hinges to the fuselage with the bolts M10x50 DIN 912 and M8x50 DIN 912. Use only new self-locking nuts VM10 and VM8.





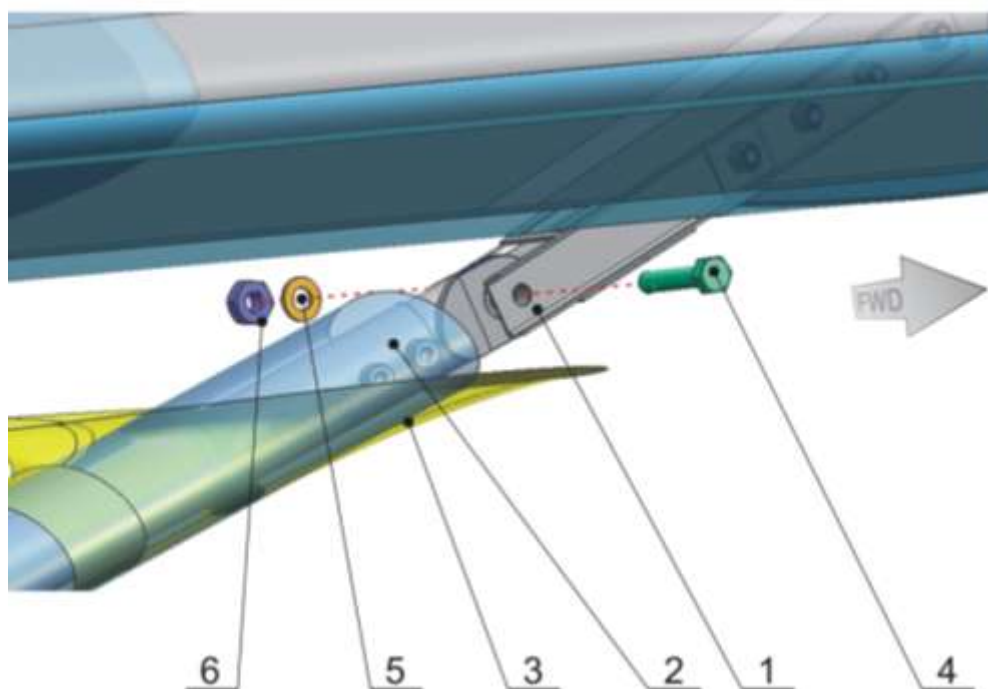
Pos.	Part	Part number / Norm
1	Screw M8 x 32	DIN 912
2	Screw M10 x 50	DIN 912
3	Washer M8	ČSN 02 1721
4	Washer M10	ČSN 02 1721
5	Self – locking nut VM 8	DIN 980
6	Self – locking nut VM 10	DIN 980



7) **Wing – strut connecting** . Fix the upper struts bearings in the Wing – strut fitting [s110_430_00-1] with the bolt M10x50 DIN 912. Use only new self-locking nuts VM10.

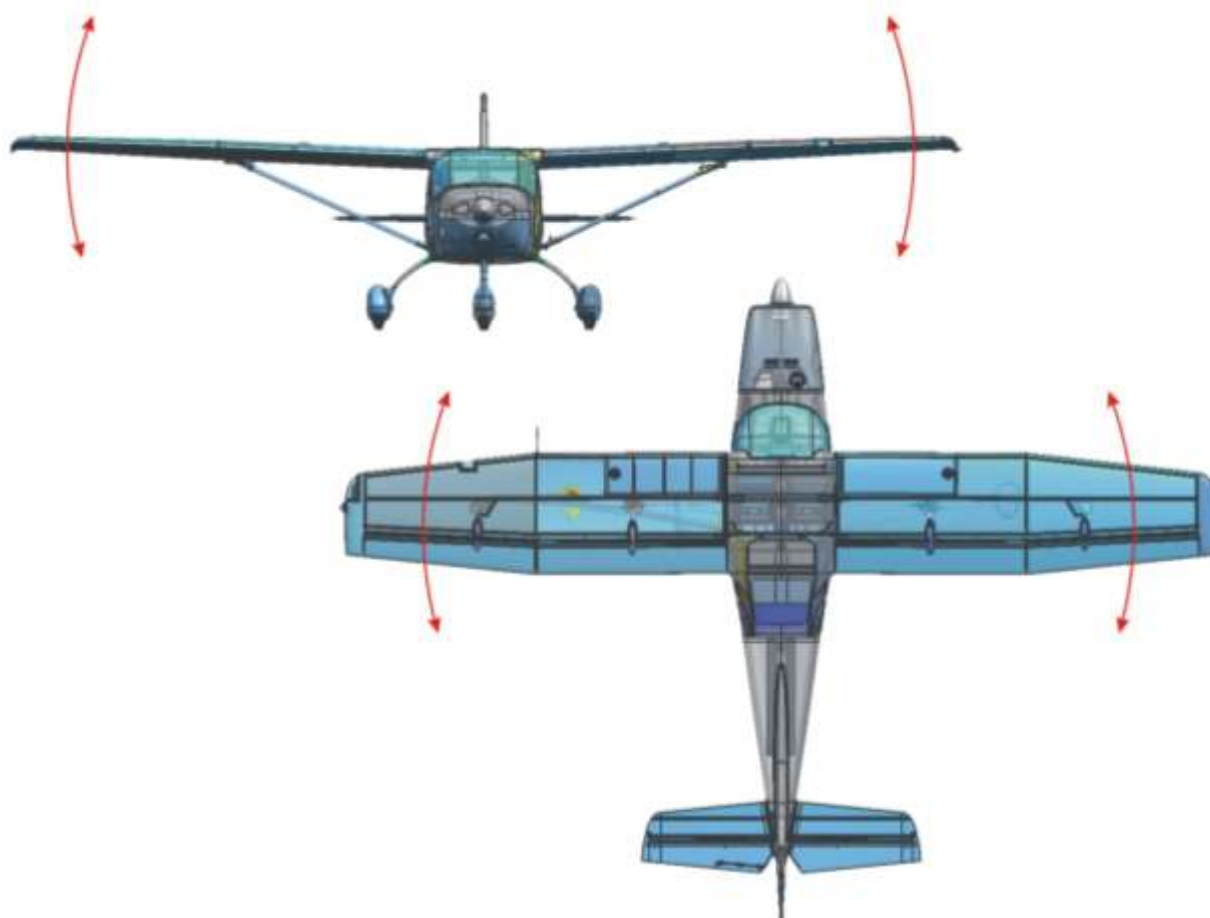


Pos.	Part	Part number / Norm
1	Wing - strut fitting	s110_430_00-1
2	Strut	s810_000_00-1
3	Wing - strut cover	s810_300_00-1
4	Screw M10 x 50	DIN 912
5	Washer M10	ČSN 02 1721
6	Self – locking nut VM 10	DIN 980

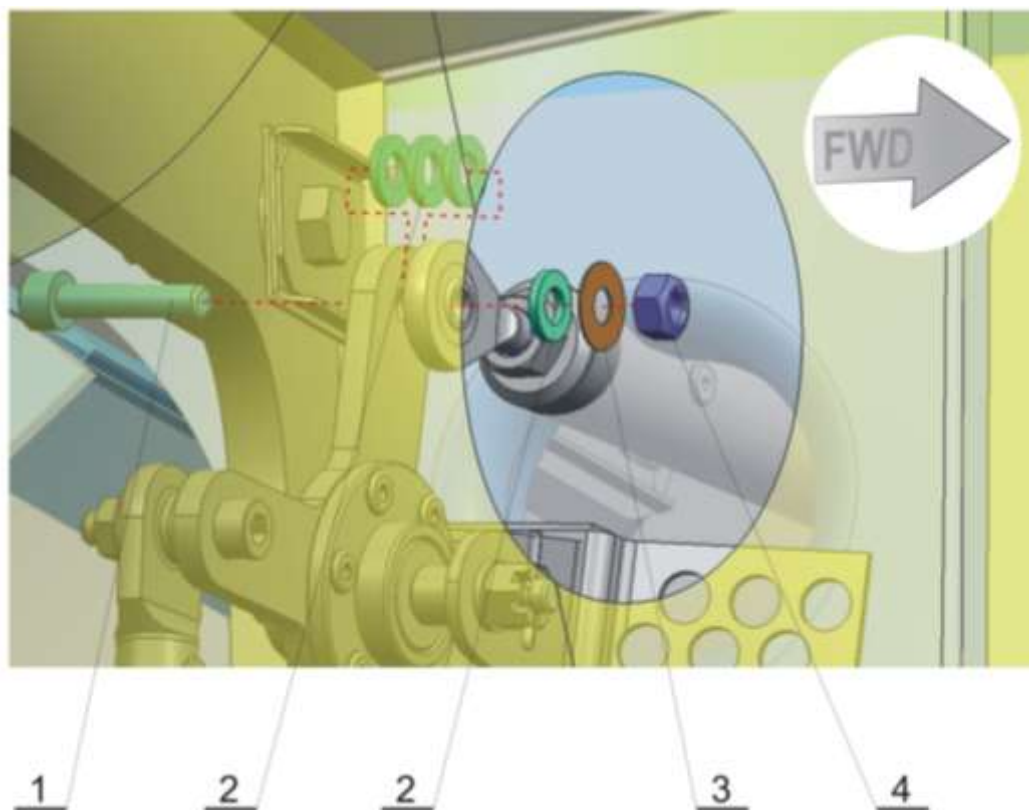




8) Wing connection control. Note that the screws can be set properly into the bushings by moving of the wing back and forth and up and down.

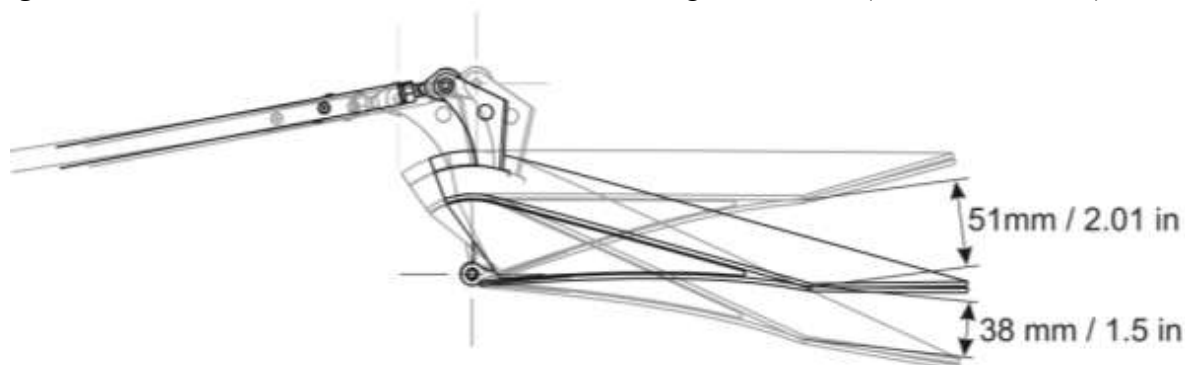


9) Connecting ailerons control. Fix the Wing inner pullrod assembly [s523_400_00-1] in the Upper lever pillar assembly [s522_800_00-1] with the screw M6 x 27 DIN 912. Use only new self-locking nuts VM6. Check ailerons deflection.



Pos.	Part	Part number / Norm
1	Screw M6 x 27	DIN 912
2	Washer M6	ČSN 02 1721
3	Washer 15 x 6,2 x 0,5	Fabory
4	Self – locking nut VM 6	DIN 980

Angles of deflection of the aileron are to within the range as follows (± 5 mm / ± 0.2 in).



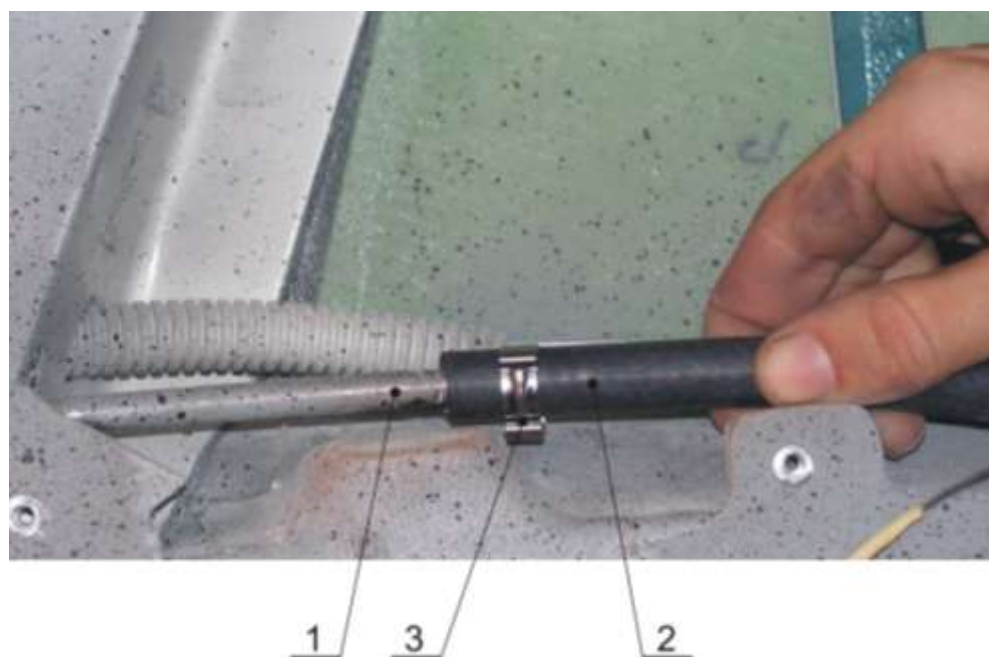
10) Fuselage-to-wing wiring. Connect all fuselage-to-wing wiring, i.e. connect the flaps actuator, position and strobe lights socket and plug.



11) Fuselage-to-wing grounding. Connect fuselage-to-wing grounding wire.



12) Fuel feed line. Connect the fuel feed line from the wing to the fuselage, i.e. set the fuel hose onto the pipe, having the 12 mm clamp on it. Attach the fuel hose by the 12 mm clamp.



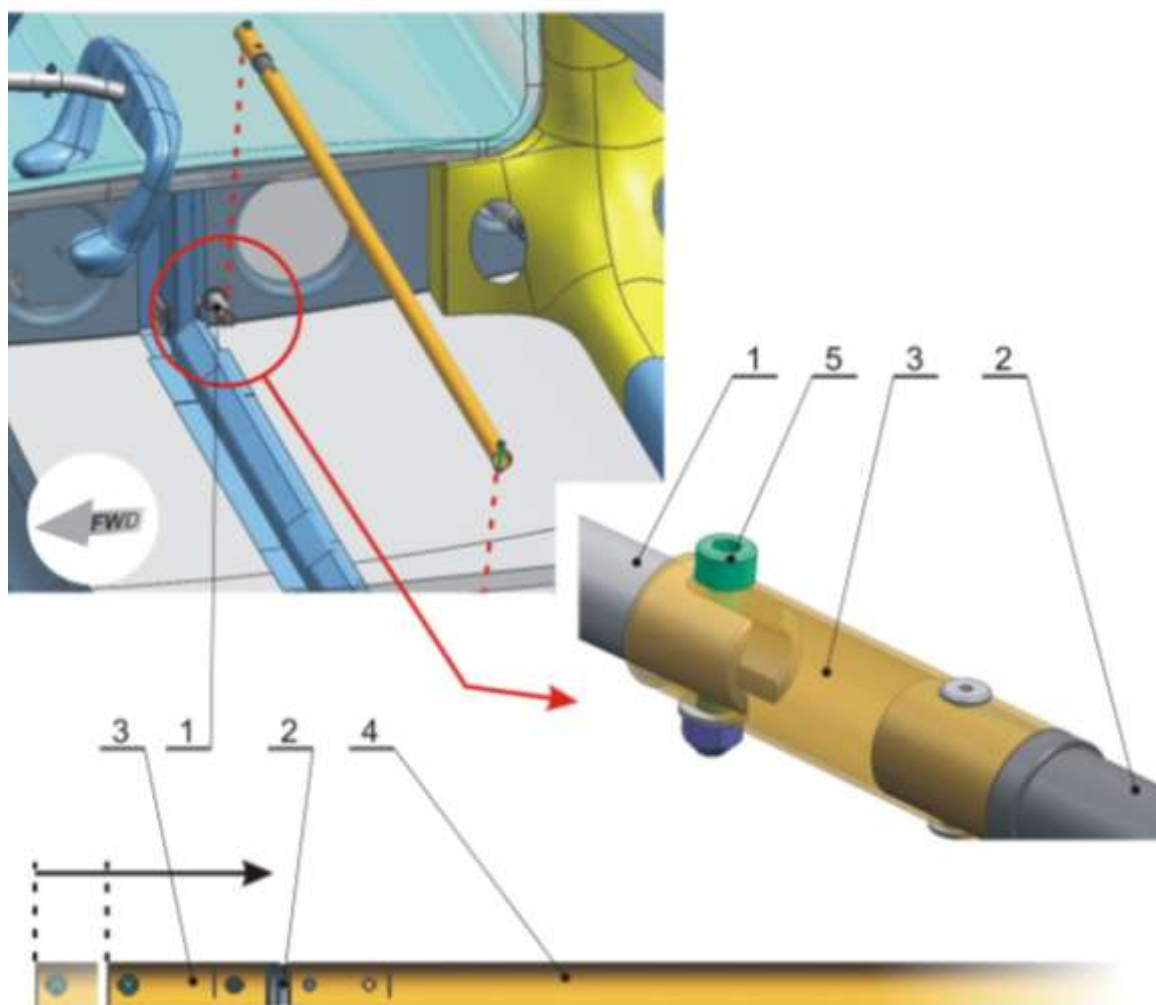
Pos.	Part	Part number / Norm
1	Fuselage pipe	-
2	Fuel hose	FUB 386 PN 12bar DN 8
3	12 mm clamp	W4 12 Typ Cobra

13) Pitot lines connection. Connect the Pitot lines between the wing and the fuselage, i.e. insert hose jumper into the Pitot lines hoses (for the left wing only).

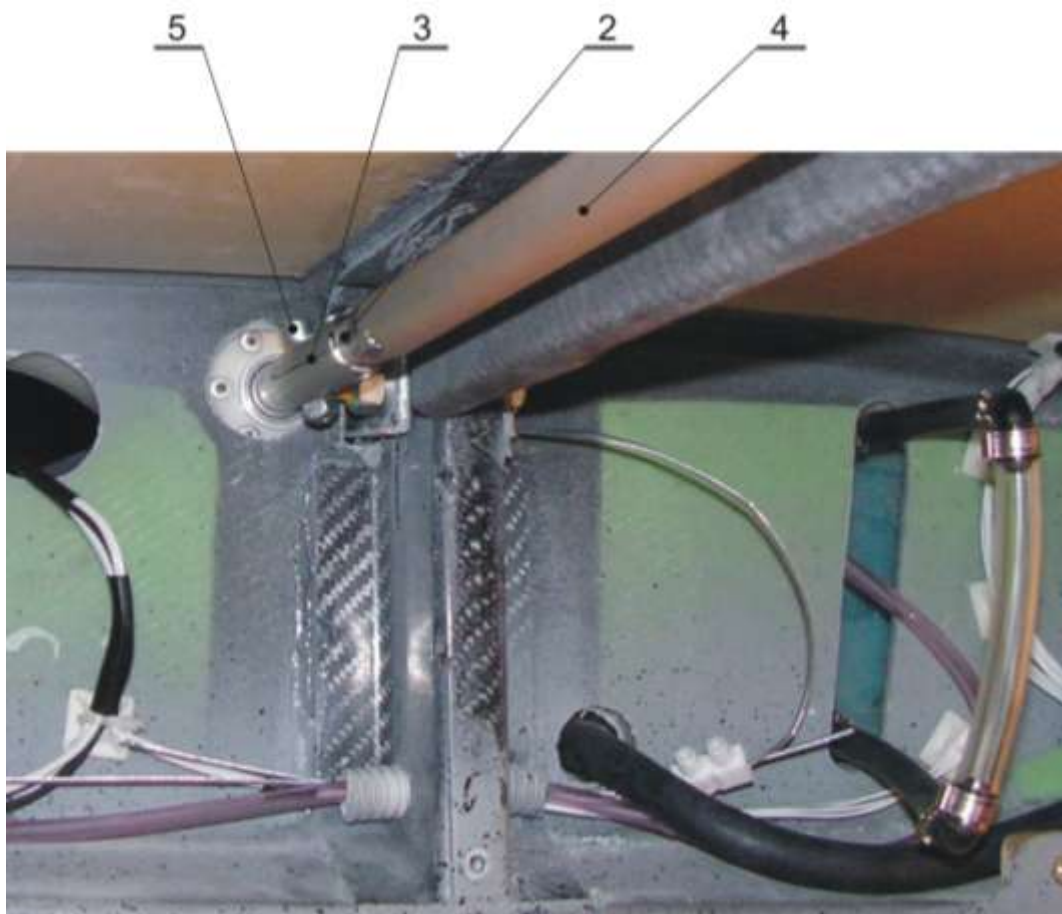


14) Second wing. Repeat the same previous steps on the second wing.

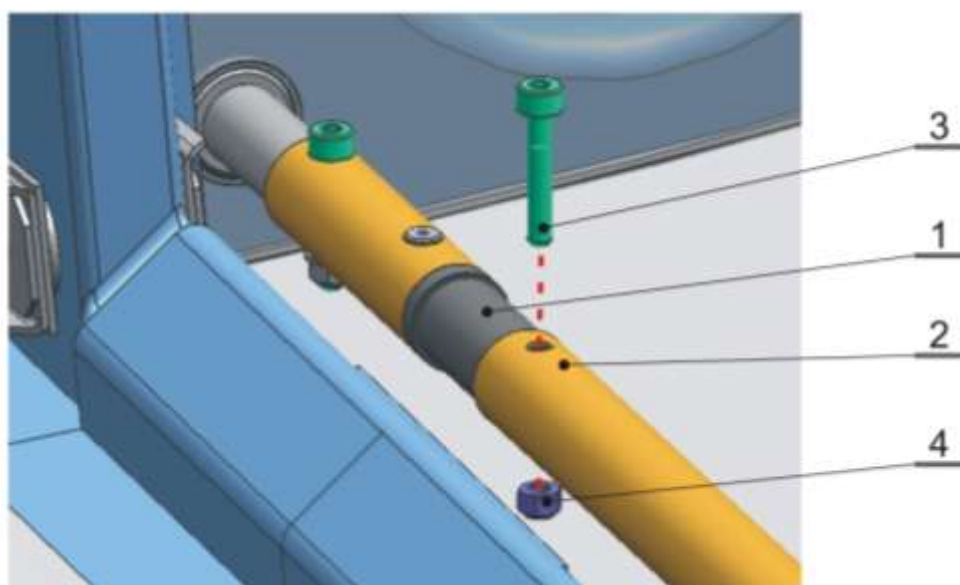
15) Flaps drive in the fuselage. Link the flaps drive in the wings in the fuselage, i.e. insert Flaps drive in the fuselage assembly. Match groove on the Flap drive tenon [s541_620_00-1] with the screw M5 x 27 DIN 912 on the Short and Long tube [TR20x1-72 (42 4201.61) and TR20x1-960 (42 4201.61)]. Keep the flaps drive position. Flaps drive in the fuselage mount with indications arising from the dismantling of the wings. Do not forget on Flaps drive in the fuselage slip center plastic bearing bushing [s542_310_00-1] (see step 18).



Pos.	Part	Part number / Norm
1	Flap drive tenon	s541_620_00-1
2	Flap drive joint in the fuselage	s542_200_00-1
3	Short tube	TR20x1-72 (42 4201.61)
4	Long tube	TR20x1-960 (42 4201.61)
5	Screw M5 x 27	DIN 912



16) Flaps drive in the fuselage fixing. Fix the Long tube [TR20x1-72 (42 4201.61)] in the Flap drive joint in the fuselage [s542_200_00-1] with the screw M5 x 27 DIN 912. Use only new self-locking nuts VM5.

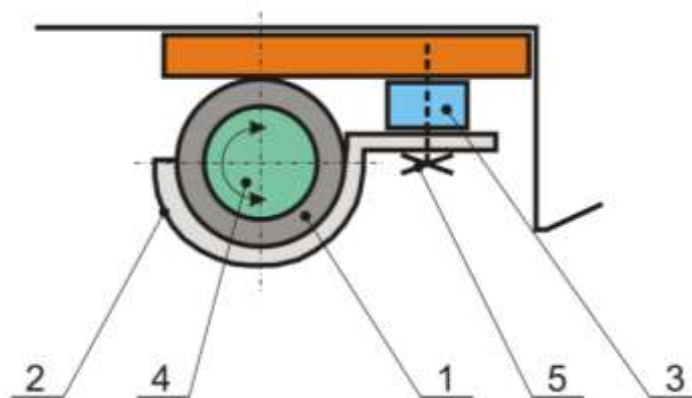


Pos.	Part	Part number / Norm
1	Flap drive joint in the fuselage	s542_200_00-1
2	Long tube	TR20x1-960 (42 4201.61)
3	Screw M5 x 27	DIN 912
4	Self – locking nut VM 6	DIN 980

17) Flaps drive screws tightening. Tighten two screws M5 x 27 DIN 912 fixing the Flap drive tenon [s541_620_00-1] and Short and Long tube [TR20x1-72 (42 4201.61) and TR20x1-960 (42 4201.61)]. Use only new self-locking nuts VM5. Torque value for the bolts is only 40 lb-in (4.5 N.m).



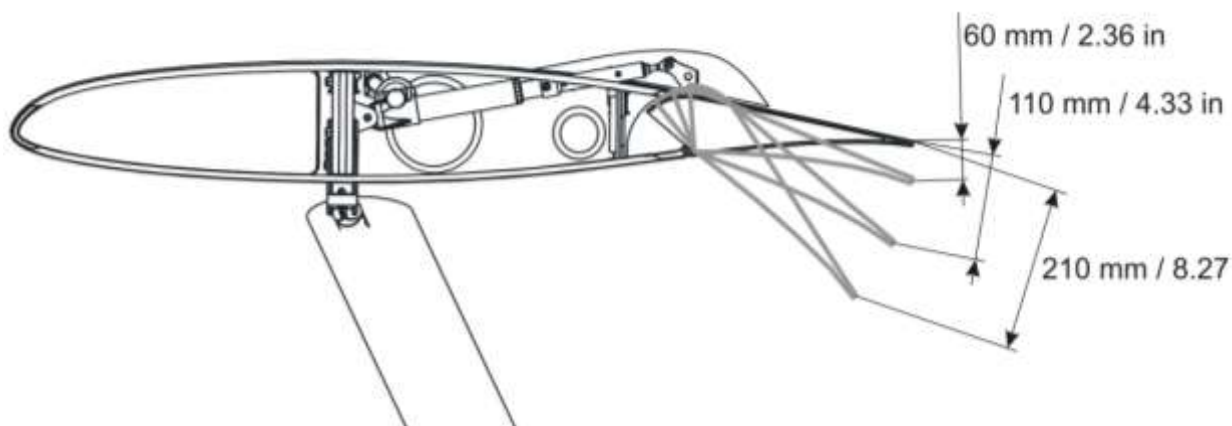
18) Center plastic bearing. Instal center plastic bearing assembly, i.e. fix center plastic bearing assembly on the cabin ceiling with the screw M5 x 20 PN 02009 (see schema below). Lubricate the Center plastic bushing (plastic grease Mogul G3).



Pos.	Part	Part number / Norm
1	Center plastic bearing bushing	s542_310_00-1
2	Center plastic bearing socket	s542_320_00-1
3	Center plastic bearing distance	s542_330_00-1
4	Long tube	TR20x1-960 (42 4201.61)
5	Screw M5 x 20	PN 02009



19) Flaps deflection. Ensure that flaps equally on each side of the airplane in all configurations. Measure the down deflection on each side. The difference in static deflection should not be greater than 1/8 " (3 mm). Inspect stop switches for operating. Inspect all flaps drive line for vibration and free travel.

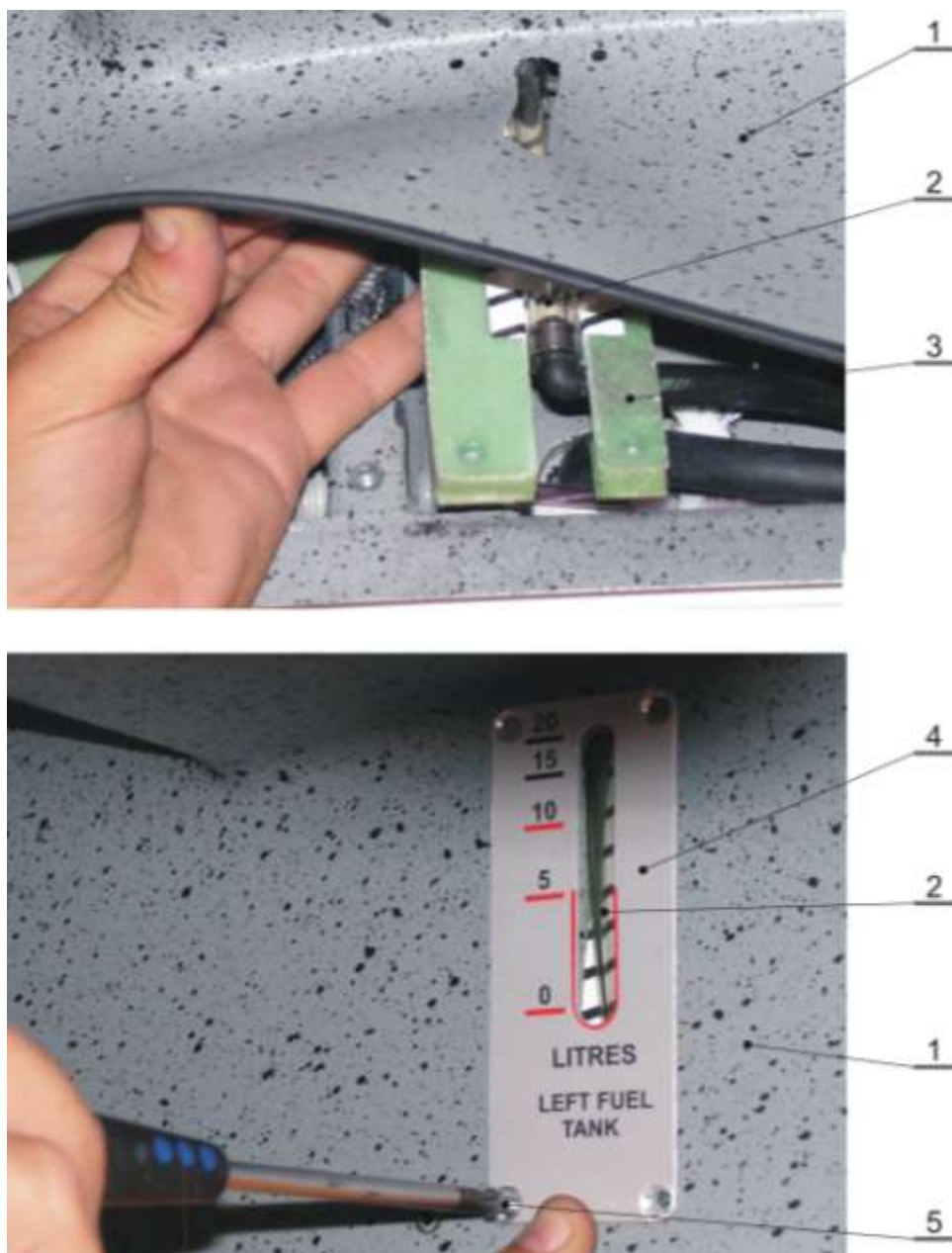


20) Securing bolted connections. Secure all bolted connections by the F-900 Torque seal.

21) Canopy ceiling cover. Fix on the Velcro the Ceiling cover – laminate [s200_661_00-1]. Ceiling panel board with the switches and radio run through the hole in the ceiling laminate cover (if is ceiling panel board applicable).

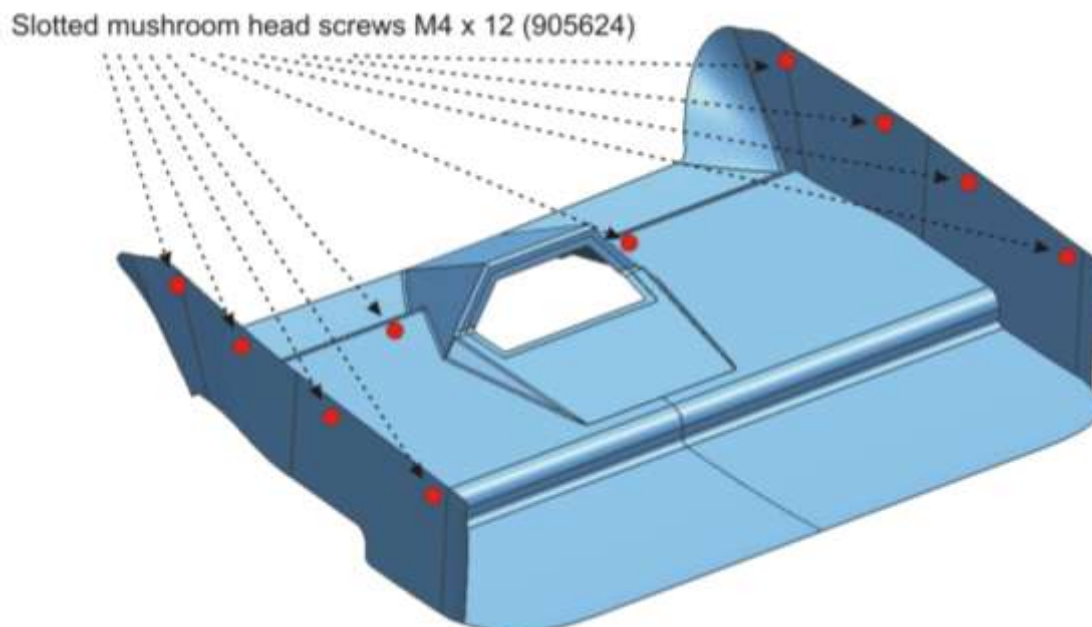


22) Fuel gauge installation. Instal left and right fuel tank fuel gauges, i.e. fix Inner part of the fuel gauge [s200_663_20-1] and Outer part of the fuel gauge [s200_663_30-1] on the Ceiling cover – laminate [s200_661_00-1] with four screws M4 x 12 DIN 965 Zn (insert Fuel gauge transparency cylinder [s200_663_10-1] to the assembly).



Pos.	Part	Part number / Norm
1	Ceiling cover - laminate	s200_661_00-1
2	Fuel gauge transparency cylinder	s200_663_10-1
3	Inner part of the fuel gauge	s200_663_20-1
4	Outer part of the fuel gauge	s200_663_30-1
5	Screw M4 x 12	DIN 965 Zn

23) Canopy ceiling cover fixation. Fix Ceiling cover – laminate [s200_661_00-1] with teen slotted mushroom head screws M4 x 12 (905624).



24) Canopy ceiling cover fixation. Fix Ceiling panel board with switches a radio on the Ceiling cover - laminate [s200_661_00-1] with seven black colored phil. pan head machine screws M4 x 12 DIN 7985 (if is ceiling panel board applicable).



25) Pillar inspection holes covers. Close four inspection holes in the pillar using holes covers. Fix inspection holes covers on the pillar with screws M2,9 x 10 DIN 7981 Zn (two screws per cover).



26) Aerodynamic struts covers fixation. Fix Strut – fuselage covers [s200_577_00-1] and Wing – strut covers [s200_577_00-1] on the fuselage and wing with slotted mushroom head screws M4 x 12 (905624).



3.2.2. Wings Removal

Drain all the fuel from the wings and fuel lines. The process of draining the aircraft should be performed in a ventilated area with fire precautions taken.

The rest of the wing removal process goes in reverse to the wings installation process.

During the wings removal make indications arising of interchangeable parts, so when the subsequent assembly was assembled in the correct position (struts, Flaps drive).

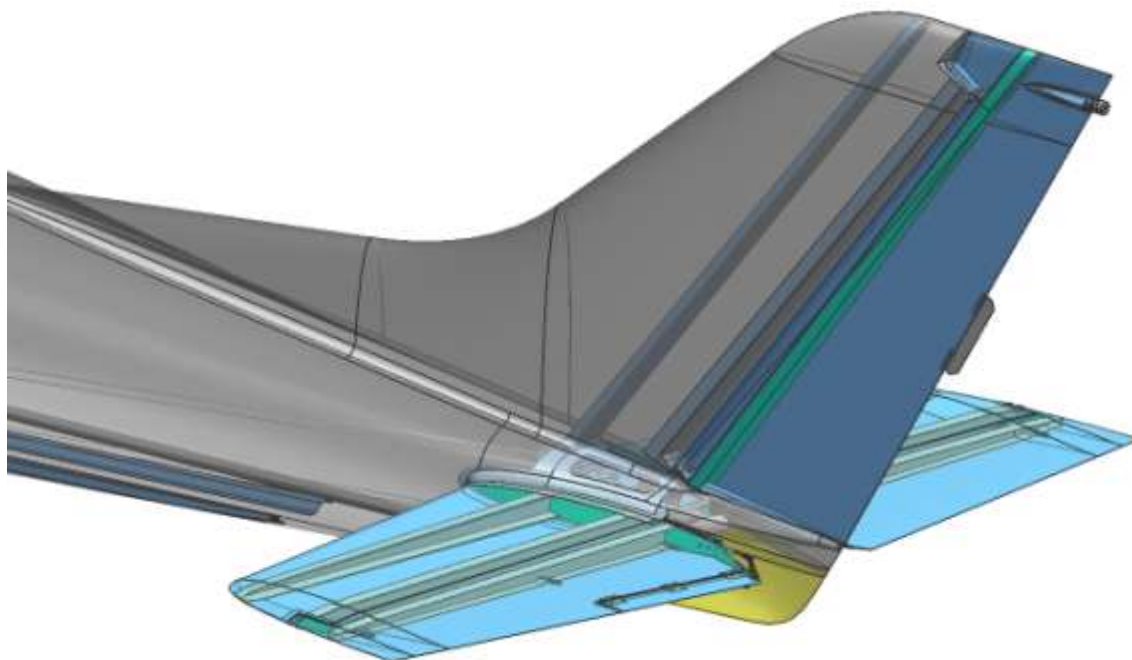
3.2.3. Verification Required

Make sure the main bolts are not loose (do not rotate).

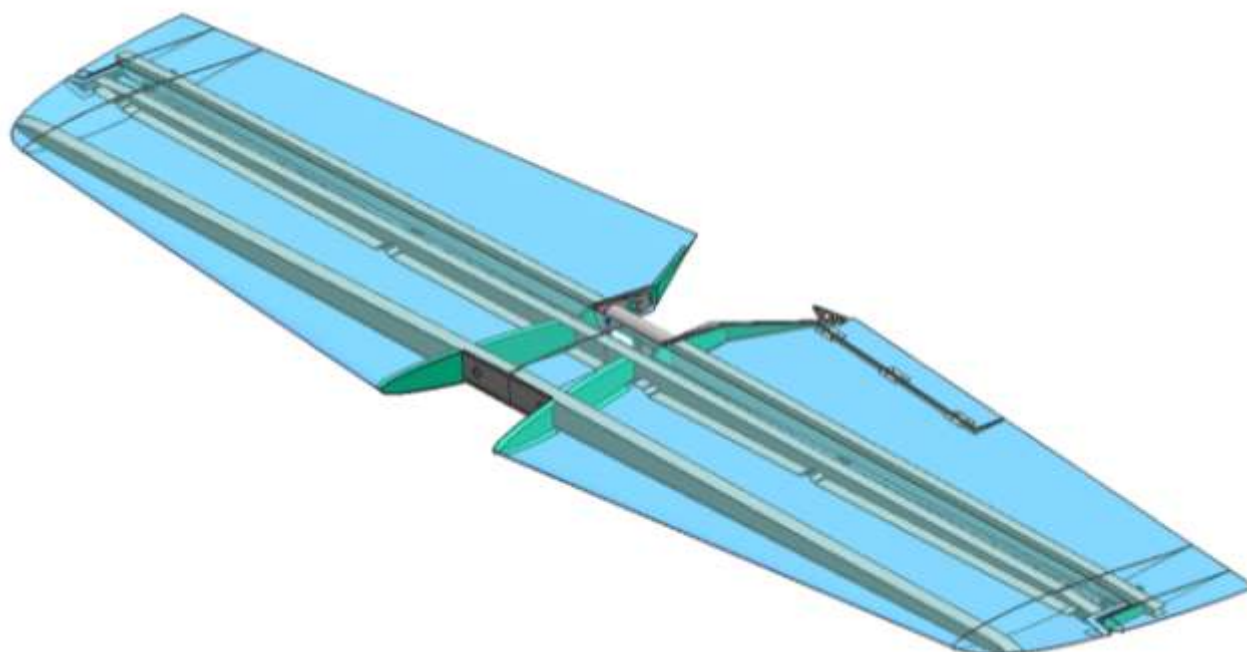
Check fuselage and wings for foreign objects.

3.3 Empennage

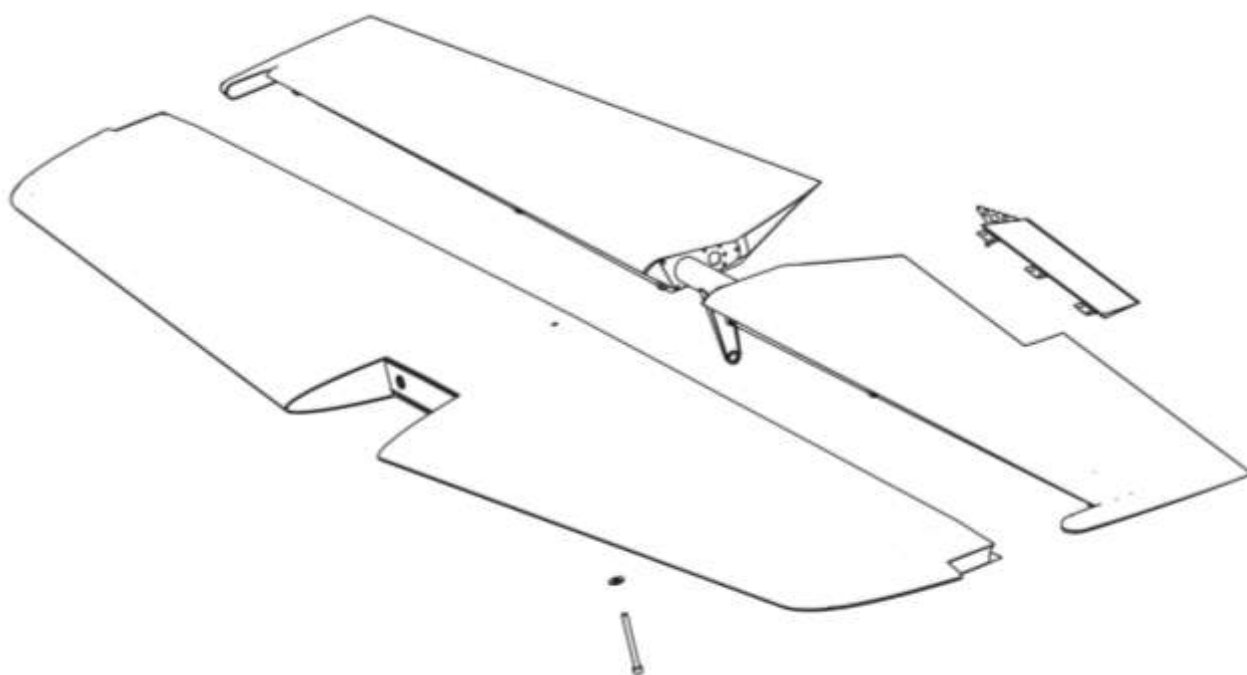
Sirius empennage consists of a vertical fin with a rudder and horizontal tail. The fin makes up a one piece composite structure with the fuselage and therefore is not considered within this section.



Horizontal tail consists of stabilizer, elevators and trim tab.



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		Section 3 - Structures

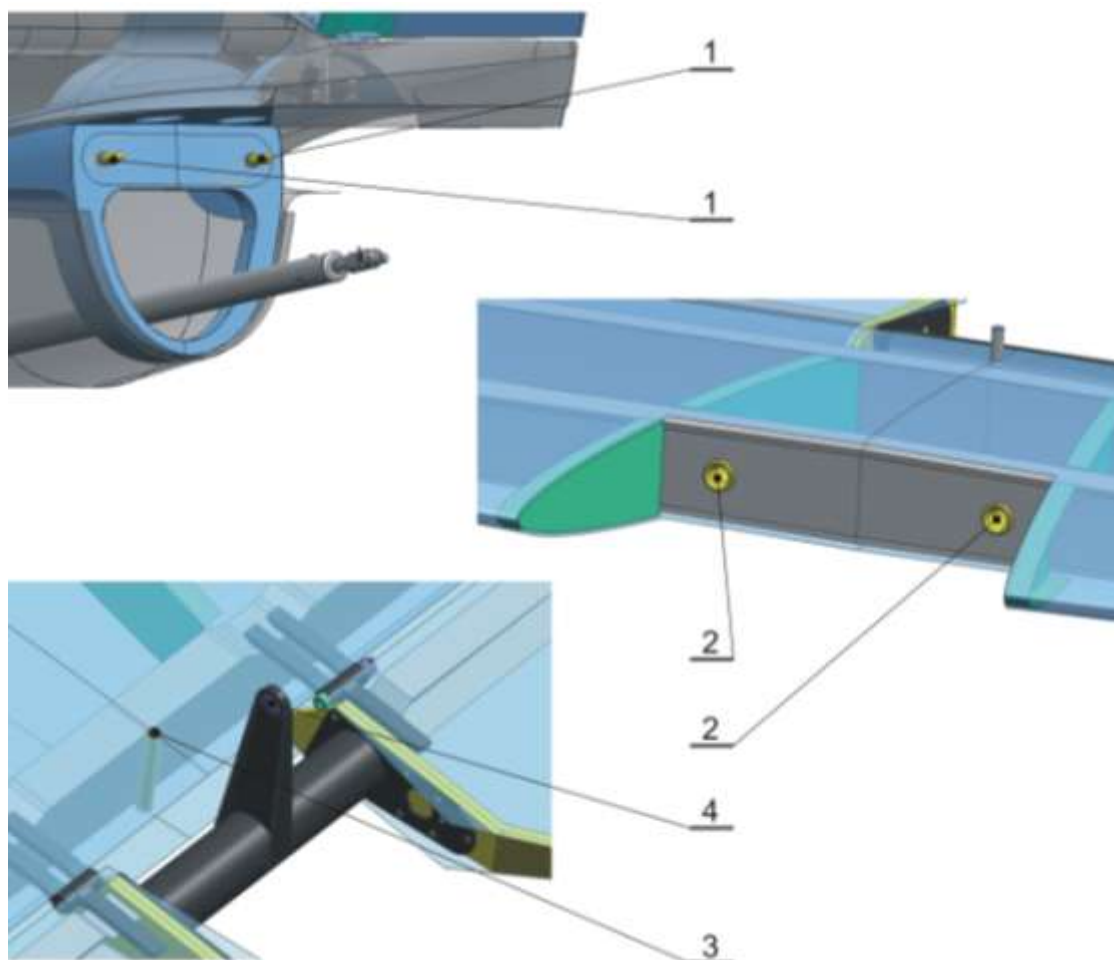


3.3.1. Horizontal tail Installation

To installation the horizontal tail requires two person.

Type of Maintenance	Line
Level of Certification Required	L/O, RI, RM, A& P
Task Specific	Can be completed only by a responsible individual, which has received TL-ultralight Airplane Operation Training.
Tools Required	Allen wrench 5 (1pcs) Socket wrench 5,5 ,8,10 (1pcs) Screwdriver (1pcs) Torque wrench (1pcs)
Materials Required	Safety wire 0.032“ diameter Self-locking nuts VM3 (2 pcs) Plastic grease Mogul G3 F-900 Torque seal
Horizontal tail Installation Checklist	
1) Aircraft parking. Prior to installation set the aircraft on the parking brake and remove any obstacle within 8ft area from the rear part of fuselage.	
2) Lubricating. Lubricate all metal main and rear hinges interfaces with plastic grease before connecting: Elevator main hinge pin [s200_584_00-1] (2 x), Main hinge case [s316_000_00-1] (2 x), Rear hinge case [s317_000_00-1] and bearing and bolt on the Elevator drive [s323_000_00-1] .	

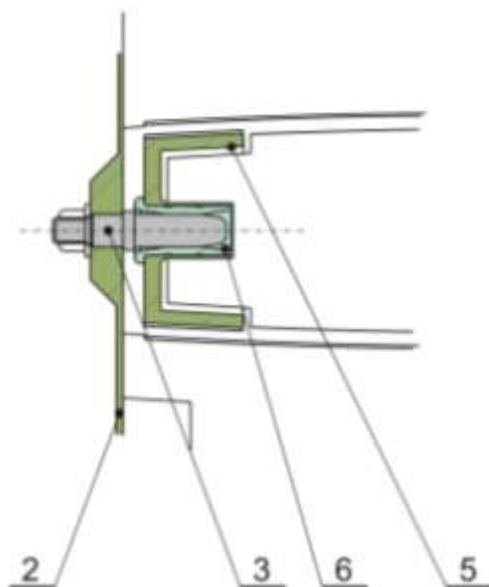
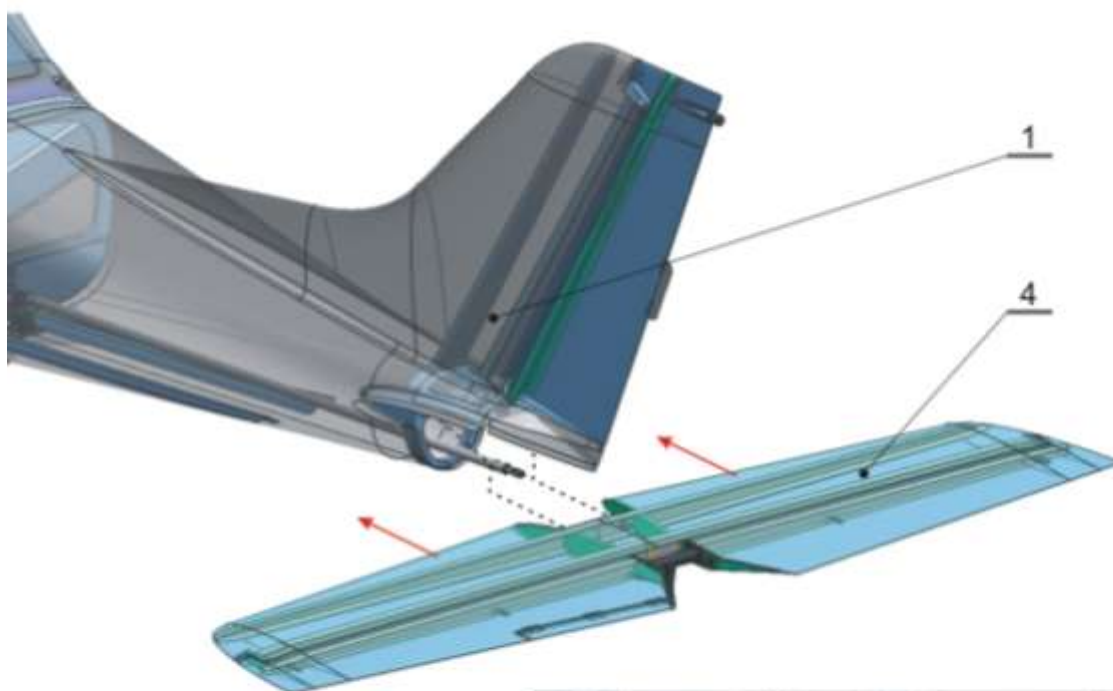
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Pos.	Part	Part number / Norm
1	Elevator main hinge pin	s200_584_00-1
2	Main hinge case	s316_000_00-1
3	Rear hinge case	s317_000_00-1
4	Elevator drive bearing 6	ČSN 02 3512

3) Horizontal tail assembly. Put the Horizontal tail with the Main hinge cases [s316_000_00-1] on Elevator main hinge pins [s200_584_00-1] located in the rear part of fuselage. Then push the horizontal tail forward to the stop face on the main hinge pins.

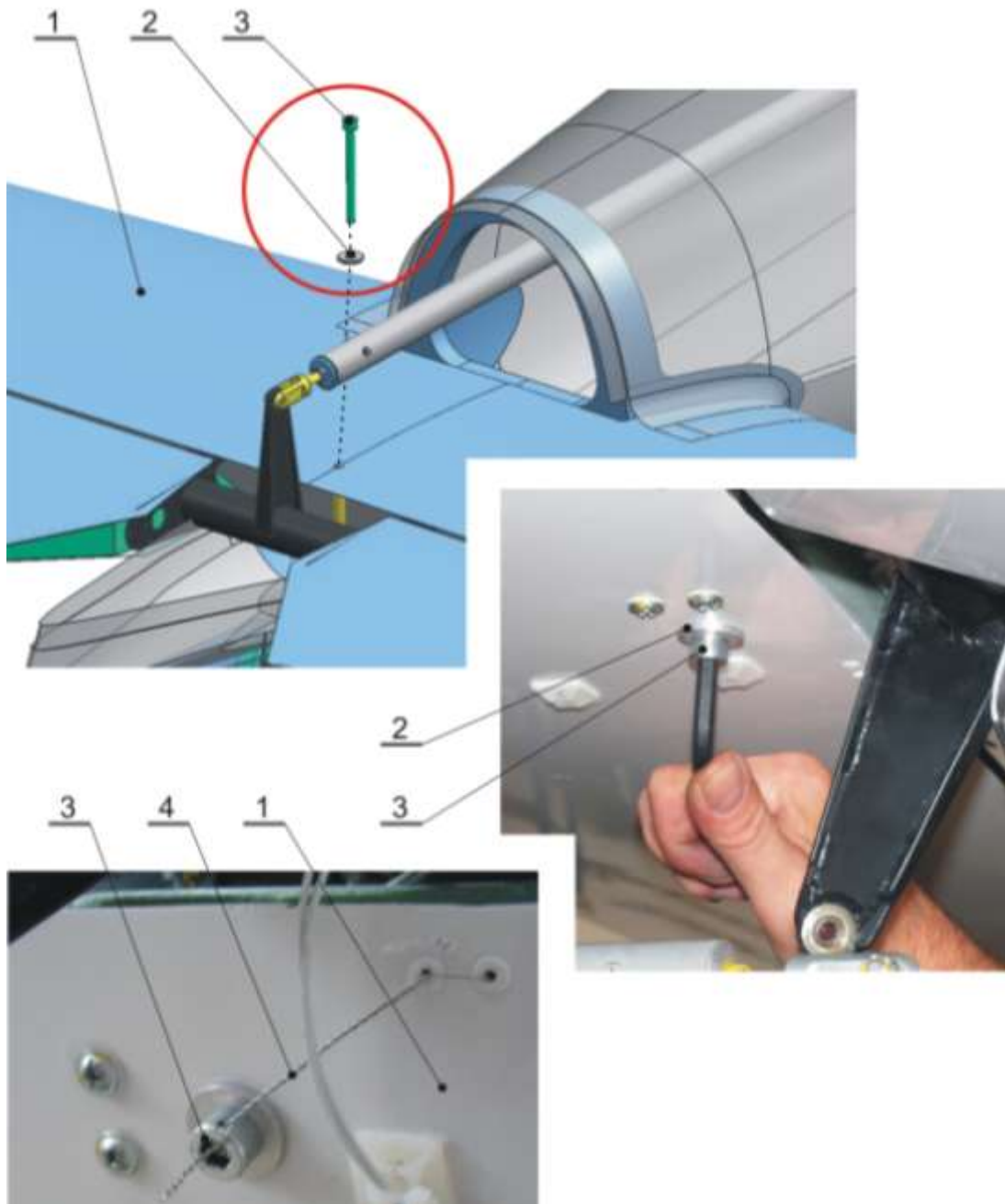
Pos.	Part	Part number / Norm
1	Fuselage	s200_000_00-1
2	Front vertical fin bulkhead	s200_582_00-1
3	Elevator main hinge pin	s200_584_00-1
4	Horizontal tail	s300_000_00-1
5	Stabilizator main spar	s312_000_00-1
6	Main hinge case	s316_000_00-1



CAUTION

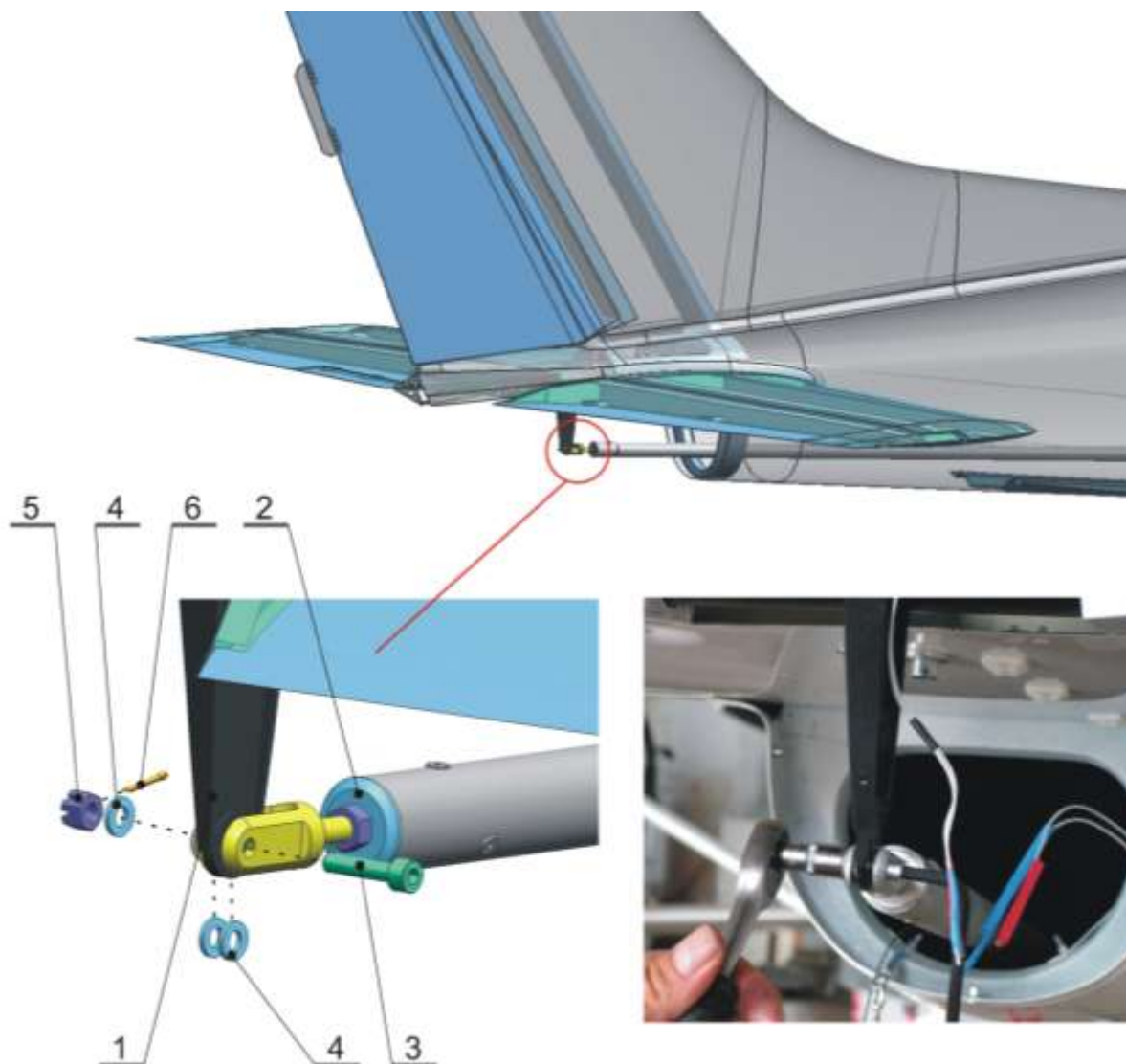
Do not press or do not support any objects on the horizontal stabilizer and rear part of the fuselage skins, as the laminate surface is not proportioned for high area force.

4) Rear horizontal tail hinge. Fix the Horizontal tail [s300_000_00-1] on the fuselage [s200_000_00-1] with the screw M8 x 87 DIN 912 and wedge Stabilizator washer [s340_000_00-1]. Secure the screw by the stainless safety wire having diameter of 0.032“.



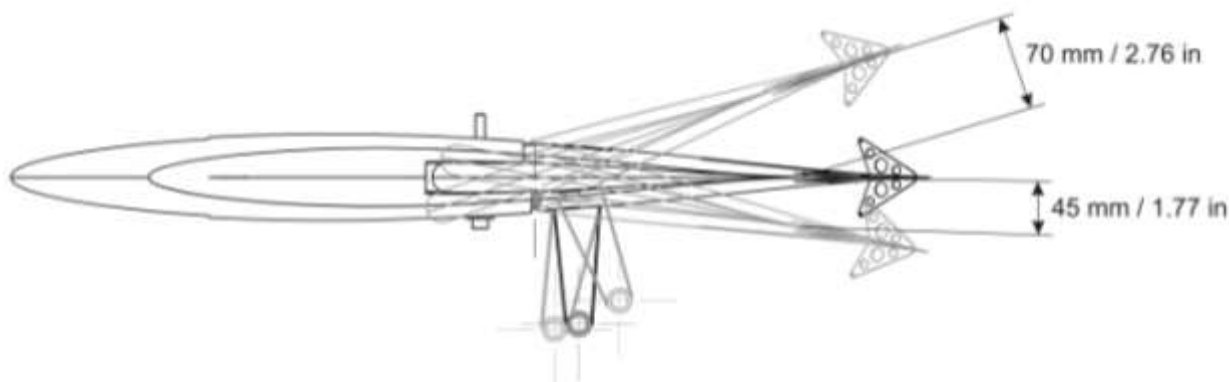
Pos.	Part	Part number / Norm
1	Horizontal tail	s300_000_00-1
2	Stabilizator washer	s340_000_00-1
3	Screw M8 x 87	DIN 912
4	Safety wire	0.032“ diameter

5) Elevator control connection. Fix the Rear pullrod assembly [s518_000_00-1] in the Elevator drive [s323_000_00-1] with the screw M6 x 27 DIN 912. Use only castle nut M6 with the cotter pin 1,6.

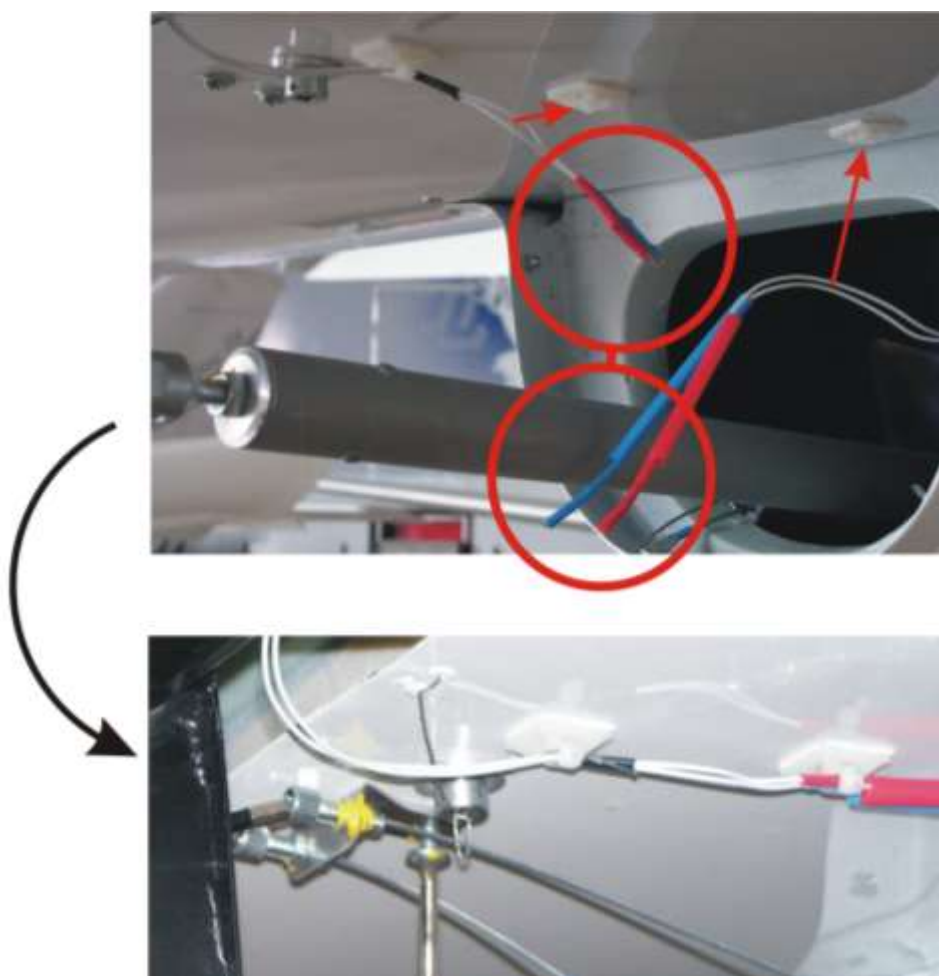


Pos.	Part	Part number / Norm
1	Elevator drive	s323_000_00-1
2	Rear pullrod assembly	s518_000_00-1
3	Screw M6 x 27	DIN 912
4	Washer M6	ČSN 02 1721
5	Castle nut M6	ČSN 02 1411
6	Cotter pin 1,6	ČSN 02 1781

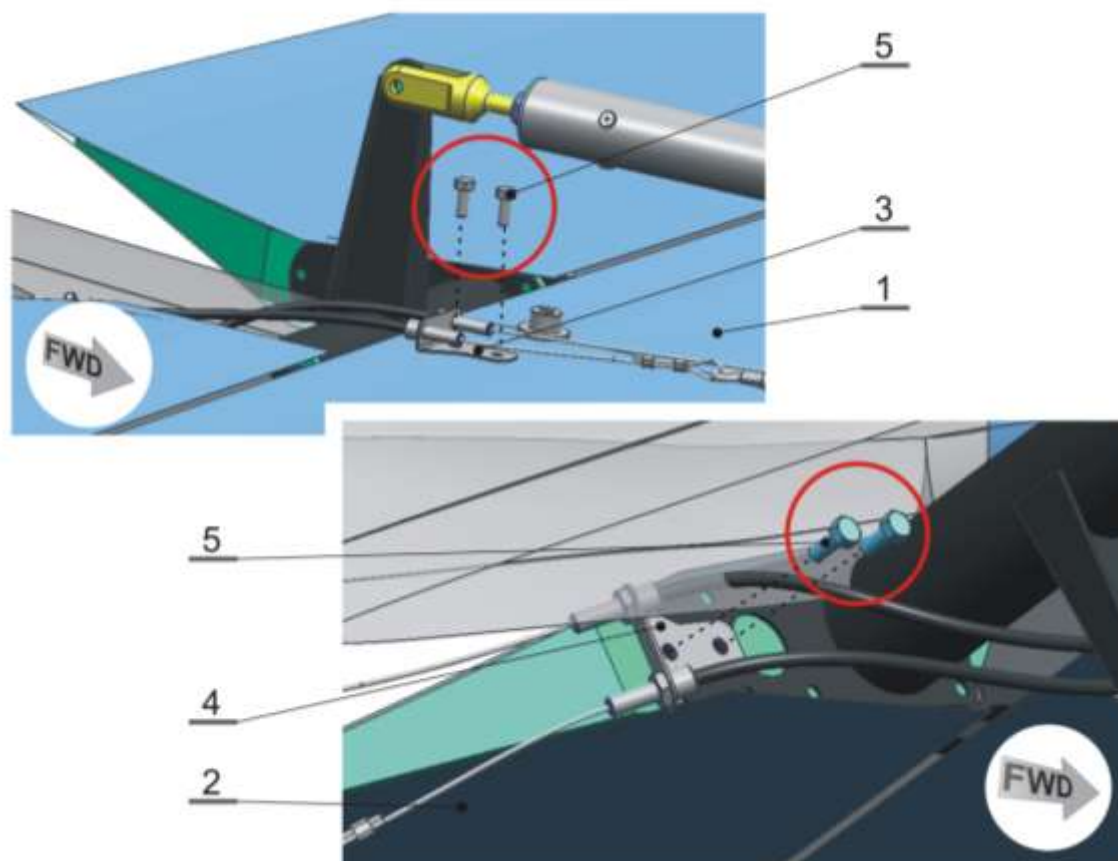
6) Elevator deflection. Check angles of deflection of the elevator to within the range as follows (± 5 mm / ± 0.2 in).



7) Fuselage-to-rudder wiring. Connect all fuselage-to-rudder wiring, i.e. connect the position lights sockets and plug. Fix wires to the bottom skin of the stabilizer. Inspect elevator for free travel.

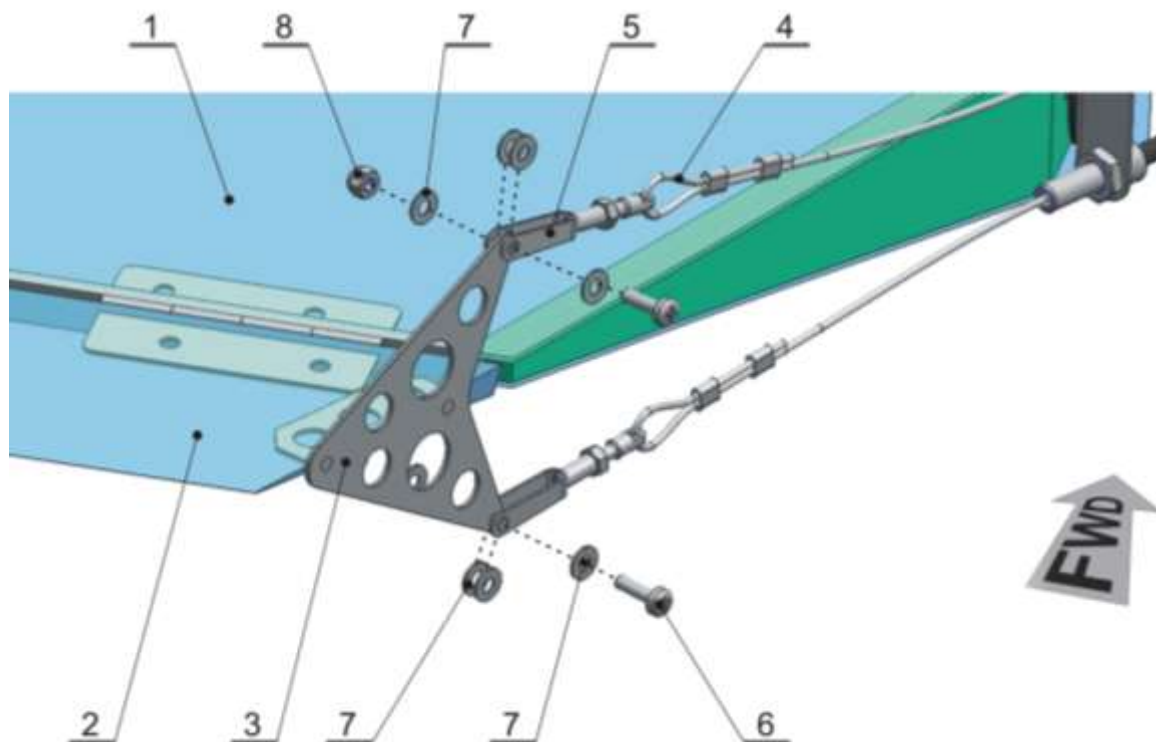


8) Trim bushing holders. Fix the Trim bushing holder - B [s562_000_00-1] on the bottom skin of the Stabilizator [s310_000_00-1] with two screws M5 x 12 ISO 4014. Fix the Trim bushing holder - C [s563_000_00-1] on the root rib of the Left elevator [s321_000_00-1] with two screws M5 x 12 ISO 4014.

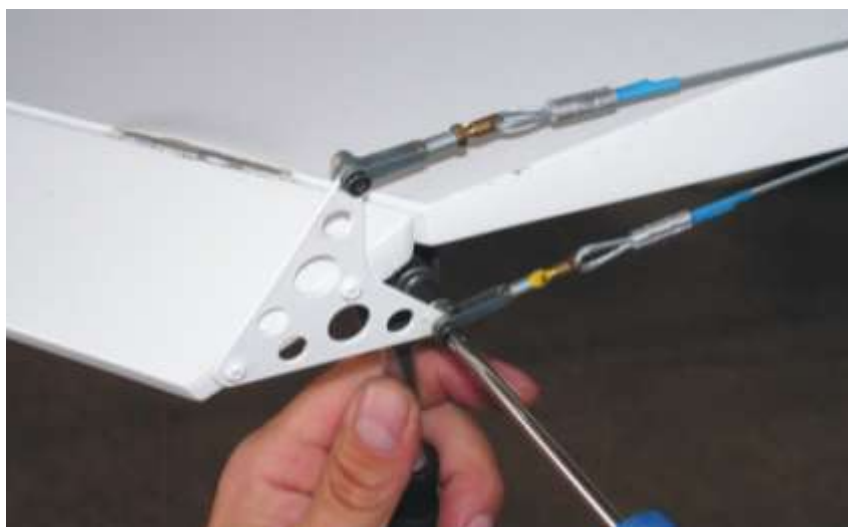


Pos.	Part	Part number / Norm
1	Stabilizator	s310_000_00-1
2	Left elevator	s321_000_00-1
3	Trim bushing holder - B	s562_000_00-1
4	Trim bushing holder - C	s563_000_00-1
5	Screw M5 x 12	ISO 4014

9) Trim tab control connection. Connect the Trim tab lever [s565_000_00-1] with Trim forks [MPJ M3], i.e. fix the Trim tab lever [s565_000_00-1] on the Trim forks [MPJ M3] on the end of the trim cable with phil. pan head machine screws M3 x 10 DIN 7985. Use only new self-locking nuts VM3.



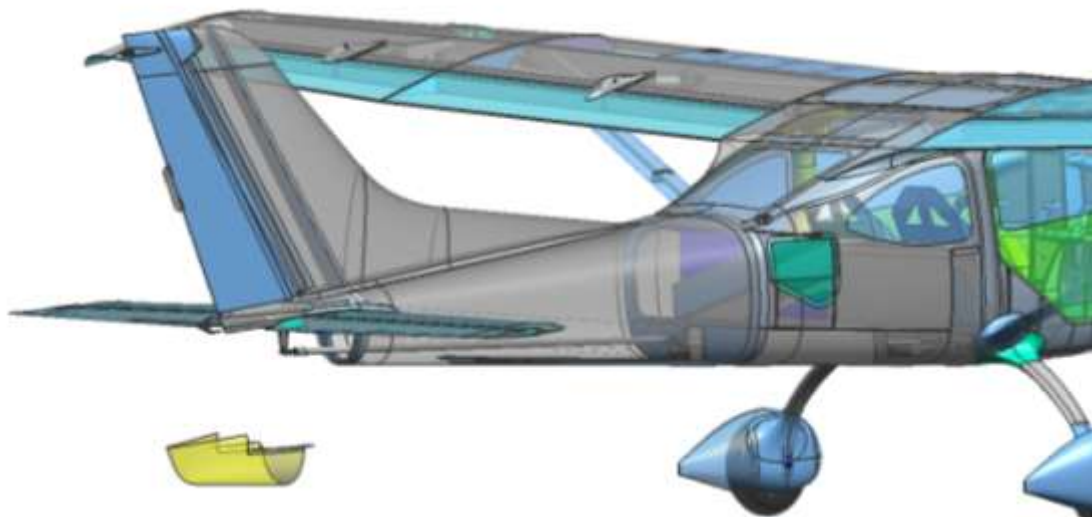
Pos.	Part	Part number / Norm
1	Left elevator	s321_000_00-1
2	Trim tab	s330_000_00-1
3	Trim tab lever	s565_000_00-1
4	Trim cable	s567_000_00-1
5	Trim fork	MPJ M3
6	Phil. pan head machine screws M3 x 10	DIN 7985
7	Washer M3	ČSN 02 1721
8	Self – locking nut VM 3	DIN 980



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10) Trim tab deflection. Check angles of deflection of the Trim tab. Check Trim tab neutral position. Inspect Trim tab for free travel.

11) Tail cone cover. Fix Tail cone cover [s200_410_00-1] on the fuselage with twelve slotted mushroom head screws M4 x 12 (905624).



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3.3.2. Horizontal tail Removal

The rest of the horizontal tail removal process goes in reverse to the horizontal tail installation process.

3.3.3. Elevator Installation

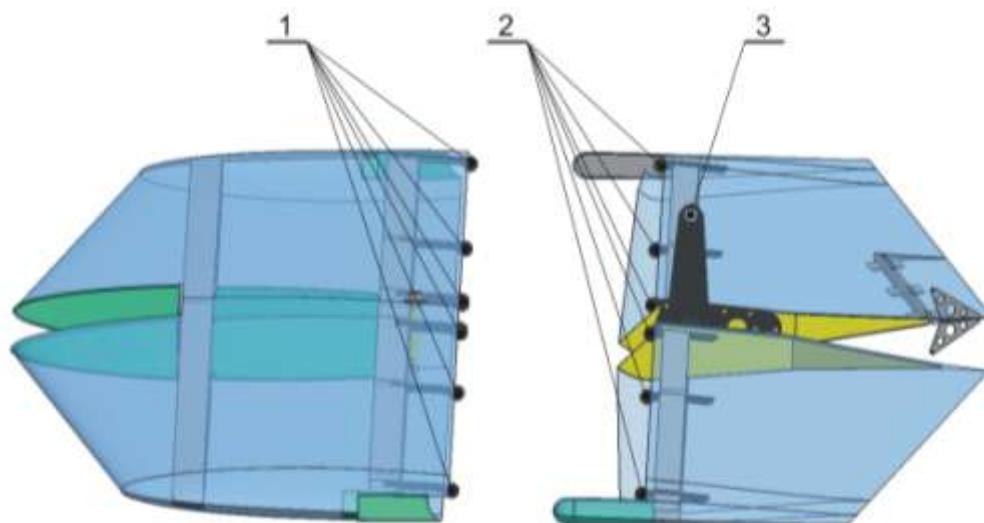
To installation the elevator requires two person.

Type of Maintenance	Line
Level of Certification Required	L/O, RI, RM, A& P
Task Specific	Can be completed only by a responsible individual, which has received TL-ultralight Airplane Operation Training.
Tools Required	Allen wrench 5 (1pcs) Socket wrench 8, 10 (1pcs) Screwdriver (1pcs) Torque wrench (1pcs)
Materials Required	Self-locking nuts VM3 (2 pcs) Plastic grease Mogul G3 F-900 Torque seal

Elevator Installation Checklist

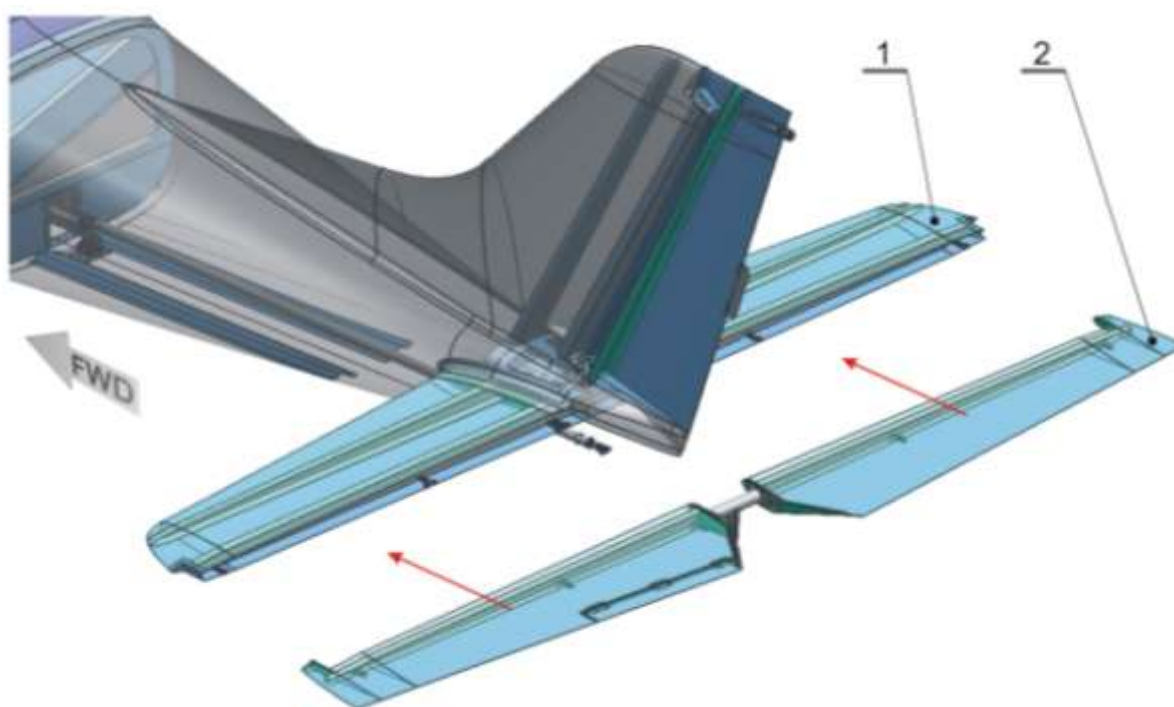
1) Aircraft parking. Prior to installation set the aircraft on the parking brake and remove any obstacle within 8ft area from the rear part of fuselage if you mount elevator on the aircraft with fixed stabilizator. If you install elevator on non – on the fuselage fixed stabilizator, put stabilizator on the cradles.

2) Lubricating. Lubricate all elevator hinges (on the stabilizator and elevator) with plastic grease before connecting: Elevator hinges [s315_000_00-1 and s321_500_00-1] and bearing and bolt on the Elevator drive [s323_000_00-1] .



Pos.	Part	Part number / Norm
1	Elevator hinge	s315_000_00-1
2	Elevator hinge	s321_500_00-1
3	Elevator drive	s323_000_00-1

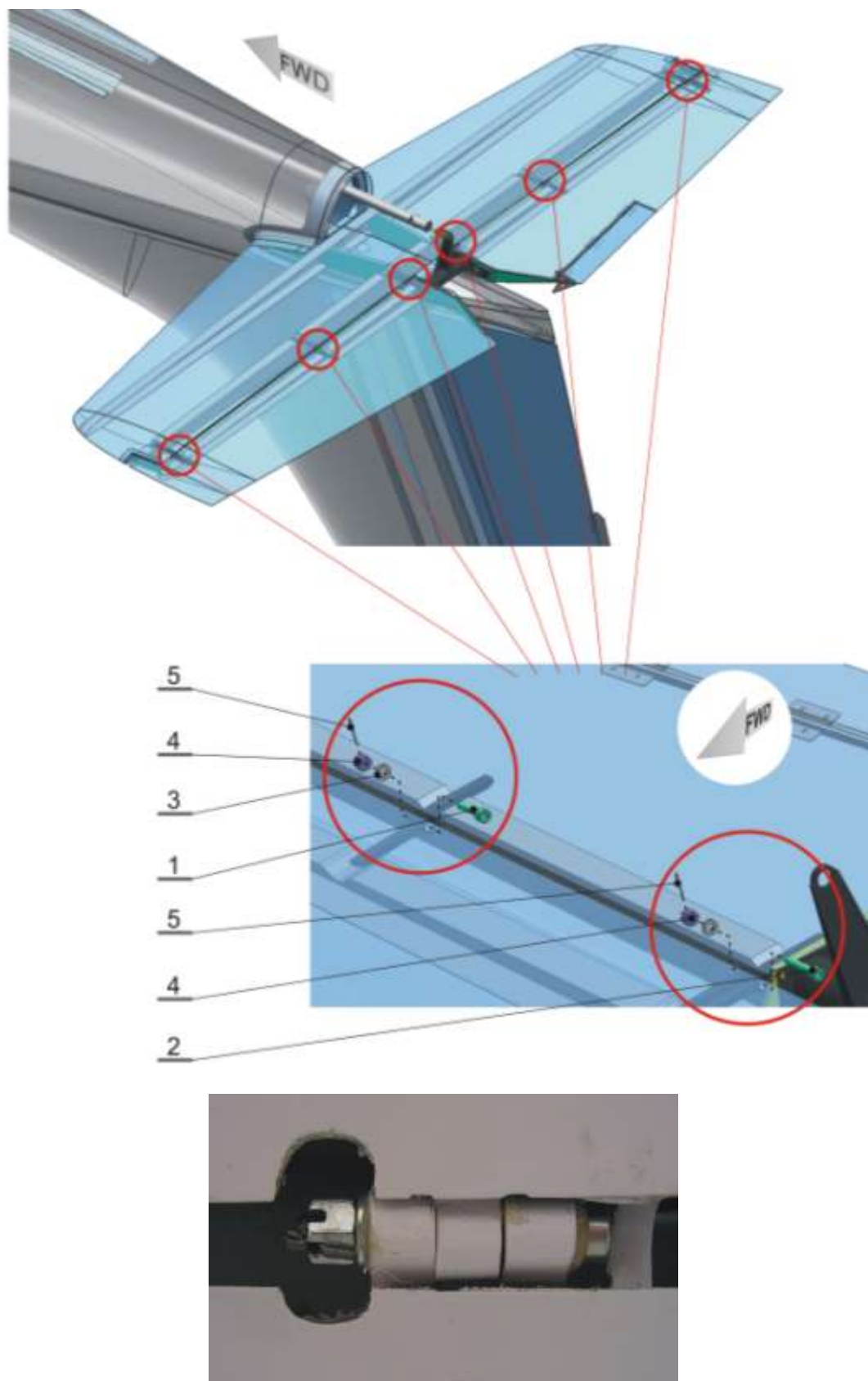
3) Elevator assembly. Insert the elevator [s320_000_00-1] with the hinges into the stabilizer [s310_000_00-1] from the back side.



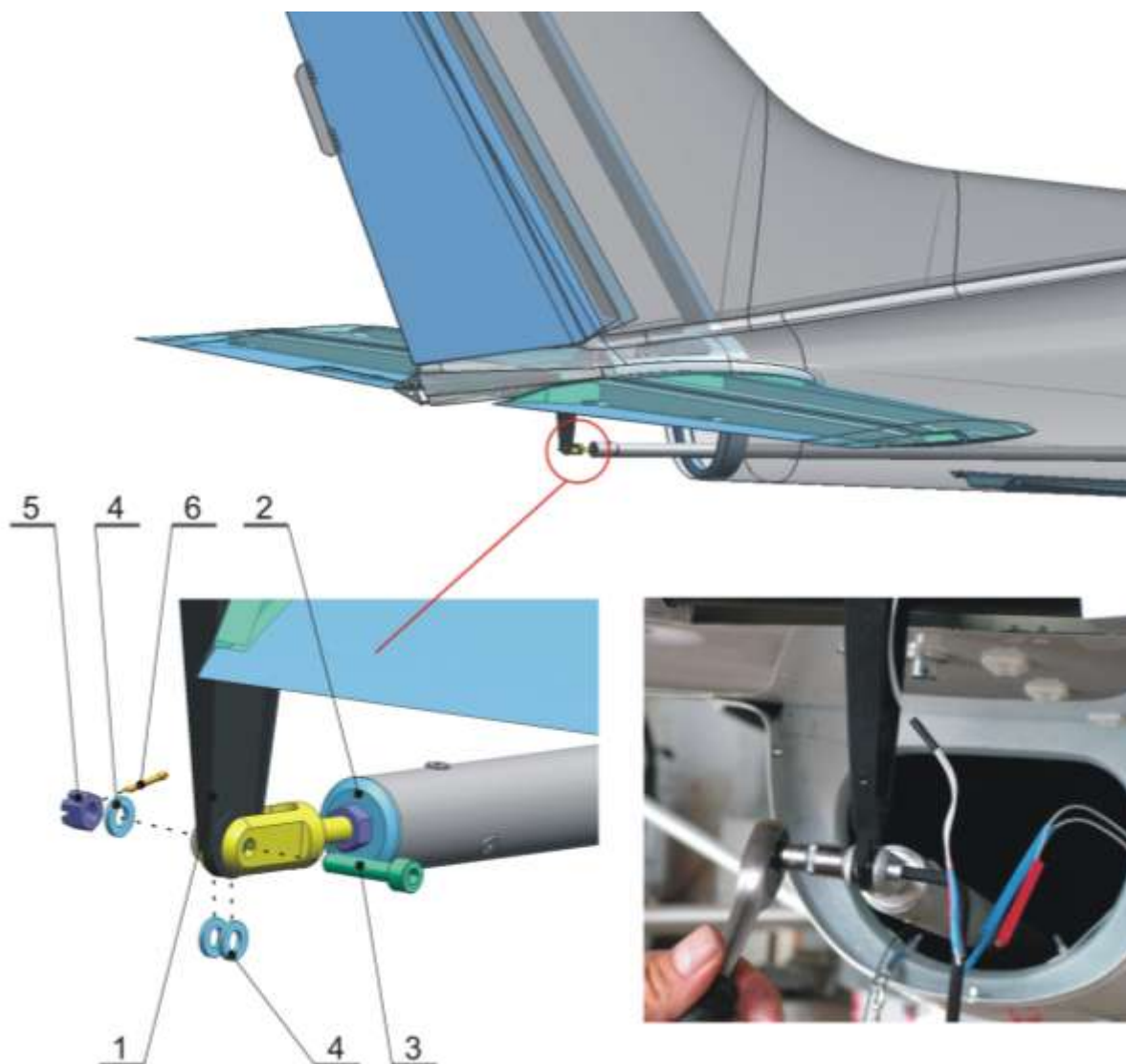
Pos.	Part	Part number / Norm
1	Stabilizer	s310_000_00-1
2	Elevator	s320_000_00-1

4) Elevator assembly. Fix the Elevator [s565_000_00-1] on the Stabilizer with four screws M6 x 40 DIN 912 and two screws M6 x 30 DIN 912. Use only castle nut M6 with the cotter pin 1,6.

Pos.	Part	Part number / Norm
1	Screw M6 x 30	DIN 912
2	Screw M6 x 40	DIN 912
3	Washer M6	ČSN 02 1721
4	Castle nut M6	ČSN 02 1411
5	Cotter pin 1,6	ČSN 02 1781

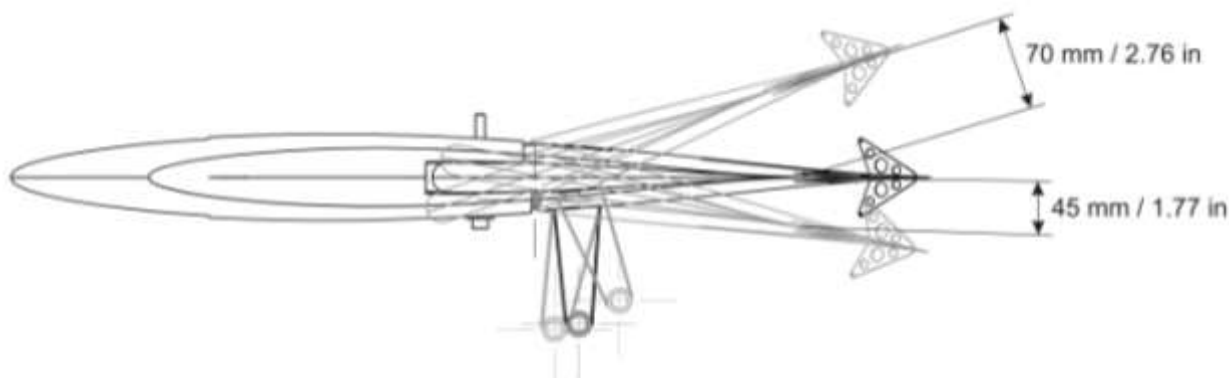


5) Elevator control connection. Fix the Rear pullrod assembly [s518_000_00-1] in the Elevator drive [s323_000_00-1] with the screw M6 x 27 DIN 912. Use only castle nut M6 with the cotter pin 1,6.

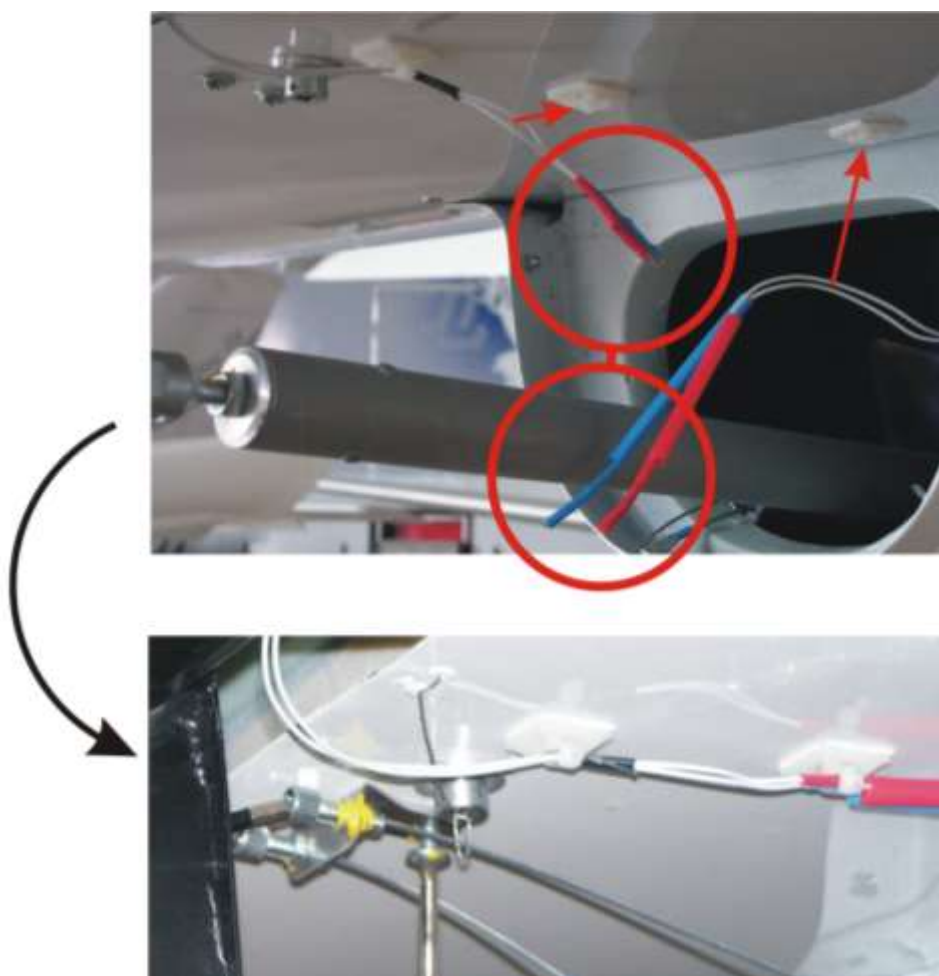


Pos.	Part	Part number / Norm
1	Elevator drive	s323_000_00-1
2	Rear pullrod assembly	s518_000_00-1
3	Screw M6 x 27	DIN 912
4	Washer M6	ČSN 02 1721
5	Castle nut M6	ČSN 02 1411
6	Cotter pin 1,6	ČSN 02 1781

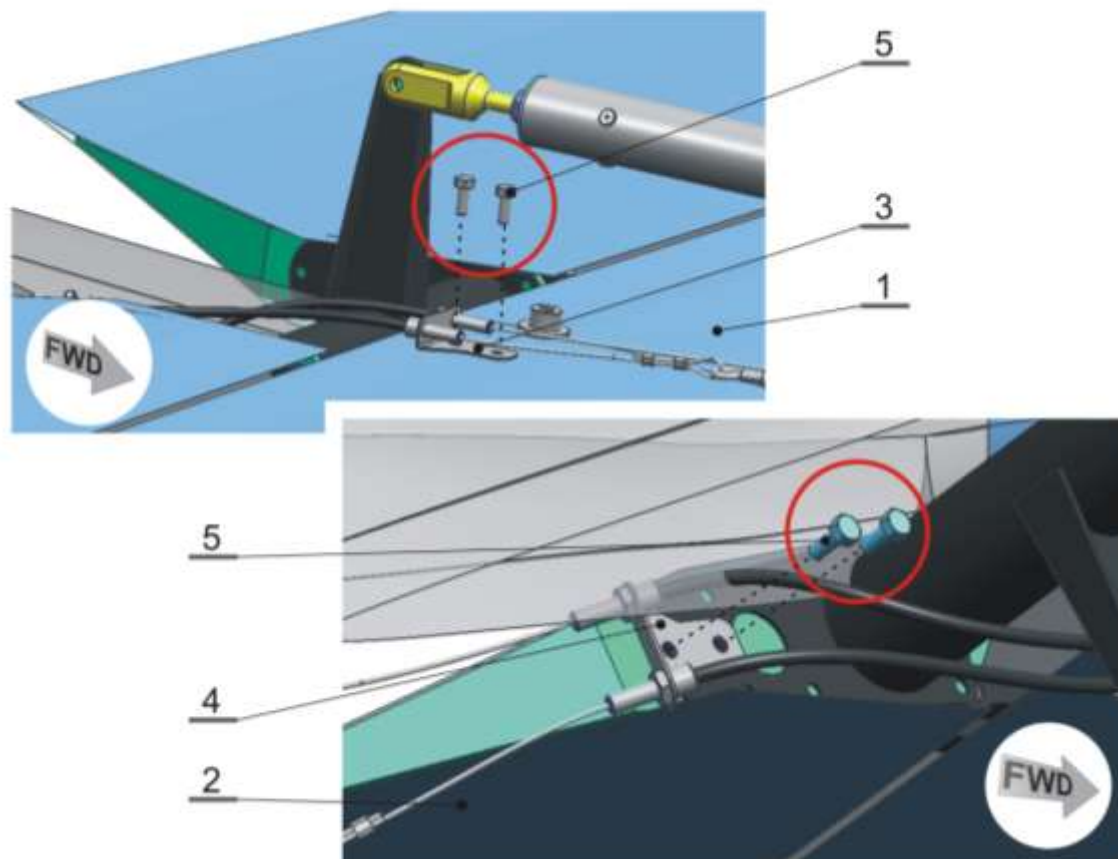
6) Elevator deflection. Check angles of deflection of the elevator to within the range as follows (± 5 mm / ± 0.2 in).



7) Fuselage-to-rudder wiring. Connect all fuselage-to-rudder wiring, i.e. connect the position lights sockets and plug. Fix wires to the bottom skin of the stabilizer. Inspect elevator for free travel.

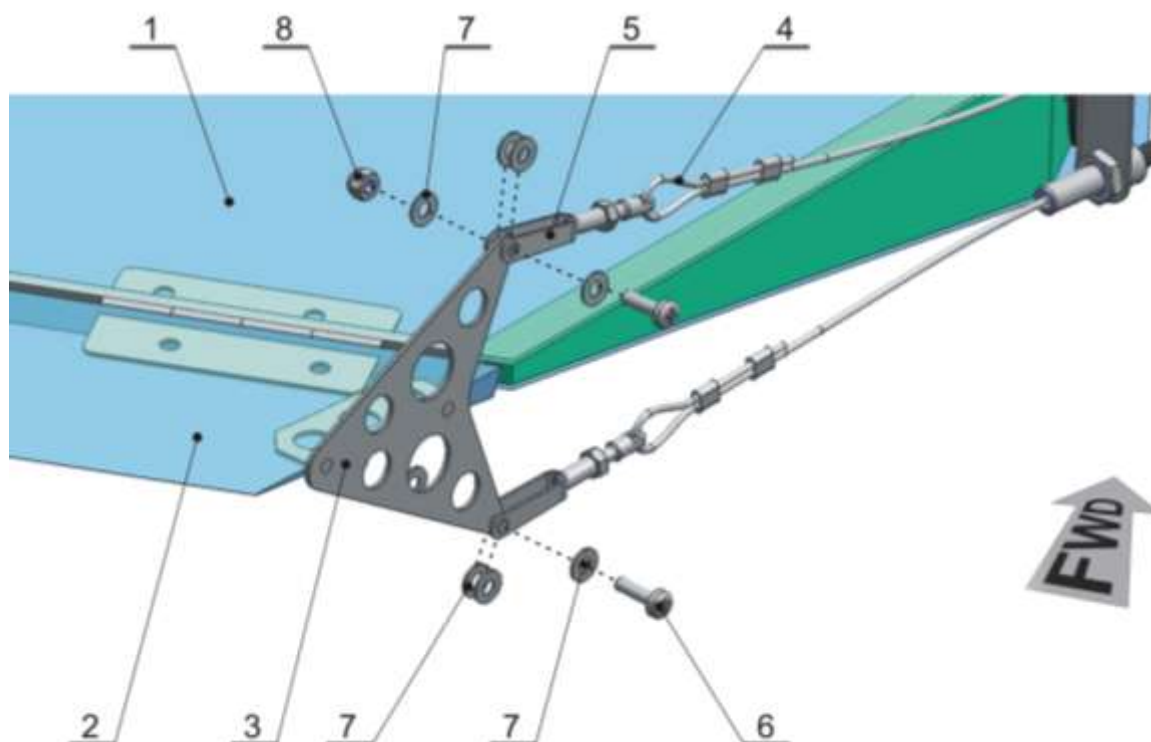


8) Trim bushing holders. Fix the Trim bushing holder - B [s562_000_00-1] on the bottom skin of the Stabilizator [s310_000_00-1] with two screws M5 x 12 ISO 4014. Fix the Trim bushing holder - C [s563_000_00-1] on the root rib of the Left elevator [s321_000_00-1] with two screws M5 x 12 ISO 4014.



Pos.	Part	Part number / Norm
1	Stabilizator	s310_000_00-1
2	Left elevator	s321_000_00-1
3	Trim bushing holder - B	s562_000_00-1
4	Trim bushing holder - C	s563_000_00-1
5	Screw M5 x 12	ISO 4014

9) Trim tab control connection. Connect the Trim tab lever [s565_000_00-1] with Trim forks [MPJ M3], i.e. fix the Trim tab lever [s565_000_00-1] on the Trim forks [MPJ M3] on the end of the trim cable with phil. pan head machine screws M3 x 10 DIN 7985. Use only new self-locking nuts VM3.

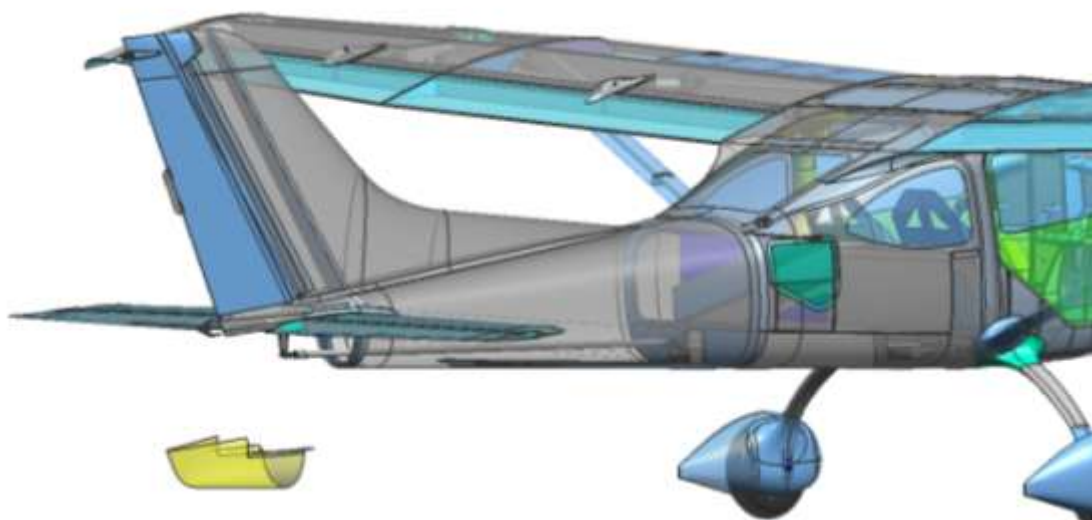


Pos.	Part	Part number / Norm
1	Left elevator	s321_000_00-1
2	Trim tab	s330_000_00-1
3	Trim tab lever	s565_000_00-1
4	Trim cabel	s567_000_00-1
5	Trim fork	MPJ M3
6	Phil. pan head machine screw M3 x 10	DIN 7985
7	Washer M3	ČSN 02 1721
8	Self – locking nut VM 3	DIN 980



10) Trim tab deflection. Check angles of deflection of the Trim tab. Check Trim tab neutral position. Inspect Trim tab for free travel.

11) Tail cone cover. Fix Tail cone cover [s200_410_00-1] on the fuselage with twelve slotted mushroom head screws M4 x 12 (905624).



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3.3.4. Elevator Removal

The rest of the elevator removal process goes in reverse to the wings installation process.

3.3.5. Verification Required (horizontal tail and elevator)

Make sure the main bolts are not loose (do not rotate).

Check fuselage and horizontal tail for foreign objects.

Check elevator and trim tab for free travel.

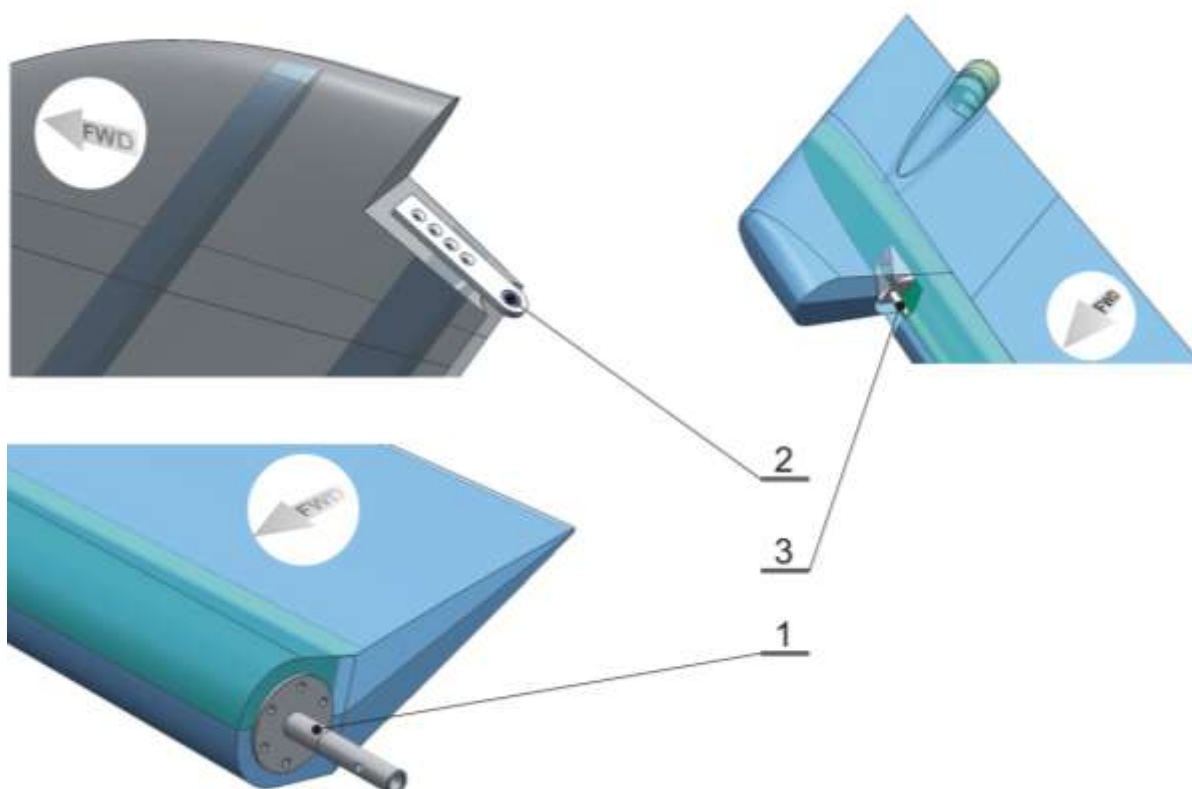
Secure all bolted connections by the F-900 Torque seal.

3.3.6. Rudder Installation

To installation the rudder requires two person.

Type of Maintenance	Line
Level of Certification Required	L/O, RI, RM, A& P
Task Specific	Can be completed only by a responsible individual, which has received TL-ultralight Airplane Operation Training.
Tools Required	Allen wrench 5 (1pcs) Socket wrench 10 (1pcs) Screwdriver (1pcs) Torque wrench (1pcs) Hook for rudder springs (1pcs)
Materials Required	Self-locking nuts VM6 (1 pcs) Plastic grease Mogul G3 F-900 Torque seal
Rudder Installation Checklist	
1) Aircraft parking. Prior to installation set the aircraft on the parking brake and remove any obstacle within 6ft area from the rear part of fuselage.	
2) Lubricating. Lubricate rudder upper and bottom hinges with plastic grease before connecting: Bottom mounting axis [s213_100_00-1], bearing on the Upper rudder hinge [s214_100_00-1] and Upper rudder pin [s214_200_00-1] .	

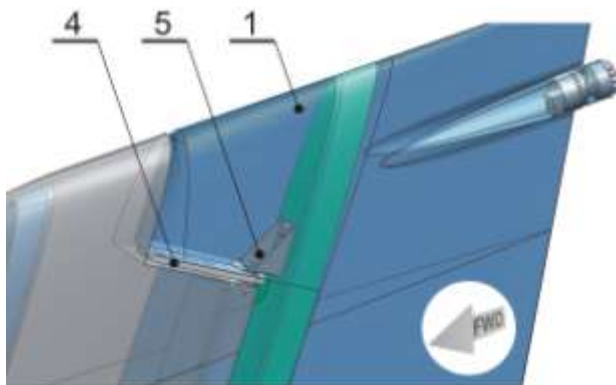
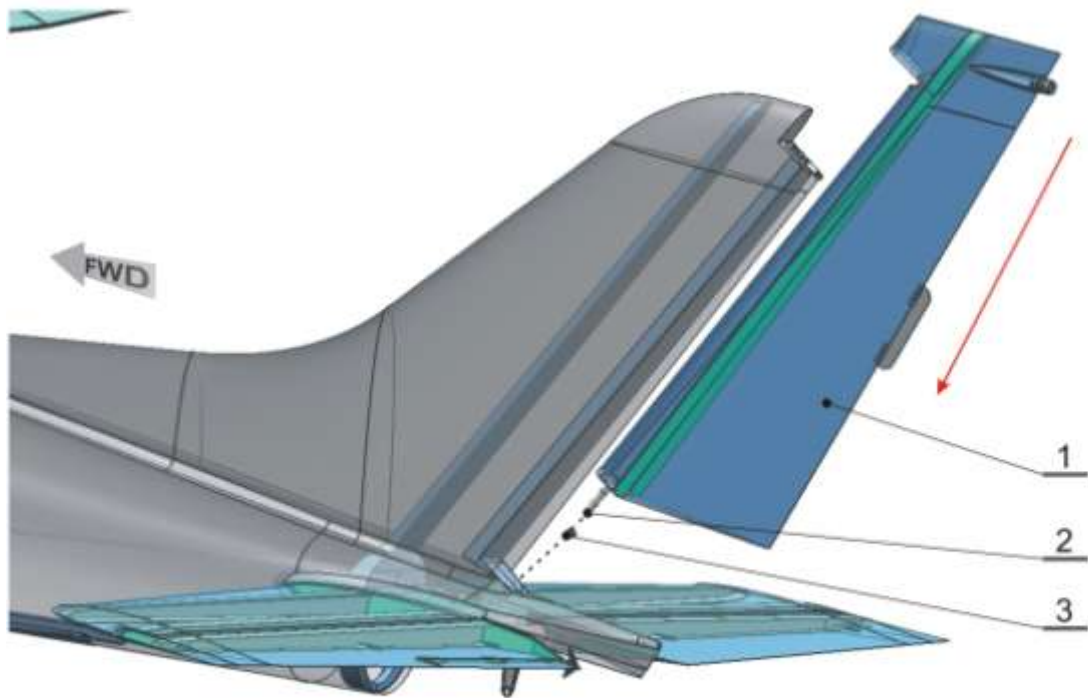
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Pos.	Part	Part number / Norm
1	Bottom mounting axis	s213_100_00-1
2	Upper rudder hinge	s214_100_00-1
3	Upper rudder pin	s214_200_00-1

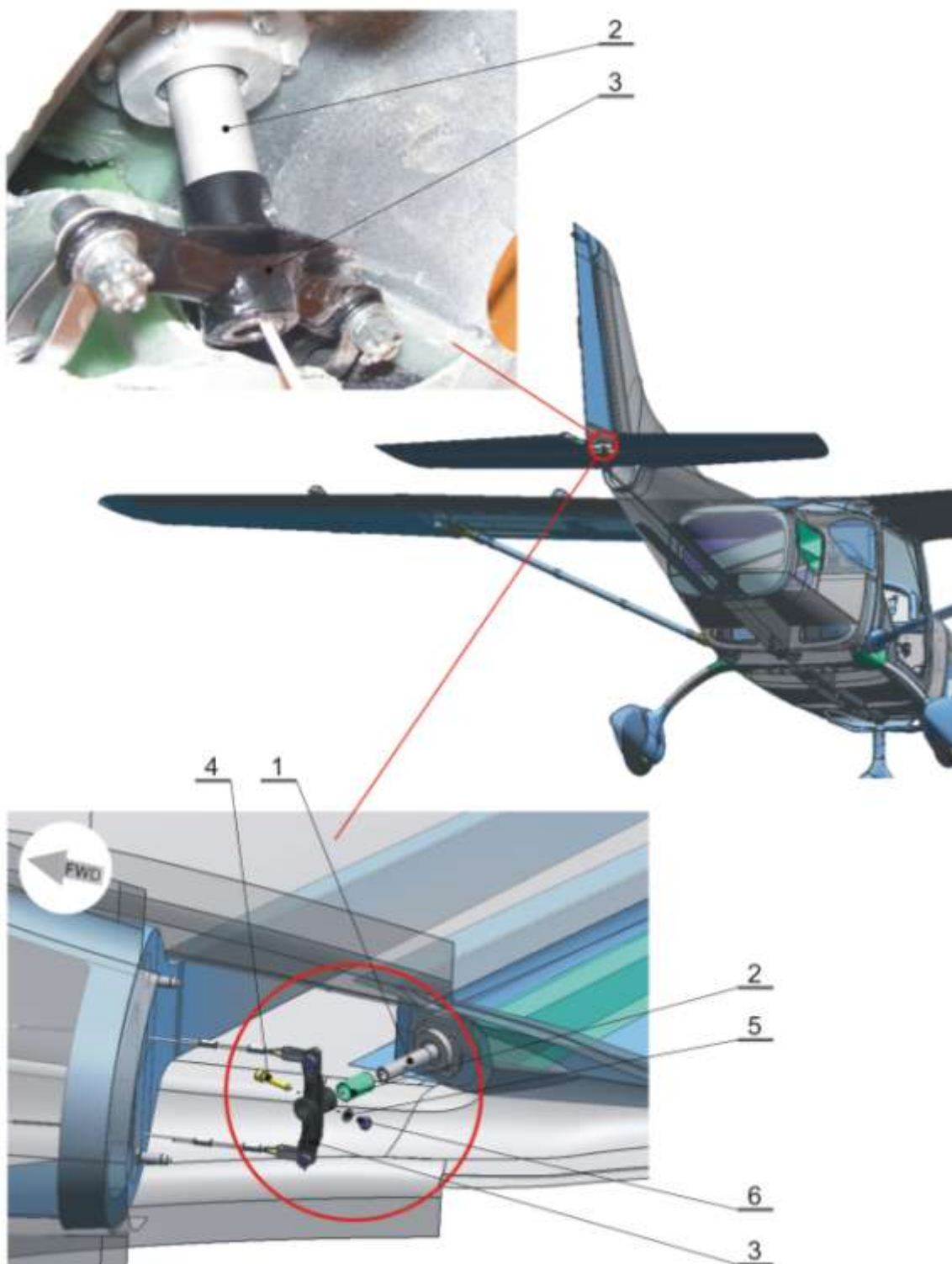
3) Rudder assembly. Slip the Small spacer [s213_200_00-1] on the Bottom mounting axis [s213_100_00-1]. Put the Rudder [s210_000_00-1] on the Fuselage inserting the Bottom mounting axis [s213_100_00-1] to the ball bearing [ZKL 6002] in the Bottom suspension [s213_300_00-1]. Then upper rudder attachment, i.e. slip the Upper rudder pin [s214_200_00-1] on the bearing in the Upper rudder hinge [s214_100_00-1].

Pos.	Part	Part number / Norm
1	Rudder	s210_000_00-1
2	Bottom mounting axis	s213_100_00-1
3	Small spacer	s213_200_00-1
4	Upper rudder hinge	s214_100_00-1
5	Upper rudder pin	s214_200_00-1



1
2
3

4) Rudder balance beam assembly. Slip the Big spacer [s213_400_00-1] on the Bottom mounting axis [s213_100_00-1]. Fix the Rudder balance beam [s213_500_00-1] on the Bottom mounting axis [s213_100_00-1] with screw M6 x 30 DIN 912. Use only new self-locking nuts VM6.



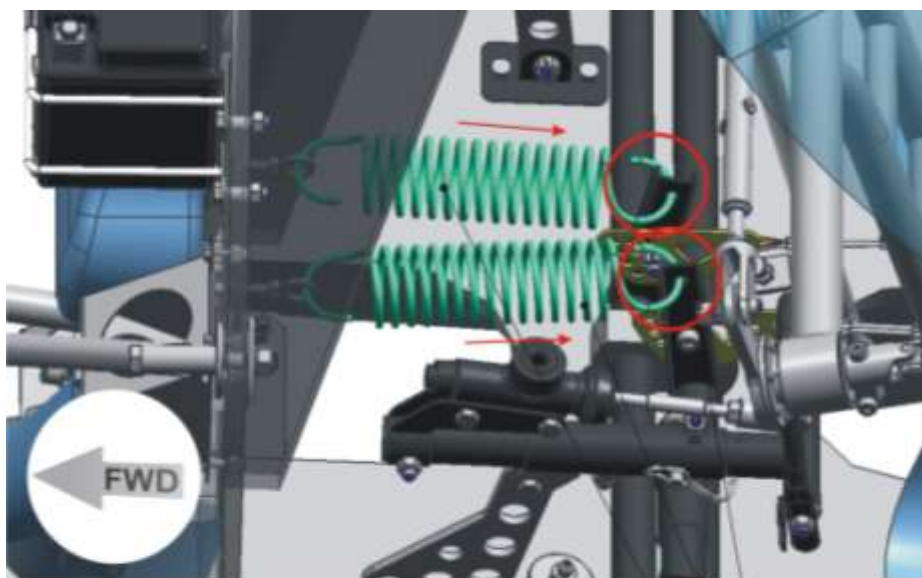


Pos.	Part	Part number / Norm
1	Bottom mounting axis	s213_100_00-1
2	Big spacer	s213_400_00-1
3	Rudder balance beam	s213_500_00-1
4	Screw M6 x 30	DIN 912
5	Washer M6	ČSN 02 1721
6	Self – locking nut VM 6	DIN 980

CAUTION

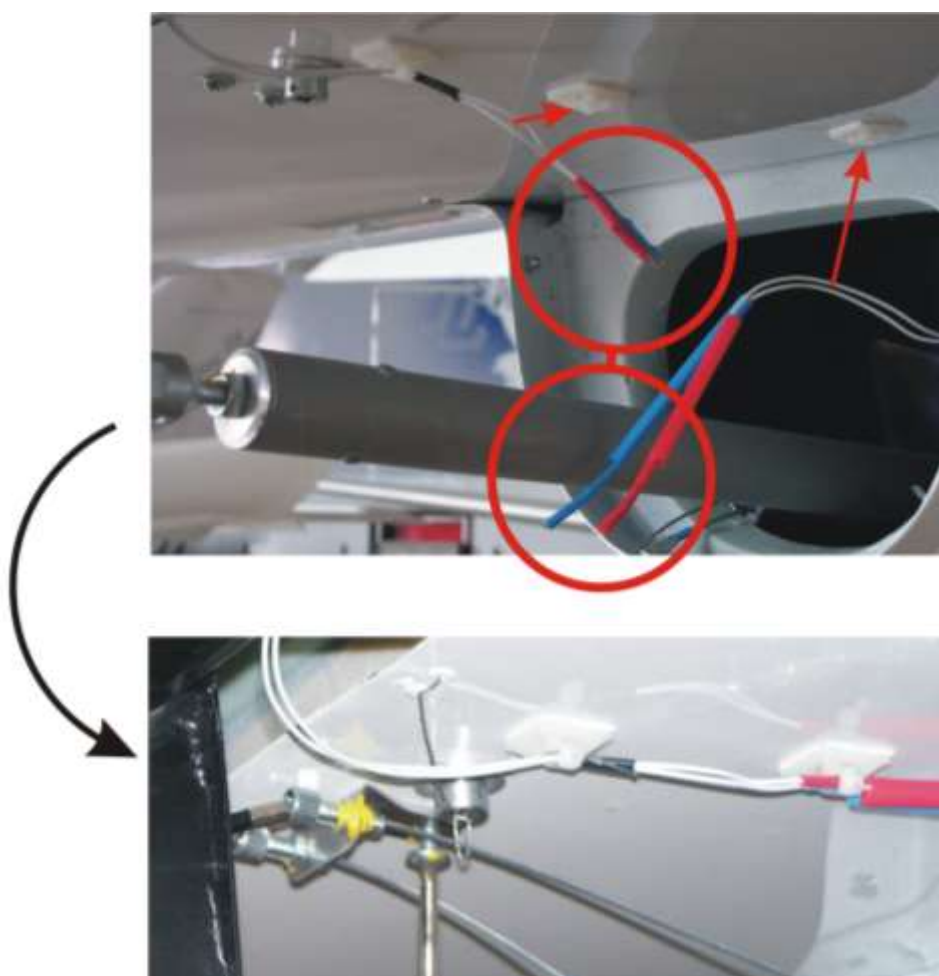
During the assembly don't damage the fuselage – to – rudder wiring inside the Bottom mounting axis (especially when inserting the screw M6 x 30).

5) Rudder spring connection. Connect two Rudder springs [s533_000_00-1] to the Pedal leg assembly [s531_300_00-1], i.e. hook the Rudder springs [s533_000_00-1] into the holes on the levers of the Pedal leg assembly [s531_300_00-1]. Use hook for rudder springs.



Pos.	Part	Part number / Norm
1	Pedal leg assembly	s531_300_00-1
2	Rudder spring	s533_000_00-1

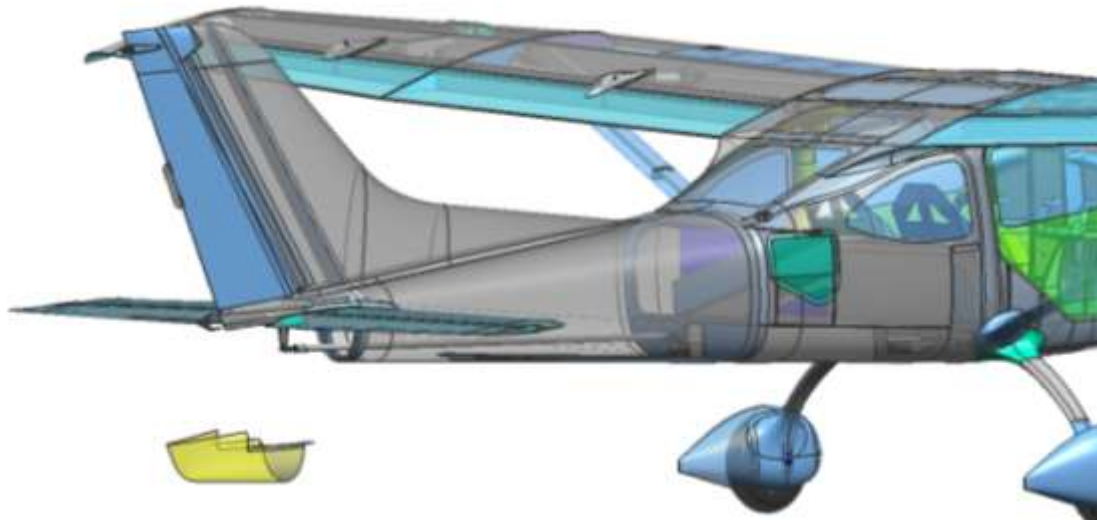
6) Fuselage-to-rudder wiring. Connect all fuselage-to-rudder wiring, i.e. connect the position lights sockets and plug. Fix wires to the bottom skin of the stabilizator. Inspect elevator for free travel.



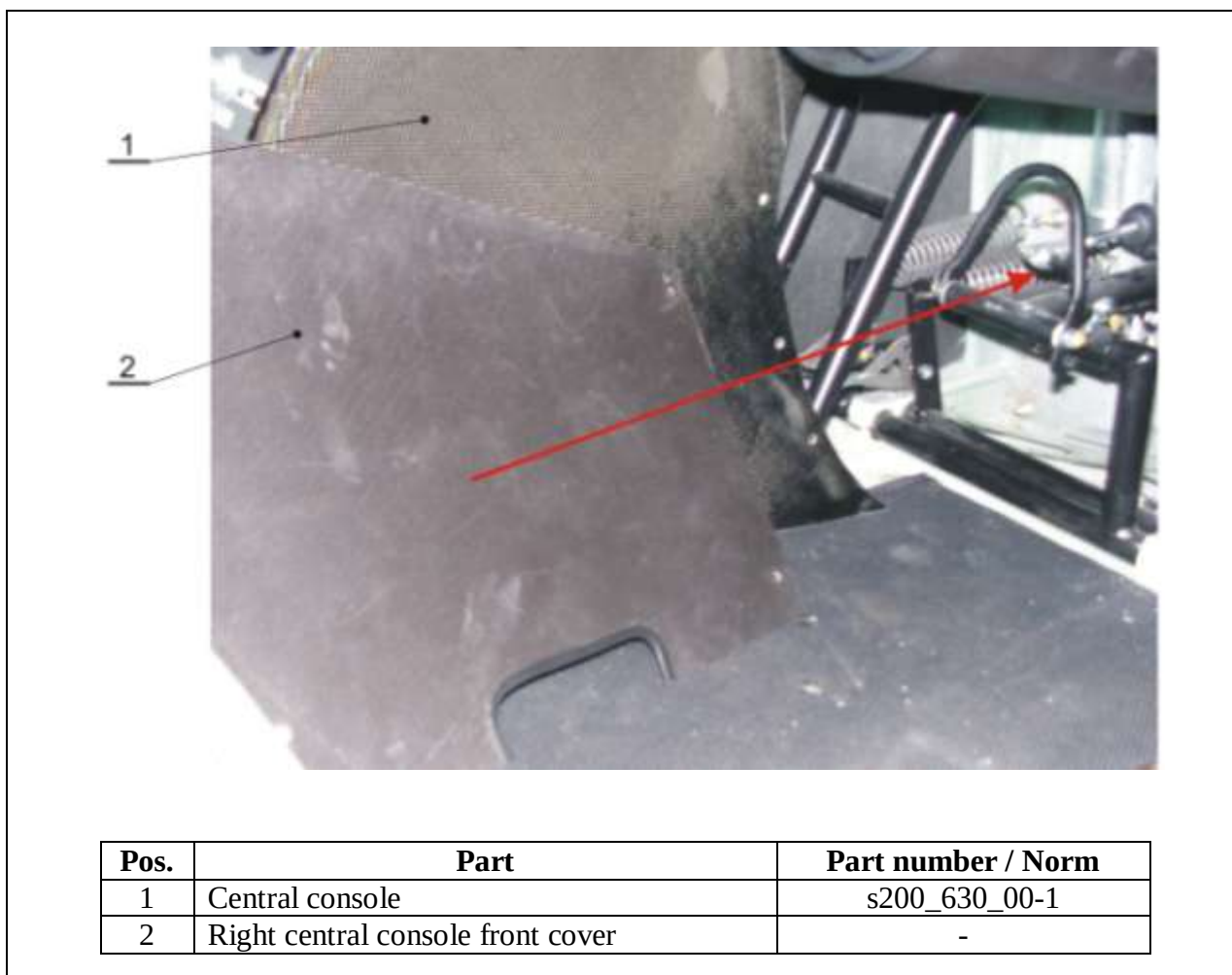
7) Rudder deflection. Check angles of deflection of the Rudder to within the range 20° left and right (± 10 mm / ± 0.4 in). Inspect Rudder for free travel.

8) Securing bolted connections. Secure all bolted connections by the F-900 Torque seal.

9) Tail cone cover. Fix Tail cone cover [s200_410_00-1] on the fuselage with twelve slotted mushroom head screws M4 x 12 (905624).



10) Central console front covers. Install left and right central console front covers with black phil. pan head machine screw M4 x 12 DIN 7985.



3.3.7. Rudder Removal

The rest of the rudder removal process goes in reverse to the wings installation process.

3.3.8. Verification Required (rudder)

Make sure the main bolts are not loose (do not rotate).

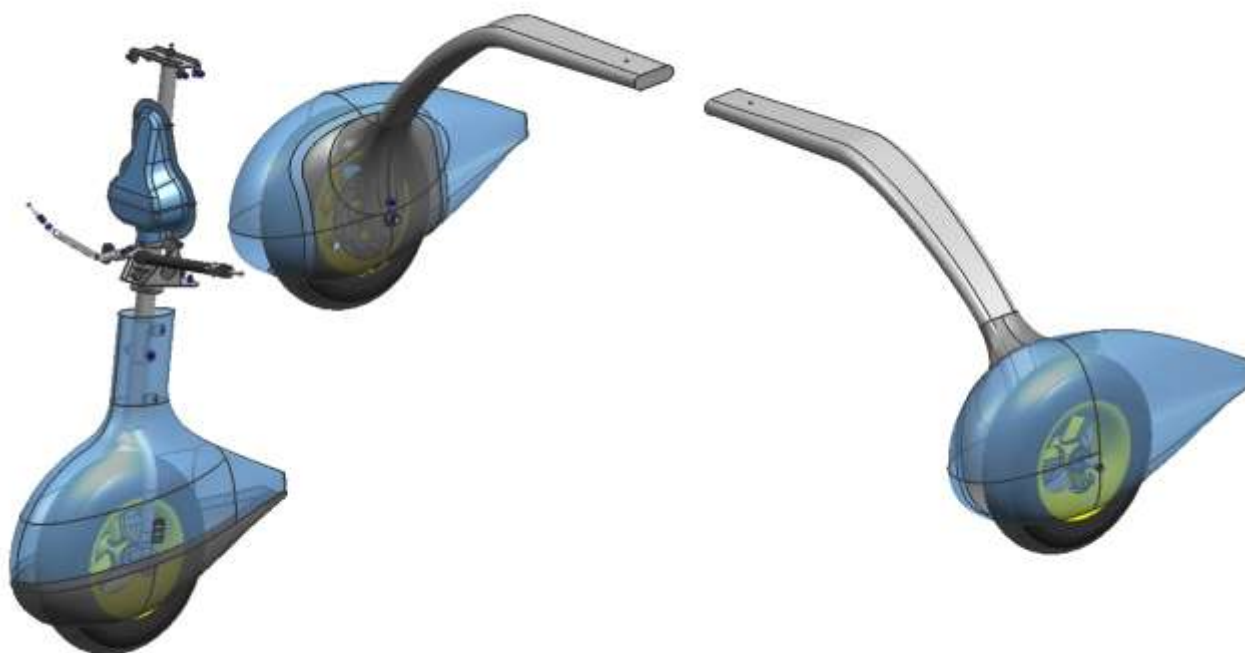
Check fuselage for foreign objects.

Check elevator, trim tab and rudder for free travel.

Secure all bolted connections by the F-900 Torque seal.

3.4 Landing Gear

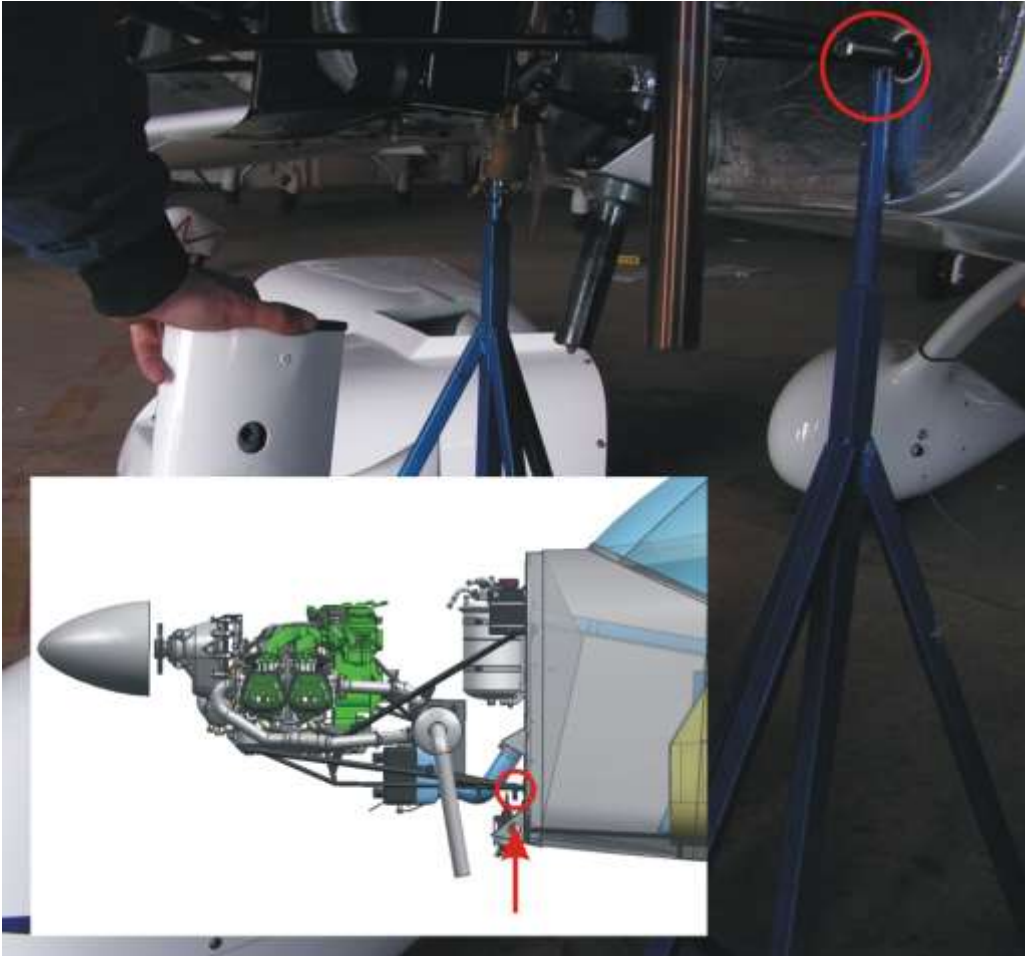
TL - 3000 is equipped with conventional tricycle landing gear. The main gear legs made of carbon and glass fiber composite are attached to the undercarriage bulkhead trestle located under the pilot seats. The nose gear is equipped with a shock and shimmy absorber and attached to the firewall. Main and nose gear are fitted with wheel 400 x 100 mm.

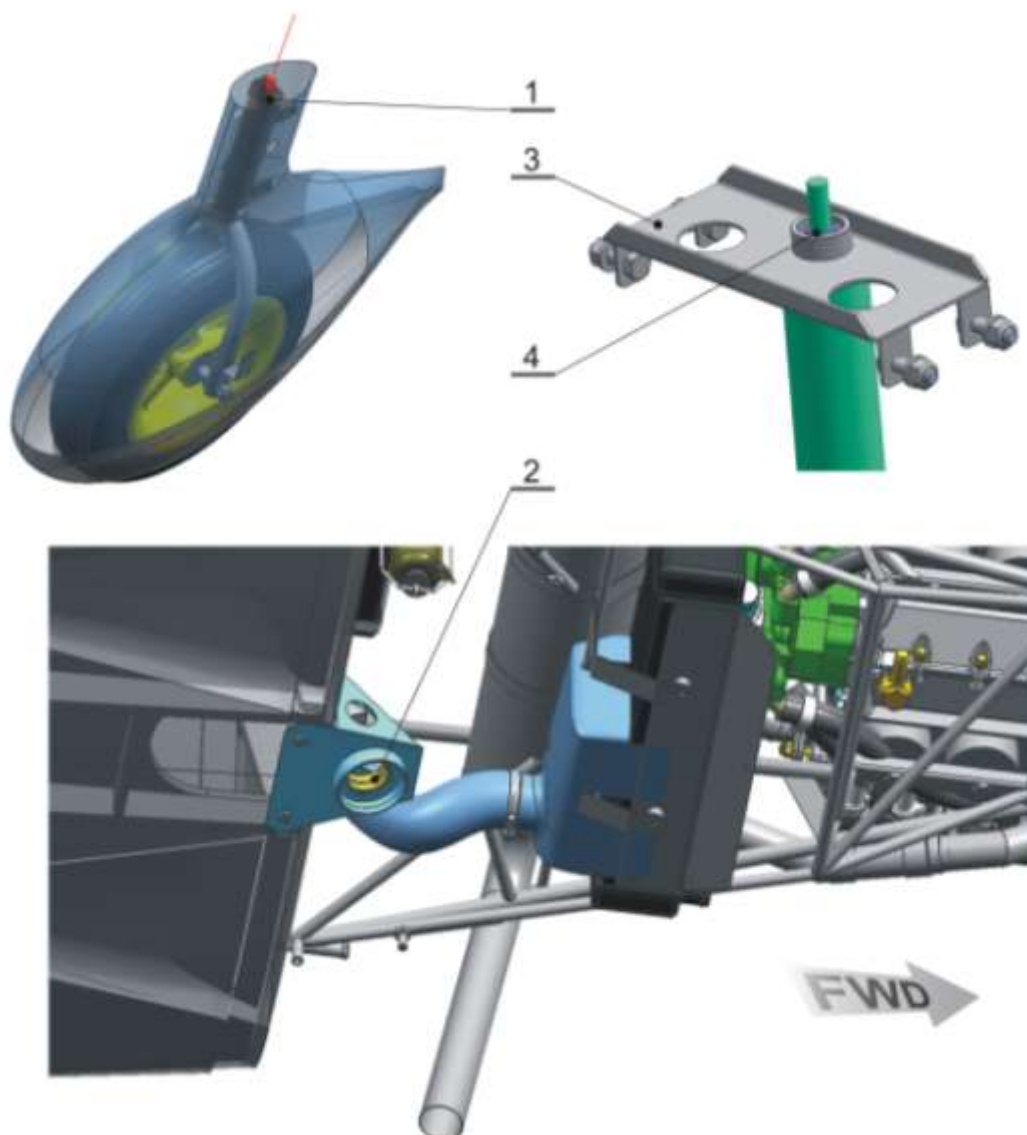


3.4.1. Nose gear Installation

To installation the nose gear requires two person.

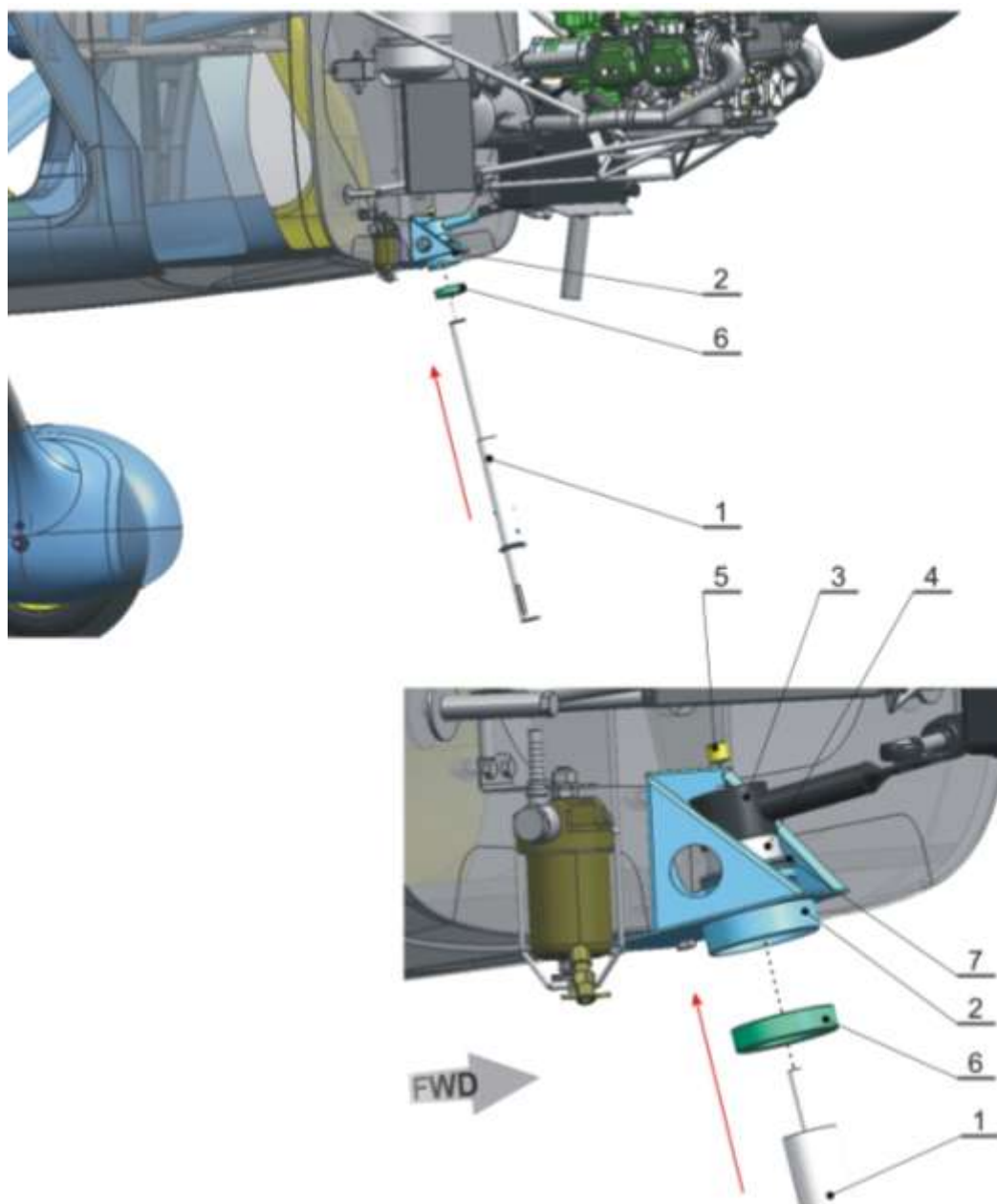
Type of Maintenance	Line
Level of Certification Required	L/O, RI, RM, A& P
Task Specific	Can be completed only by a responsible individual, which has received TL-ultralight Airplane Operation Training.
Tools Required	Allen wrench 5, 6 (1pcs) Socket wrench 10, 13 (2pcs) Screwdriver (1pcs) Torque wrench (1pcs) Support for the fuselage

Materials Required	Self-locking nuts VM6, 8 (1 pcs, 3 pcs) Plastic grease Mogul G3 F-900 Torque seal
Nose gear Installation Checklist	
1) Preparation. Before starting, set the parking brake. Remove cowlings, make sure the tail area is clear. Lift the forward fuselage by pushing down the tail at the over horizontal tail main hinge so that is possible insert the support under engine mount firewall attachment. Insert the support securely under engine mount firewall attachment.	
	
2) Lubricating. Lubricate all metal surfaces with plastic grease before connecting: Bearing on the Upper attachment [s424_000_00-1] , bearings and Bottom suspension case [s423_200_00-1] on the bottom attachment and inner tube surface of the Fork [s422_100_00-1] .	



Pos.	Part	Part number / Norm
1	Fork	s422_100_00-1
2	Bottom suspension case	s423_200_00-1
3	Upper attachment	s424_000_00-1
4	Upper attachment bearing 6	ČSN 02 3512

3) Nose gear tube installation. Slide in the Nose gear tube [s424_000_00-1] from the bottom side. Don't forget to install the Ball bearing [ZKL 51108A] under the Bottom attachment [s423_000_00-1] and Roll bearing [ZINTM - 2435], Balance spacer [s428_000_00-1], Balance beam [s427_100_00-1] into the area above Bottom attachment [s423_000_00-1]. Under the Upper attachment [s424_000_00-1] insert the Upper distance ring [s429_000_00-1].



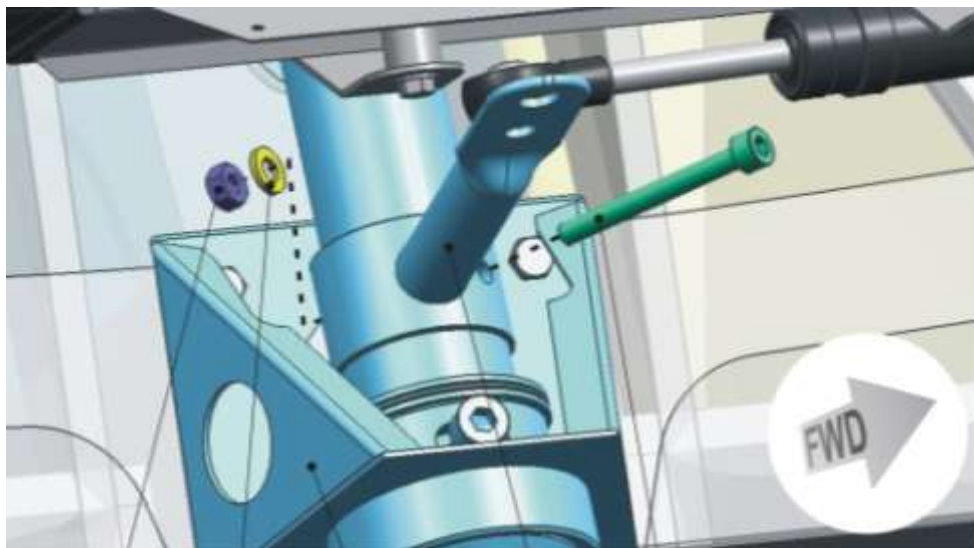
Pos.	Part	Part number / Norm
1	Nose gear tube	s421_000_00-1
2	Bottom attachment	s423_000_00-1
3	Balance beam	s427_100_00-1
4	Balance spacer	s428_000_00-1
5	Upper distance ring	s429_000_00-1
6	Ball bearing	ZKL 51108A
7	Roll bearing	ZINTM - 2435

CAUTION

The balance beam must be situated into the arm position in direction to the front and down (see photo). If proceeded other way round the springs would not tense properly and the nose gear system could be blocked in the outer position due spring slipping away.



4) Mounting the Balance beam screw. Fix the Balance beam [s427_100_00-1] on the Nose gear tube [s421_000_00-1] with screw M6 x 55 DIN 912. Use only new self-locking nuts VM6.



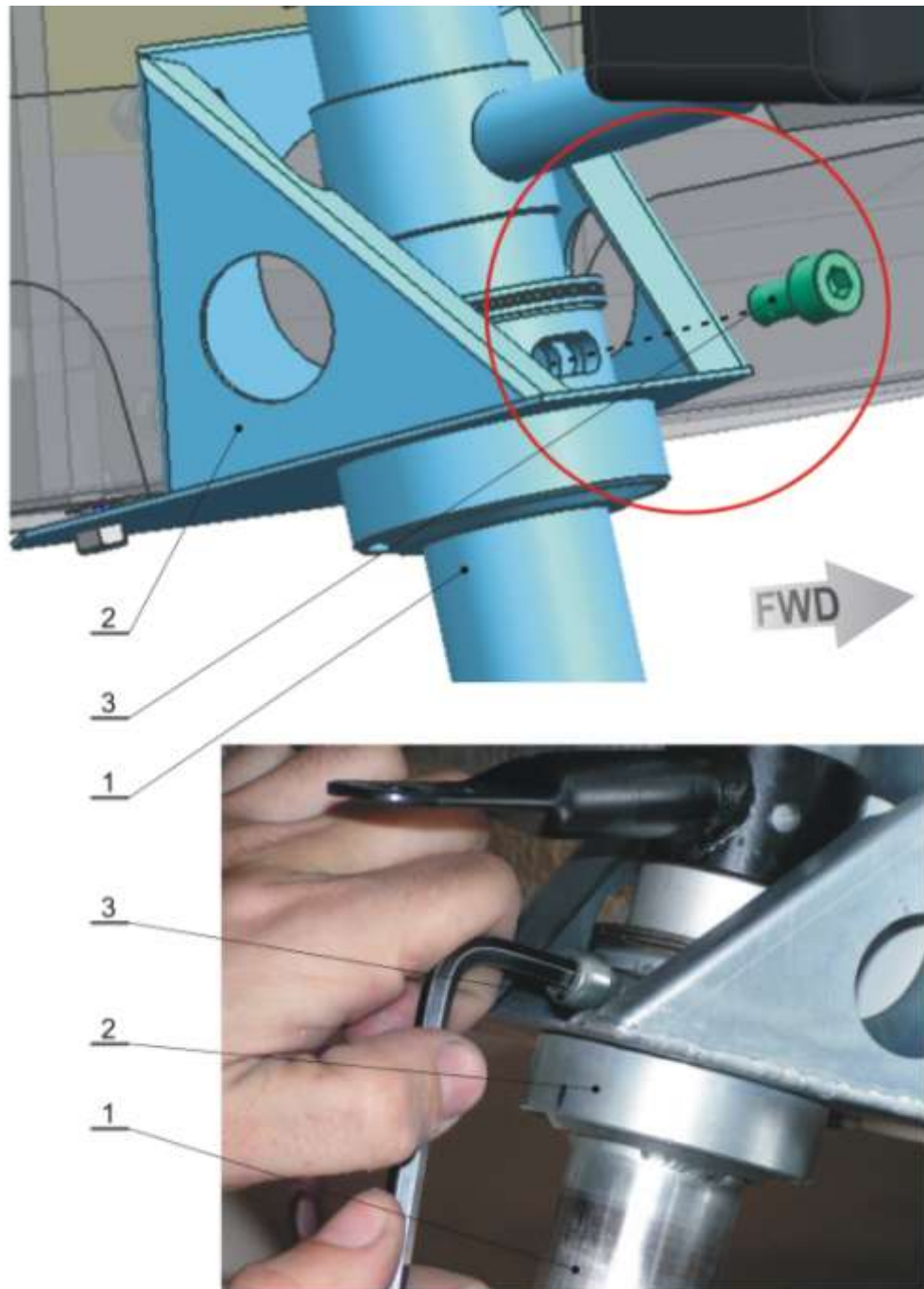
7 6 2 3 5 1



3 5 4

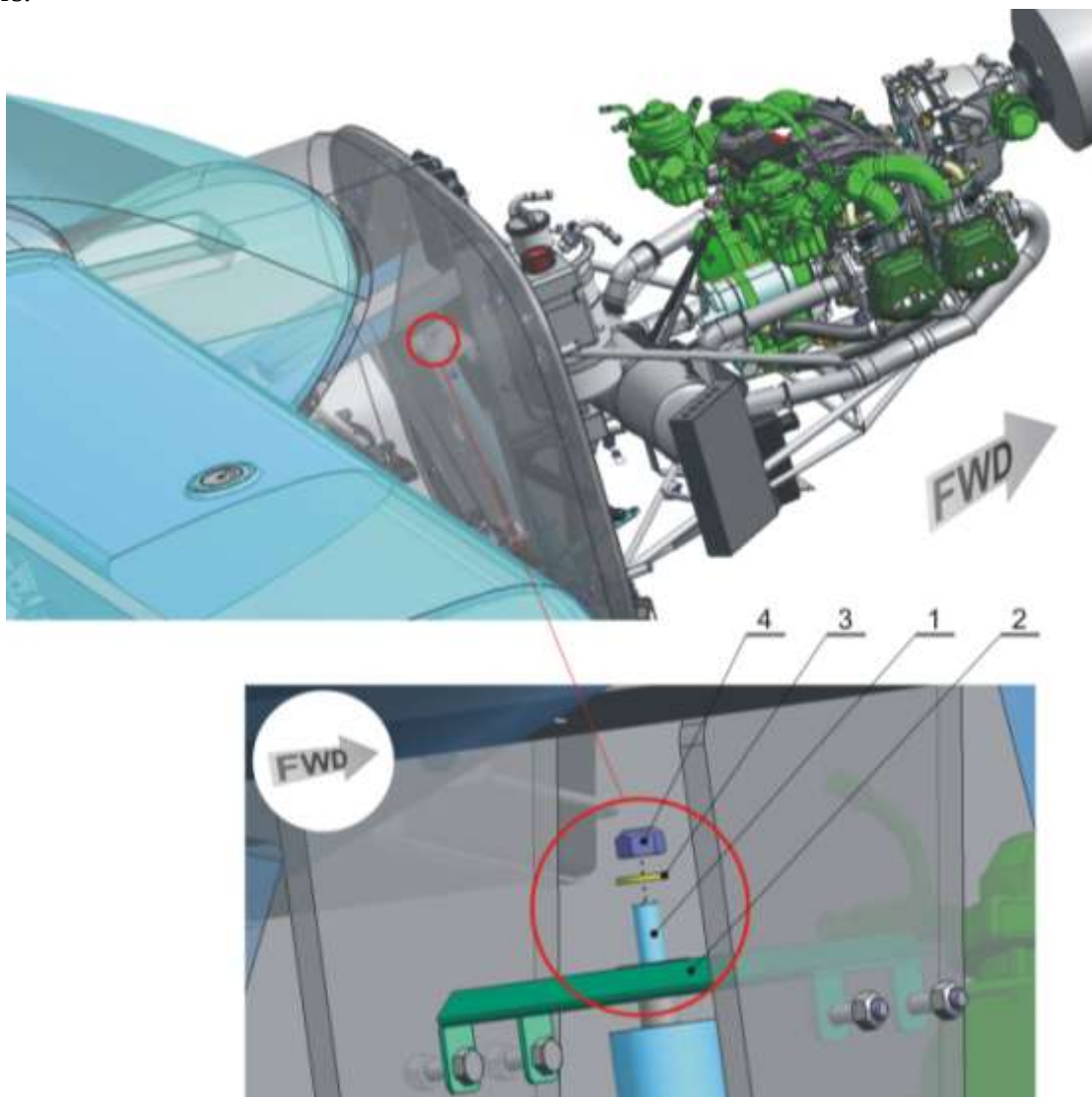
Pos.	Part	Part number / Norm
1	Nose gear tube	s421_000_00-1
2	Bottom attachment	s423_000_00-1
3	Balance beam	s427_100_00-1
4	Balance spacer	s428_000_00-1
5	Screw M6 x 55	DIN 912
6	Washer M6	ČSN 02 1721
7	Self – locking nut VM 6	DIN 980

5) Mounting the screw of nose gear deflection stop. Install the screw M8 x 15 DIN 912 to the Nose gear tube [s421_000_00-1]. Screw is located in the slot on the front face of Bottom attachment [s423_000_00-1].



Pos.	Part	Part number / Norm
1	Nose gear tube	s421_000_00-1
2	Bottom attachment	s423_000_00-1
3	Screw M8 x 15	DIN 912

6) Mounting the nut of Upper attachment. Install the self – locking nut VM8 DIN 980 with washer of Upper attachment of nose gear. Use only new self-locking nuts VM8. Proceed this installation from pilot area which was developed by dismounting the Central console front covers.



Pos.	Part	Part number / Norm
1	Nose gear tube	s421_000_00-1
2	Bottom attachment	s423_000_00-1
3	Washer M8	ČSN 02 1721
4	Self – locking nut VM 8	DIN 980

CAUTION

Make sure that nothing falls into the aircraft control system. Check control system inside central console for free parts.

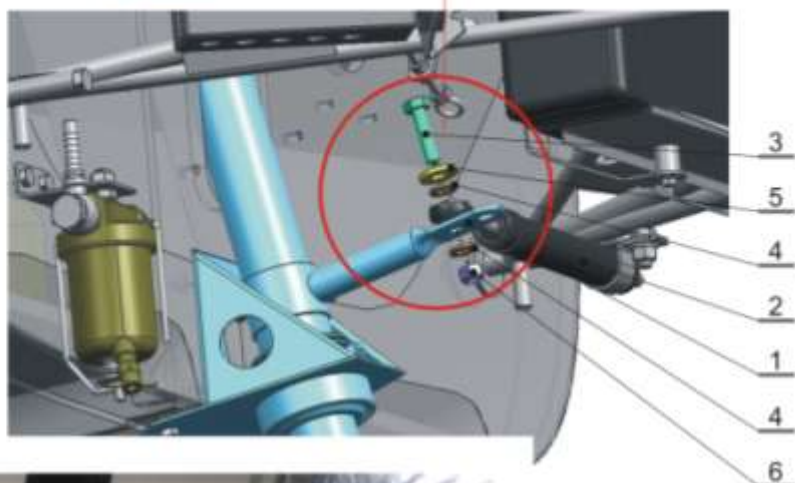
7) Central console front covers. Install left and right central console front covers with black phil. pan head machine screw M4 x 12 DIN 7985.



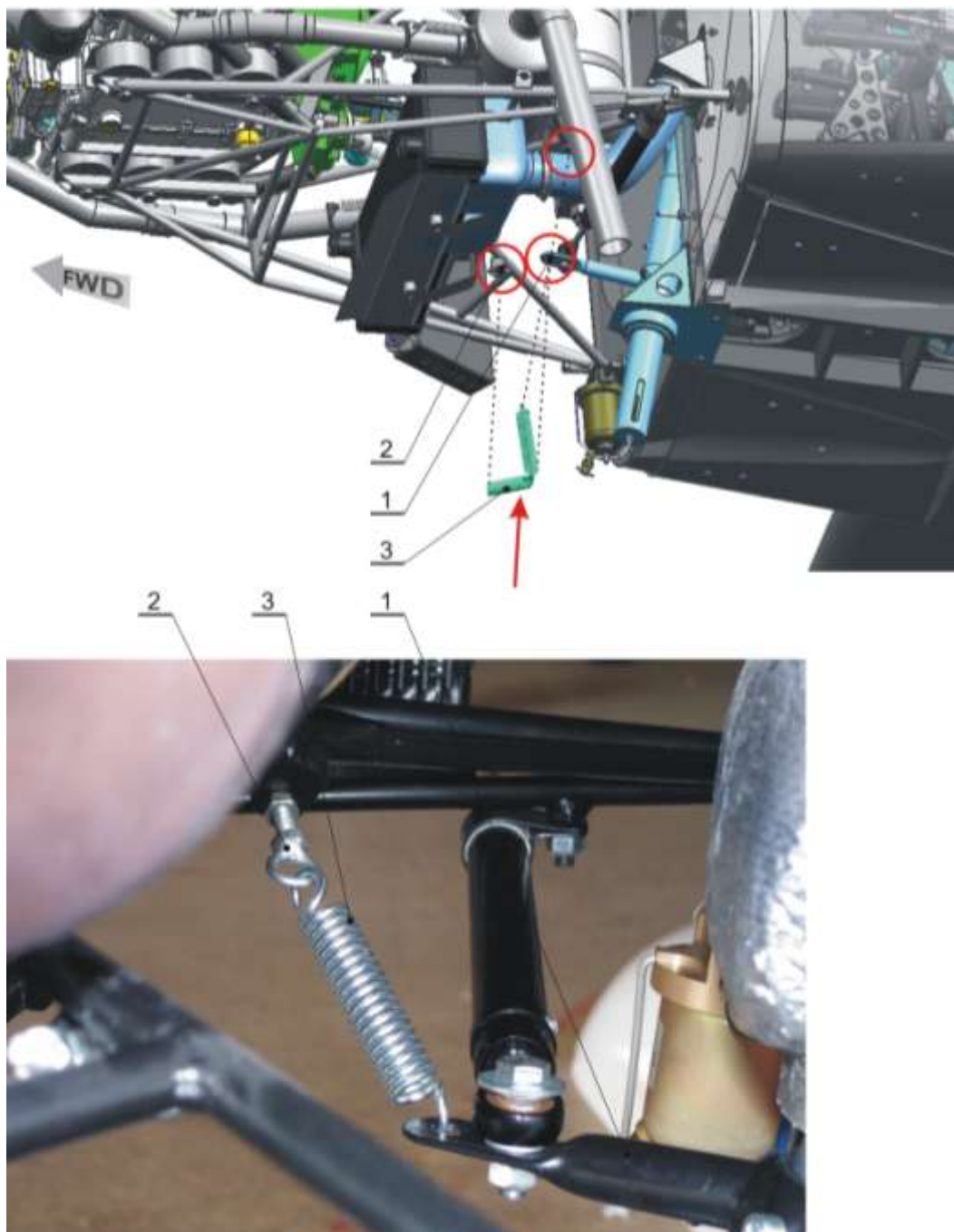
Pos.	Part	Part number / Norm
1	Central console	s200_630_00-1
2	Right central console front cover	-

8) Connecting the Dumper. Fix the piston of the Dumper TOBY [15Cy40] on the Balance beam [s427_100_00-1] with screw M8 x 32 ISO 4014. Use only new self-locking nuts VM8. After connecting make sure that when Nose gear tube [s421_000_00-1] is turning into the outer deflections (up to the stop) that the piston is not sliding out from the dumper.

Pos.	Part	Part number / Norm
1	Balance beam	s427_100_00-1
2	Dumper TOBY	15Cy40
3	Screw M8 x 32	ISO 4014
4	Washer M8	ČSN 02 1721
5	Washer M8	DIN 9021
6	Self – locking nut VM 8	DIN 980



9) Shimmy springs installation. Pull on the pair of Shimmy springs. Springs must be pulled from Adjustable eye for spring [s427_300_00-1] on the engine mount and the other side of springs must be pulled on into the hole in the Balance beam [s427_100_00-1].



Pos.	Part	Part number / Norm
1	Balance beam	s427_100_00-1
2	Adjustable eye for spring	s427_300_00-1
3	Shimmy spring	-

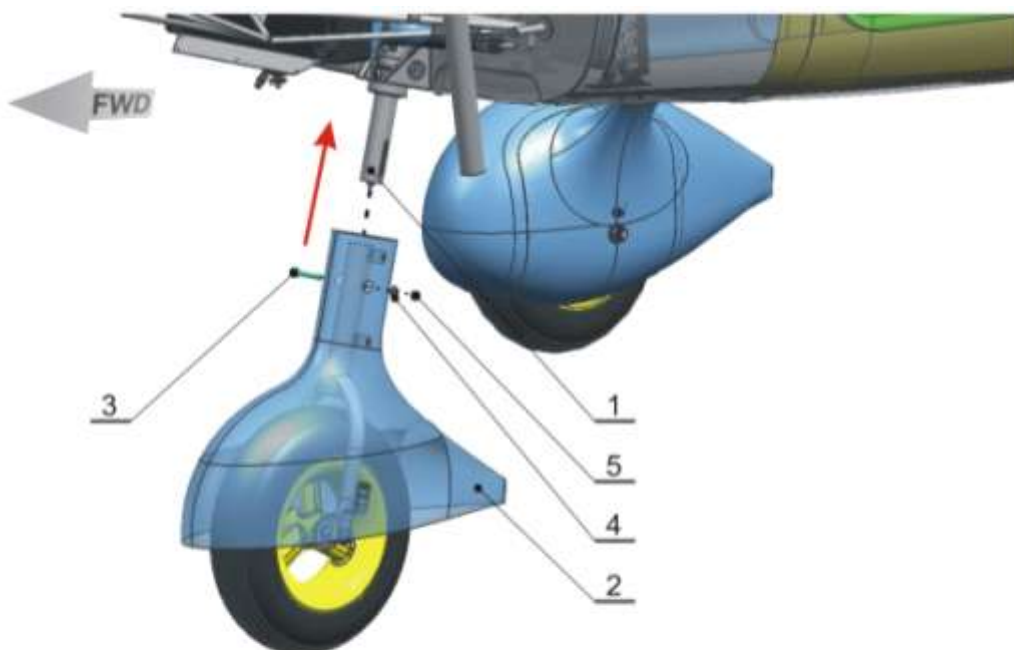


CAUTION

Springs must be pulled on as shown on following photos. The spring must be pulled on with eye interrupted part in direction down. Otherwise the spring could be dragged. Consequently it is necessary to centre the zero position of the nose leg. The length of of spring (from eye to eye) must be 100 mm (the measurement is described in the following pictures) and the leg must be freely returning back itself into zero position. After connecting check the nose leg function, make sure that springs are not being lossed (dragged).



10) Nose gear fork installation. Fix the Nose gear fork [s422_000_00-1] on the Nose gear tube [s421_000_00-1] slot with screw M8 x 55 DIN 912. Use only new self-locking nuts VM8. Check the Nose gear spring [s422_600_00-1] and Spring insert inside Fork [s422_100_00-1] presence.



Pos.	Part	Part number / Norm
1	Nose gear tube	s421_000_00-1
2	Nose gear fork	s422_000_00-1
3	Screw M8 x 55	DIN 912
4	Washer M8	ČSN 02 1721
5	Self – locking nut VM 8	DIN 980

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11) Securing bolted connections. Secure all bolted connections by the F-900 Torque seal.
12) Cowlings installation. Check engine area for free parts and install cowlings.
13) Nose gear control. After finishing the installation check the correct function and behaviour of nose gear while taxing.

3.4.2. Nose gear Removal

The rest of the nose gear removal process goes in reverse to the nose gear installation process.

Before starting the Nose gear Removal process execute step 1. of Nose gear Installation Checklist.

3.4.3. Nose gear Bottom attachment Installation

To installation the bottom attachment requires two person.

Type of Maintenance	Line
Level of Certification Required	L/O, RI, RM, A& P
Task Specific	Can be completed only by a responsible individual, which has received TL-ultralight Airplane Operation Training.
Tools Required	Socket wrench 10 (1pcs) Combination wrench 10 (1pcs) Screwdriver (1pcs) Torque wrench (1pcs) Support for the fuselage
Materials Required	Self-locking nuts VM6 (6 pcs) Plastic grease Mogul G3 F-900 Torque seal
Bottom attachment Installation Checklist	
1) Preparation. Before starting, set the parking brake. Remove cowlings, make sure the tail area is clear. Lift the forward fuselage by pushing down the tail at the over horizontal tail main hinge so that is possible insert the support under engine mount firewall attachment. Insert the support securely under engine mount firewall attachment (see pictures in step 1. of the Nose gear Installation Checklist).	

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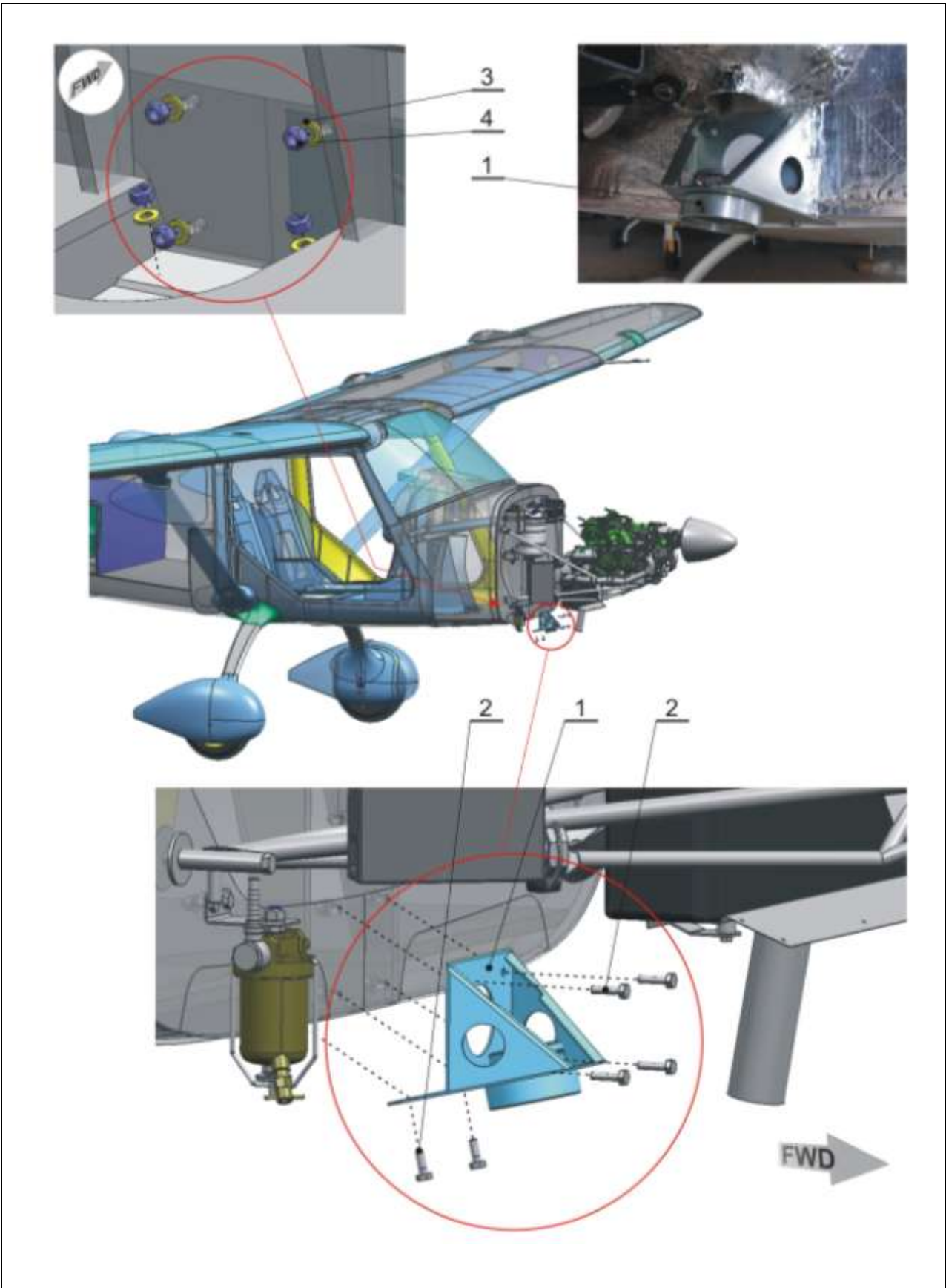
2) Central console front covers removing. Remove left and right central console front covers fixed by black phil. pan head machine screw M4 x 12 DIN 7985.



Pos.	Part	Part number / Norm
1	Central console	s200_630_00-1
2	Right central console front cover	-

3) Bottom attachment installation. Fix the Bottom attachment [s423_000_00-1] on the fuselage with six screws M6 x 22 ISO 4014. Use only new self-locking nuts VM6. Proceed this installation from pilot area (nuts and washers) which was developed by dismounting the Central console front covers.

Pos.	Part	Part number / Norm
1	Bottom attachment	s423_000_00-1
2	Screw M6 x 22	ISO 4014
3	Washer M6	ČSN 02 1721
4	Self – locking nut VM 6	DIN 980



4) Central console front covers. Install back left and right central console front covers with black phil. pan head machine screw M4 x 12 DIN 7985.

NOTE

If you follow the installation the Nose gear according Chapter 3.4.1., do not apply this step.

3.4.4. Nose gear Bottom attachement Removal

The rest of the bottom attachement removal process goes in reverse to the bottom attachement installation process.

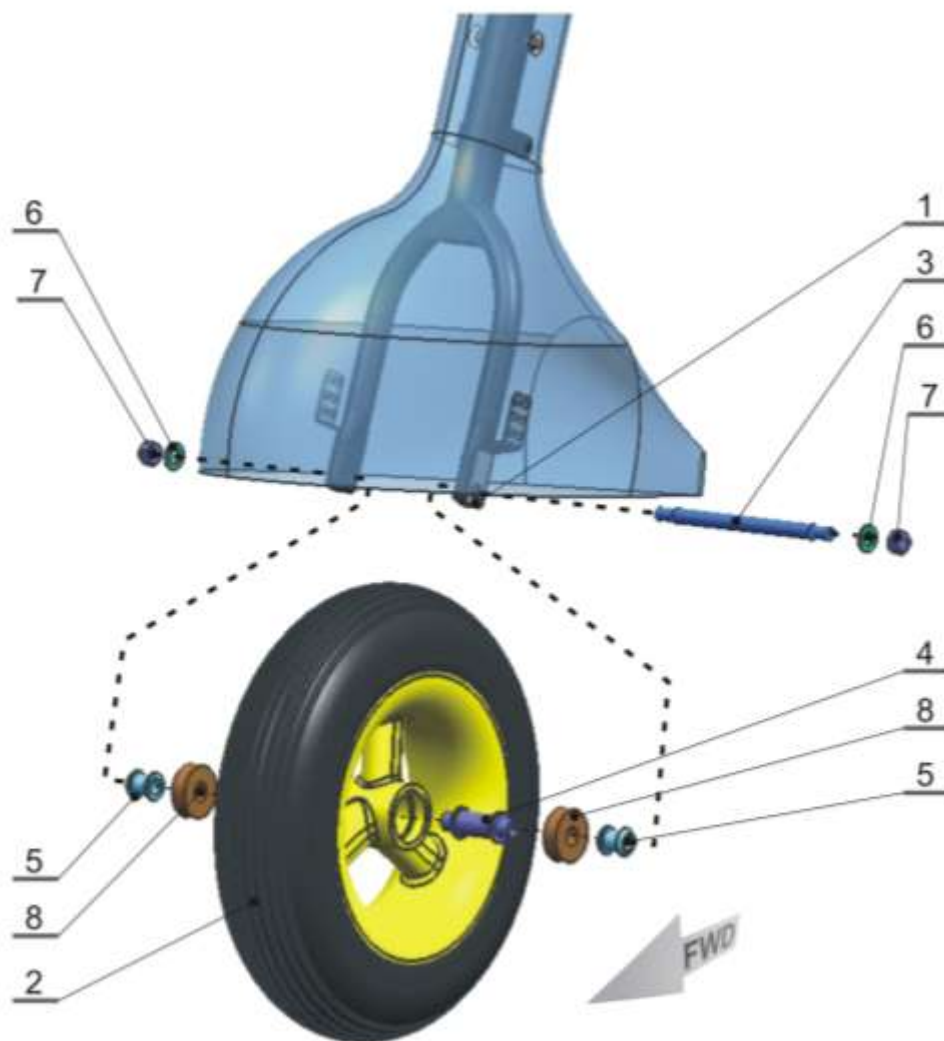
Before starting the Bottom attachement Removal process execute step 1. of Nose gear Installation Checklist.

3.4.5. Nose wheel Installation

To installation the nose wheel requires one person.

Type of Maintenance	Line
Level of Certification Required	L/O, RI, RM, A& P
Task Specific	Can be completed only by a responsible individual, which has received TL-ultralight Airplane Operation Training.
Tools Required	Socket wrench 19 (1pcs) Combination wrench 19 (1pcs) Screwdriver (1pcs) Torque wrench (1pcs) Support for the fuselage
Materials Required	Self-locking nuts VM12 (2 pcs) Plastic grease Mogul G3 F-900 Torque seal
Nose wheel Installation Checklist	
1) Preparation. Before starting, set the parking brake. Remove cowlings, make sure the tail area is clear. Lift the forward fuselage by pushing down the tail at the over horizontal tail main hinge so that is possible insert the support under engine mount firewall attachement. Insert the support securely under engine mount firewall attachement.	

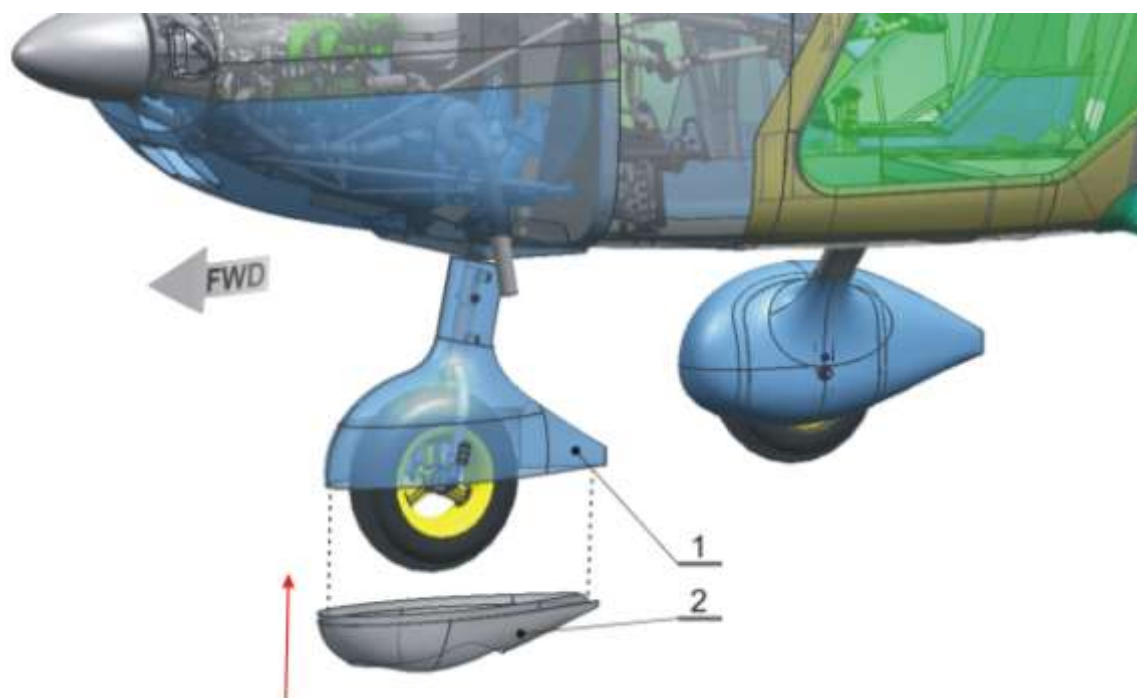
2) Nose wheel installation. Install the Wheel [s422_200_00-1] on the Fork [s422_100_00-1], i.e. insert the Wheel [s422_200_00-1] with the Nose gear insert [s422_400_00-1], Nose gear distance spacers [s422_500_00-1] and Ball bearings [ZKL 6303] to the Fork [s422_100_00-1]. Assembly connect with Nose gear axis [s422_300_00-1], self – locking nuts VM 12 DIN 980 and washers M12 ČSN 02 1721. Use only new self-locking nuts VM12.



Pos.	Part	Part number / Norm
1	Fork	s422_100_00-1
2	Wheel 400 x 100	s422_200_00-1
3	Nose gear axis	s422_300_00-1
4	Nose gear insert	s422_400_00-1
5	Nose gear distance spacer	s422_500_00-1
6	Washer M12	ČSN 02 1721
7	Self – locking nut VM 12	DIN 980
8	Ball bearing	ZKL 6303



3) Bottom part of wheel pant. Install the Bottom part of wheel pant [s426_200_00-1] on the Upper part of wheel pant [s426_100_00-1] with slotted mushroom head screws M4 x 12 (905624). Use F-900 Torque seal for screw connections.



Pos.	Part	Part number / Norm
1	Upper part of wheel pant	s426_100_00-1
2	Bottom part of wheel pant	s426_200_00-1



4) Nose wheel control. Note that the nose wheel can be freely rotating and is sufficient clearance between the wheel pant and the nose wheel. Check tire pressure.

3.4.6. Nose wheel Removal

The rest of the nose wheel removal process goes in reverse to the nose wheel installation process.

Before starting the Nose wheel Removal process execute step 1. of Nose gear Installation Checklist.

	Maintenance Manual	Aircraft Type: TL - 3000 SIRIUS
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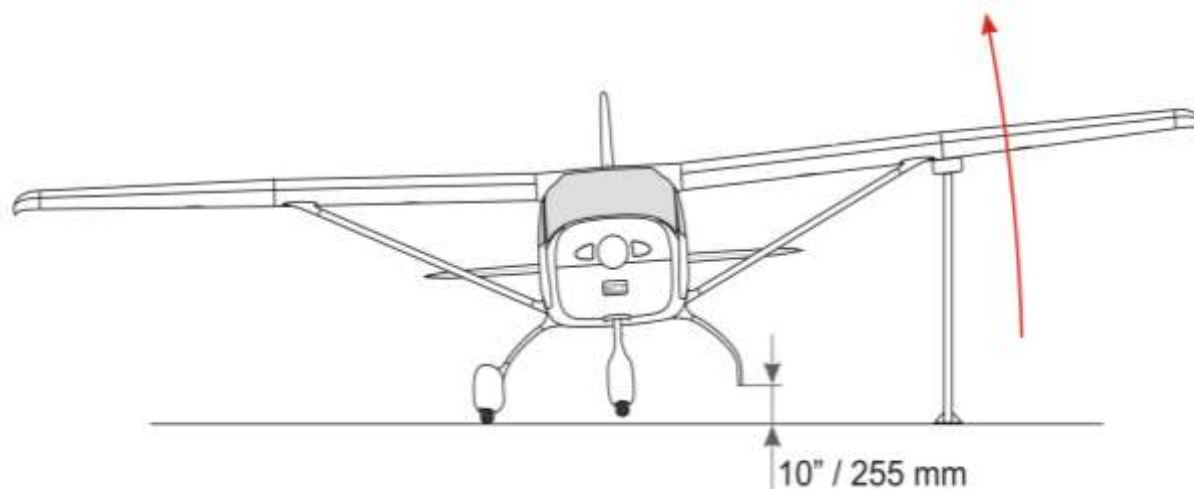
3.4.7. Main wheel assembly Installation

To installation the main wheel assembly requires two person.

Type of Maintenance	Line
Level of Certification Required	L/O, RI, RM, A& P
Task Specific	Can be completed only by a responsible individual, which has received TL-ultralight Airplane Operation Training.
Tools Required	Socket wrench 10, 13, 24 (1pcs, 1pcs, 1pcs) Combination wrench 13 (1pcs) Screwdriver (1pcs) Torque wrench (1pcs) Support for the wing
Materials Required	Modified self – locking nut M16 (1 pcs) Self-locking nuts VM8 (1 pcs) F-900 Torque seal

Main wheel assembly Installation Checklist

1) Preparation. Before starting, set the parking brake. Set the chocks under the wheels to prevent plane's rolling. Lift up the wing where the main spar is located and put the support under the wing (where the strut connection is located).

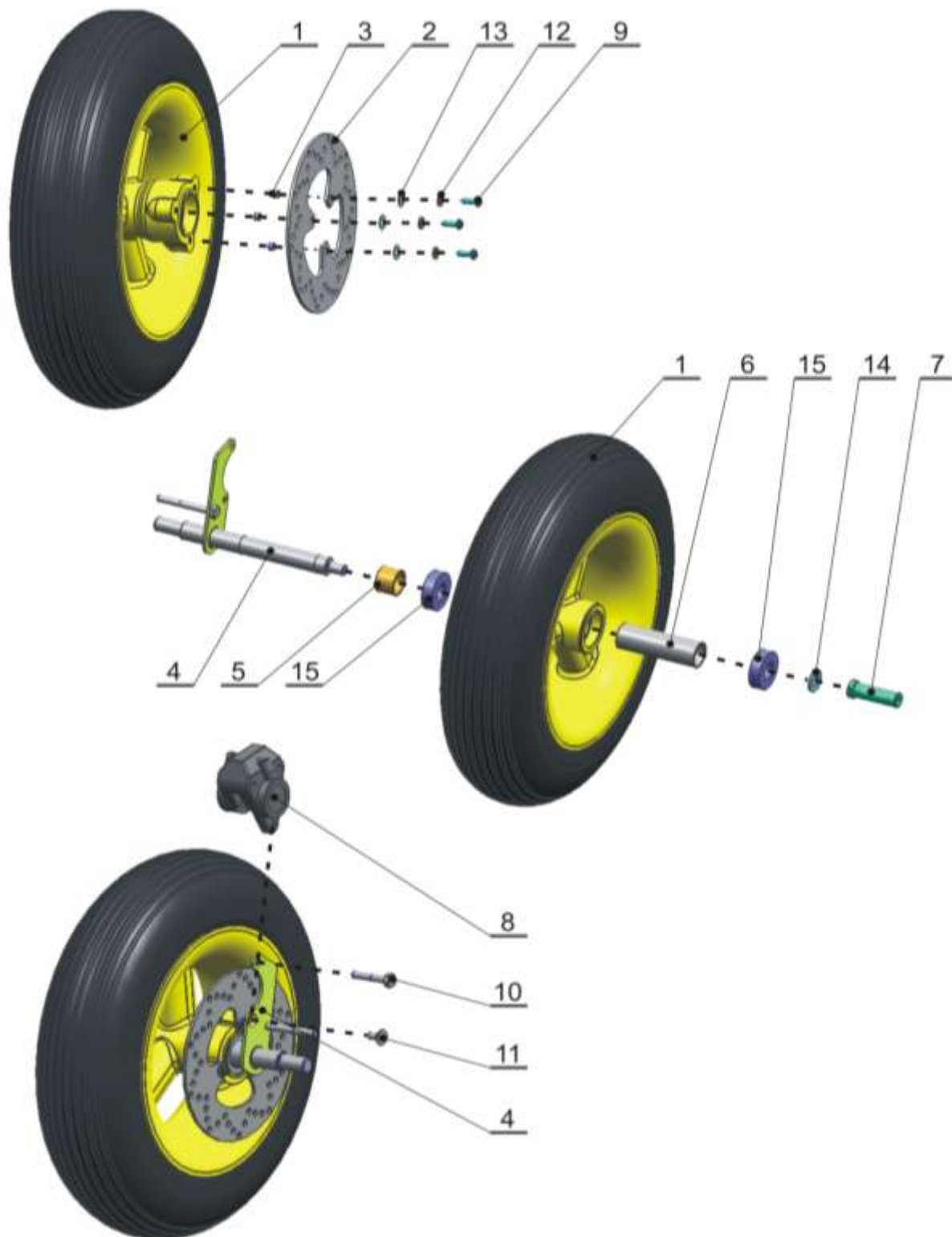


CAUTION

Use only soft surface of the support for the wing. Do not touch the transparency wing tip light cover.

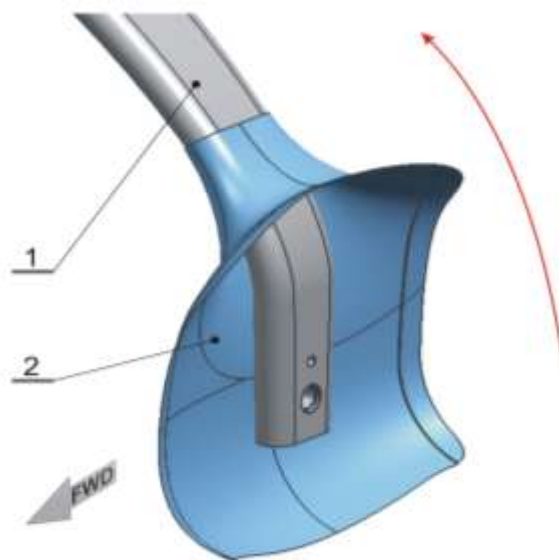
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2) Main wheel assembly completion. Assemble the Main wheel assembly (see 3 steps on next images).



Pos.	Part	Part number / Norm
1	Braked wheel 400 x 100	s411_210_00-1
2	Brake disc	s411_220_00-1
3	Brake disc spacer	s411_230_00-1
4	Main wheel axle	s411_240_00-1
5	Main wheel spacer	s411_250_00-1
6	Main wheel bearing spacer	s411_260_00-1
7	Main wheel pant spacer	s411_270_00-1
8	Brake caliper AIP	-
9	Screw M6 x 14	ISO 7380 – 10.9ZN
10	Screw M8 x 40	DIN 912
11	Screw M8 x 16B	DIN 7991 – 8.8ZN
12	Washer M6	ČSN 02 1721
13	Washer M8	ČSN 02 1721
14	Washer M12	ČSN 02 1721
15	Ball bearing	ZVL 6004

3) Installation Inner part of wheel pant. Put the Inner part of wheel pant [s411_520_00-1] on the Main undercarriage leg [s411_100_00-1]. Put the hose of the brake system on the slot in the Inner part of wheel pant [s411_520_00-1].



Pos.	Part	Part number / Norm
1	Main undercarriage leg	s411_100_00-1
2	Inner part of wheel pant	s411_520_00-1

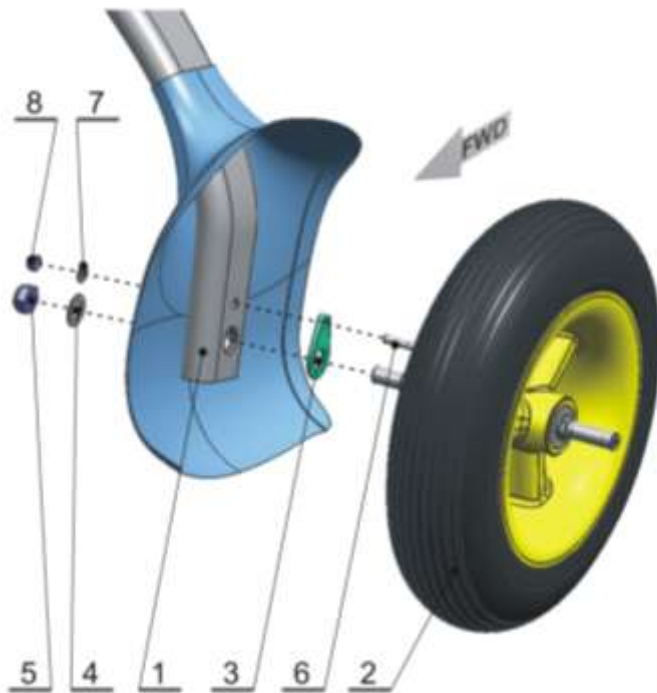
4) Brake system connection. Connect the hose of the brake system to the Brake caliper [AIP]. Brake caliper is located in the Main wheel assembly. Use F-900 Torque seal.



Pos.	Part	Part number / Norm
1	Brake caliper AIP	-
2	Hose of the brake system	-

5) Main wheel assembly installation. Fix the Main wheel assembly [s411_200_00-1] on the Main undercarriage leg [s411_100_00-1]. Install the Main gear wedge washer [s411_400_00-1] between the Main wheel assembly [s411_200_00-1] and Main undercarriage leg [s411_100_00-1]. Use only new self-locking nut VM8 and Modified nut M16 [s411_700_00-1].

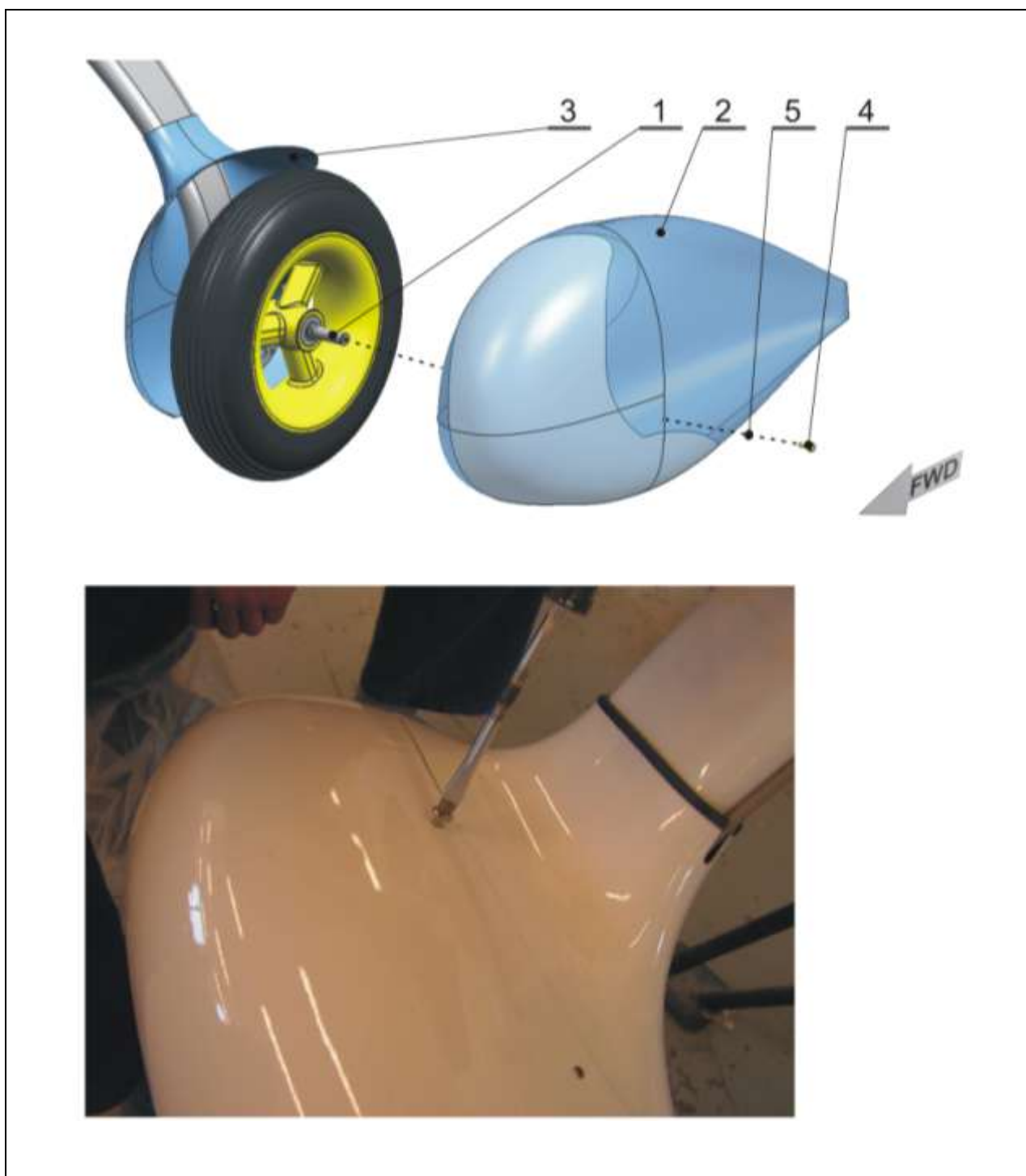
Pos.	Part	Part number / Norm
1	Main undercarriage leg	s411_100_00-1
2	Main wheel assembly	s411_200_00-1
3	Main gear wedge washer	s411_400_00-1
4	Main wheel axis washer	s411_600_00-1
5	Modified nut M16	s411_700_00-1
6	Screw M8 x 60	DIN 912
7	Washer M8	ČSN 02 1721
8	Self – locking nut VM 8	DIN 980



6) Filling Brake system with Fluid. Fill the Brake system with Fluid. See Chapter 3.4.13.

7) Outer part of wheel pant. Install the Outer part of wheel pant [s411_510_00-1] on the Inner part of wheel pant [s411_520_00-1] with slotted mushroom head screws M4 x 12 (905624) and screw M6 x 22 DIN 912. Use F-900 Torque seal for screw connections.

Pos.	Part	Part number / Norm
1	Main wheel pant spacer	s411_270_00-1
2	Outer part of wheel pant	s411_510_00-1
3	Inner part of wheel pant	s411_510_00-1
4	Screw M6 x 22	DIN 912
5	Washer M6	ČSN 02 1721



3.4.8. Main wheel assembly Removal

The rest of the Main wheel assembly removal process goes in reverse to the Main wheel assembly installation process (without step no. 6).

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Before starting the Main wheel assembly Removal process execute step 1. of Main wheel assembly Installation Checklist.

After disconnection the line of the Brake system prevent draining of brake liquid out of the hose by plugging it up.

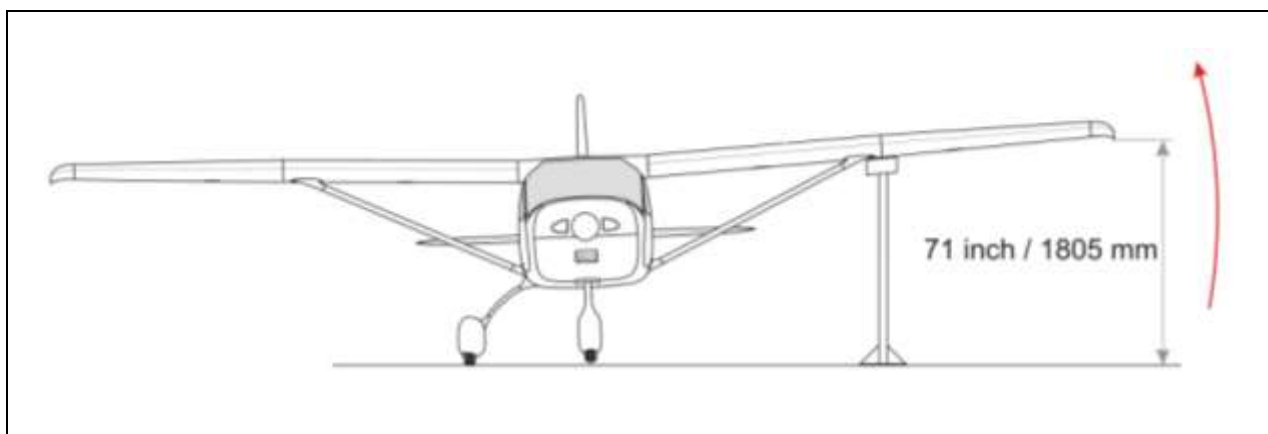
3.4.9. Main undercarriage leg Installation

To installation the main undercarriage leg requires two person.

Contact TL-ultralight or an authorized dealer for the instructions on main undercarriage leg installation, if installing a replacement main undercarriage leg, or a repaired main undercarriage leg.

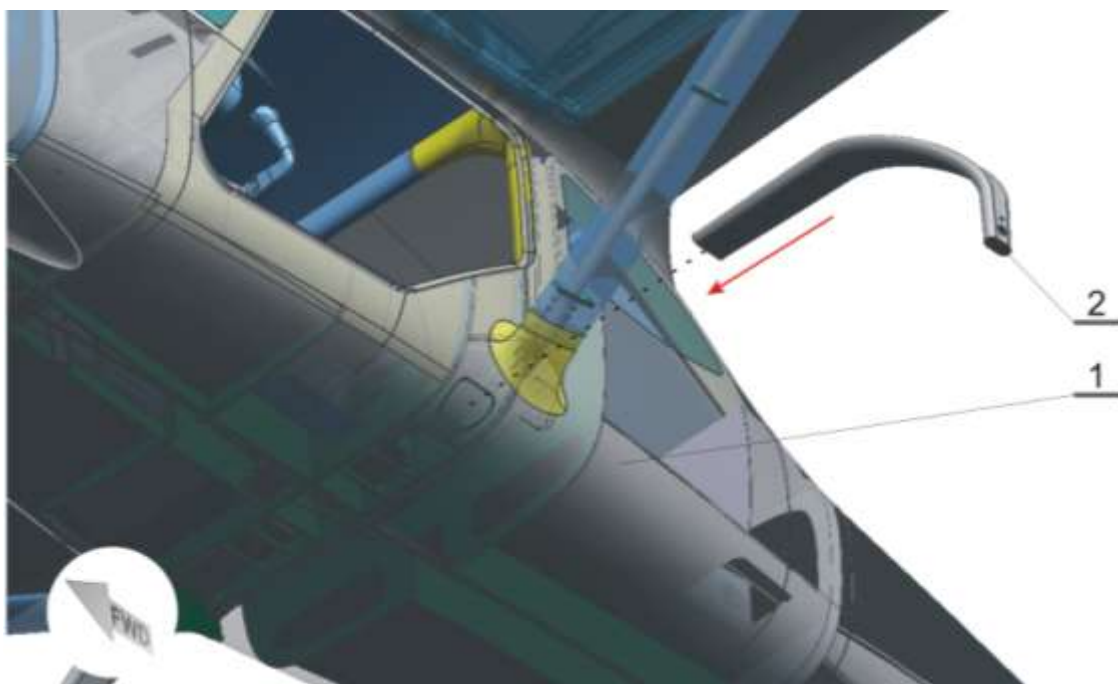
Type of Maintenance	Line
Level of Certification Required	L/O, RI, RM, A& P
Task Specific	Can be completed only by a responsible individual, which has received TL-ultralight Airplane Operation Training.
Tools Required	Allen wrench 6 (1pcs) Screwdriver (1pcs) Torque wrench (1pcs) Support for the wing
Materials Required	F-900 Torque seal
Main undercarriage leg Installation Checklist	
1) Preparation. Before starting, set the parking brake. Set the chocks under the wheels to prevent plane's rolling. Lift up the wing where the main spar is located and put the support under the wing (where the strut connection is located). CAUTION Use only soft surface of the support for the wing. Do not touch the transparency wing tip light cover.	

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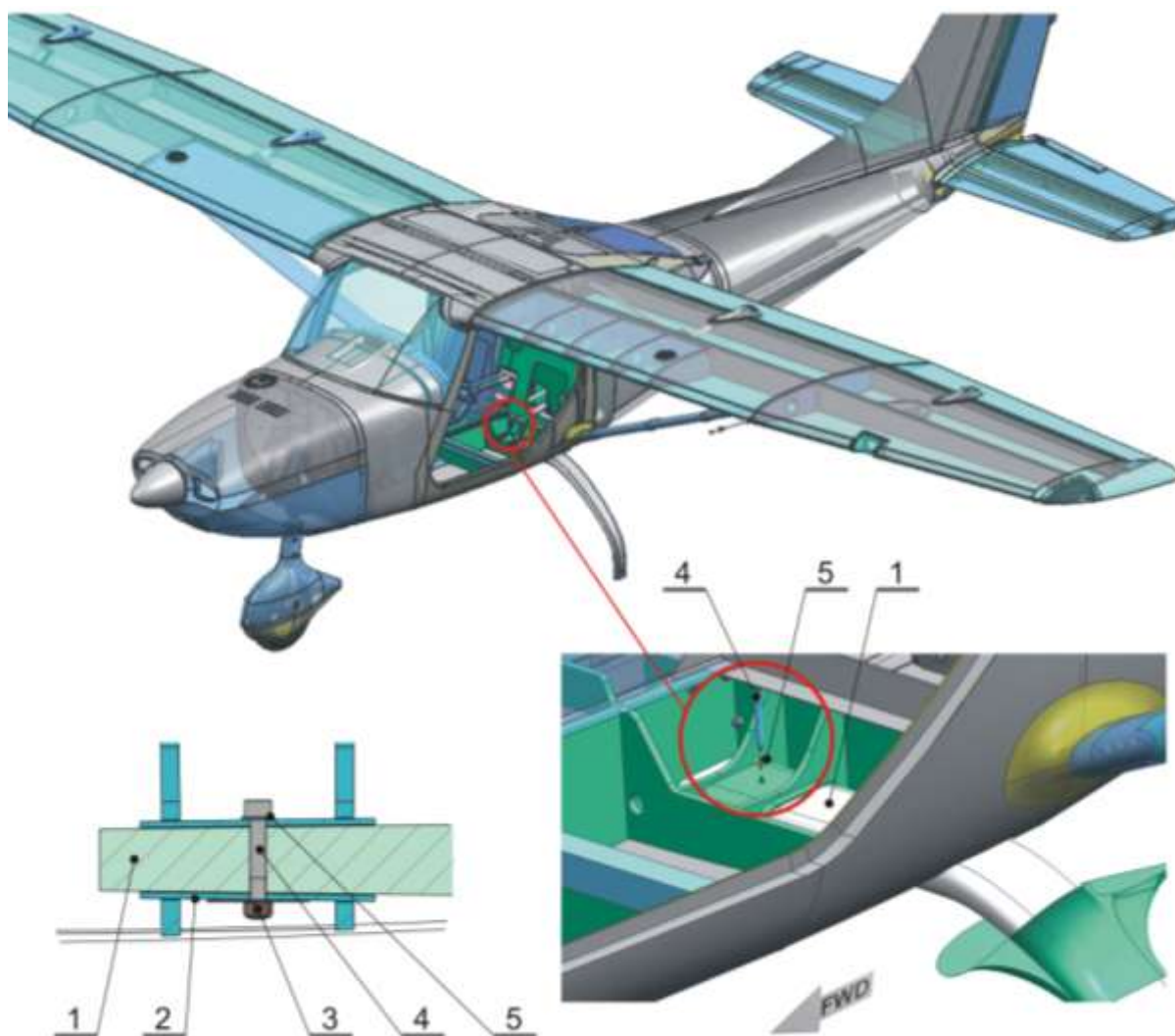
2) Seat removal. Remove the Back seat [s200_621_00-1] and the Bottom seat [s200_622_00-1] over installed main undercarriage leg. See chapter 3.4.13.

3) Main undercarriage leg installation. Insert the Main undercarriage leg [s411_100_00-1] to the main undercarriage leg cases in the Fuselage.



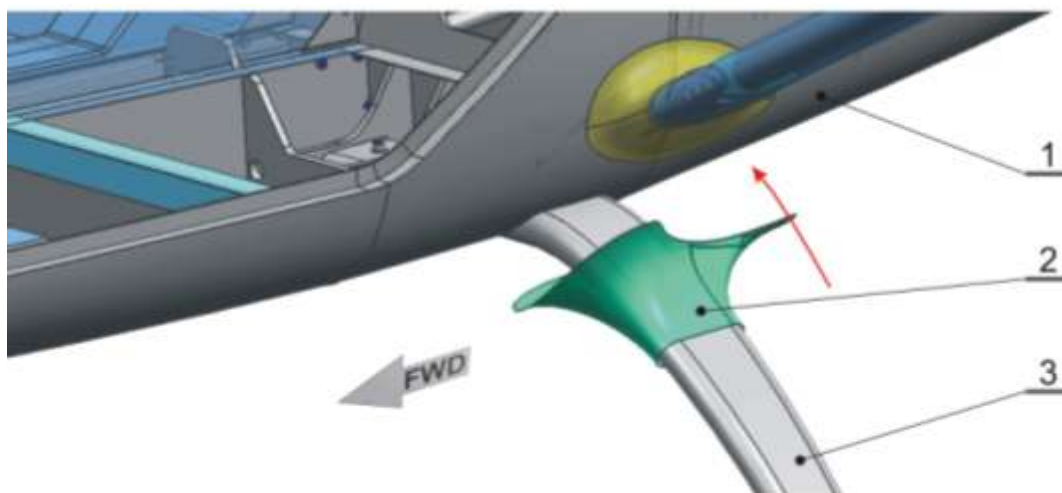
Pos.	Part	Part number / Norm
1	Fuselage	s200_000_00-1
2	Main undercarriage leg	s411_100_00-1

4) Main undercarriage leg fixation. Fix the Main undercarriage leg [s411_100_00-1] on the Inner main undercarriage leg case in the Fuselage with Screw M8 x 50 DIN 912. Self-locking nuts VM8 are laminated under the Inner main undercarriage leg case in the Fuselage.



Pos.	Part	Part number / Norm
1	Main undercarriage leg	s411_100_00-1
2	Inner main undercarriage leg case in fusel.	-
3	Laminated nut VM 8	-
4	Screw M8 x 50	DIN 912
5	Washer M8	ČSN 02 1721

5) Undercarriage cover installation. Put the Undercarriage cover – left [s200_431_00-1] or Undercarriage cover – right [s200_432_00-1] on the Main undercarriage leg [s411_100_00-1]. Fix the Undercarriage cover – left [s200_431_00-1] or Undercarriage cover – right [s200_432_00-1] on the Fuselage [s200_000_00-1] with slotted mushroom head screws M4 x 12 (905624).



Pos.	Part	Part number / Norm
1	Fuselage	s200_000_00-1
2	Undercarriage cover - left	s200_431_00-1
3	Main undercarriage leg	s411_100_00-1

3.4.10. Main undercarriage leg Removal

The rest of the Main undercarriage leg removal process goes in reverse to the Main undercarriage leg installation process.

Before starting the Main undercarriage leg Removal process execute Main wheel assembly Removal (see chapter 3.4.8).

Before starting the Main undercarriage leg Removal process execute step 1. of Main undercarriage leg installation Checklist.

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3.4.11. Verification Required (Landing gear)

Make sure the main bolts are not loose (do not rotate).

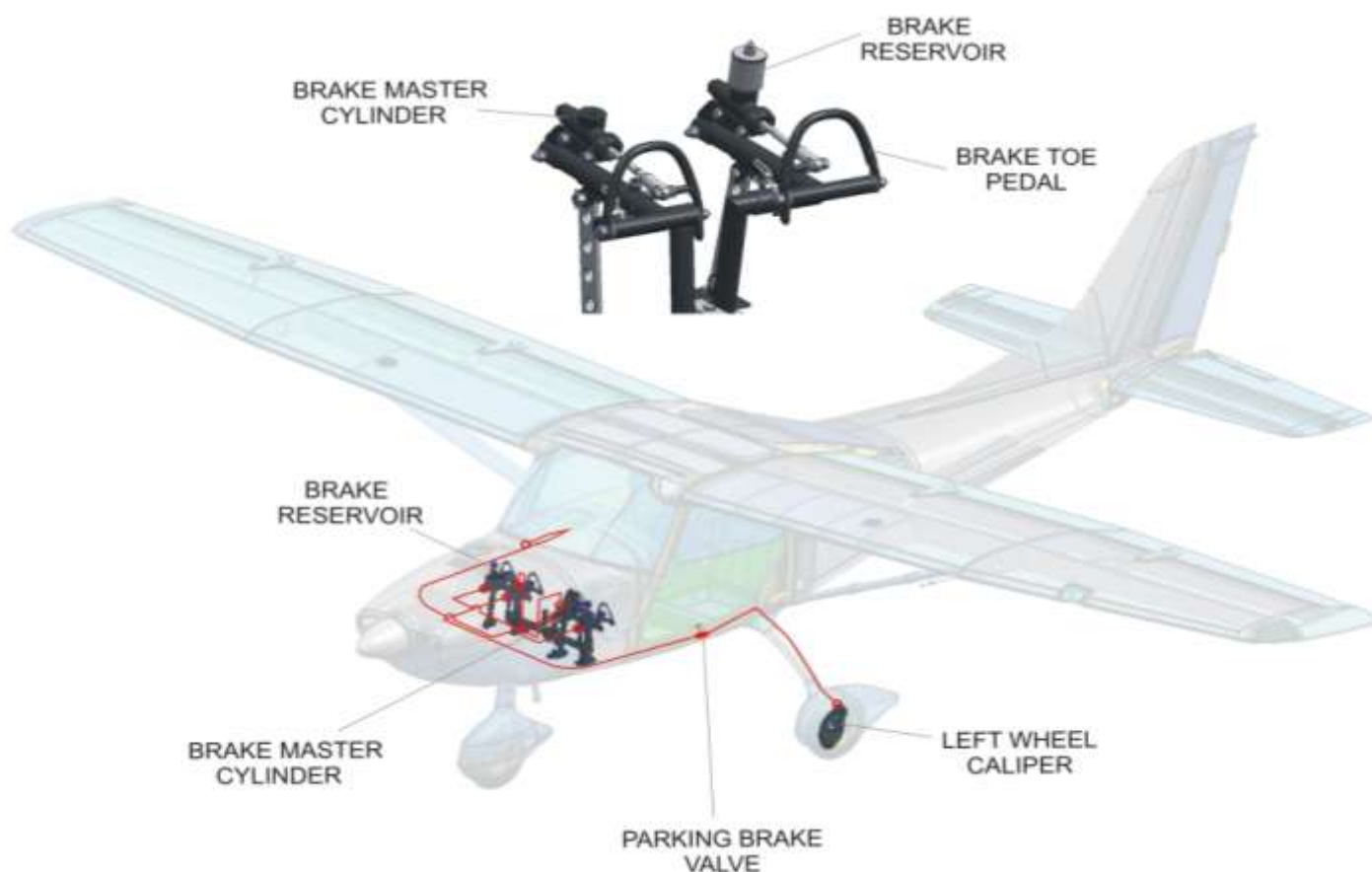
Check fuselage and wheel pants for foreign objects.

Check wheels for free travel.

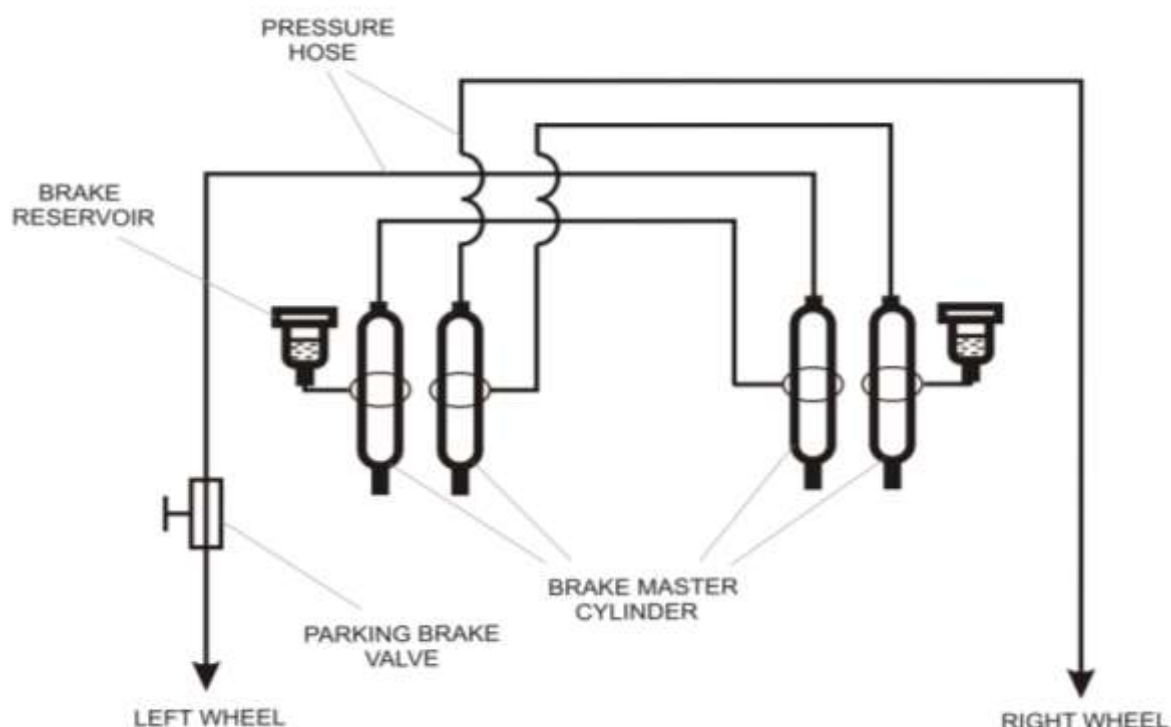
Secure all bolted connections by the F-900 Torque seal.

3.4.12. Brake system description

The aircraft has two single-rotor, hydraulically-actuated brakes located on the main landing gear, one on each wheel. Each brake is connected to a brake piston cylinder attached to the toe pedals of the rudder pedals. When the operator presses the left brake pedal, hydraulic pressure is sent down hydraulic line to the left wheel brake pads, which in turn press on both sides of the rotor. The same process also applies the right brake pedal pressure to the right brake rotor.



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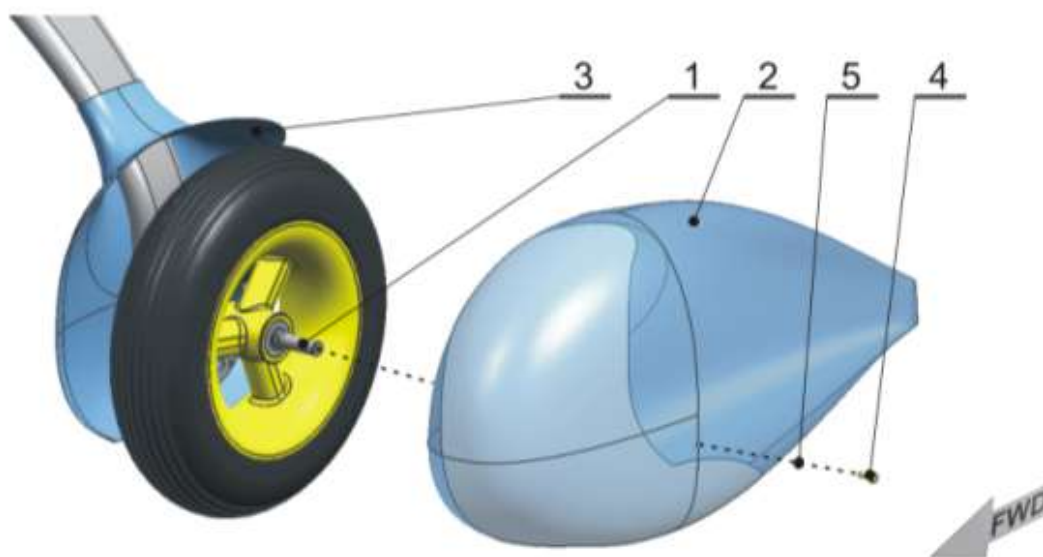
3.4.13. Filling Brake System with Fluid

To filling Brake System with Fluid requires one person.

Type of Maintenance	Line
Level of Certification Required	L/O, RI, RM, A& P
Task Specific	Can be completed only by a responsible individual, which has received TL-ultralight Airplane Operation Training.
Tools Required	Allen wrench 5 (1pcs) Socket wrench 8, 10 (1 pcs, 1pcs) Screwdriver (1pcs) Torque wrench (1pcs) Auxiliary tank Support for the wing Bottle with the stand for brake fluid
Materials Required	Self-locking nuts VM6 (4 pcs) F-900 Torque seal DOT 4 Brake fluid
Filling Brake system with Fluid Checklist	
1) Preparation. Before starting, set the chocks under the wheels to prevent plane's rolling. Visually check the system for integrity and tightness. Make sure the aircraft is not set on parking brake, i.e. the parking brake valve is open and the handle of the valve is aligned to aircraft longitudinal axle.	

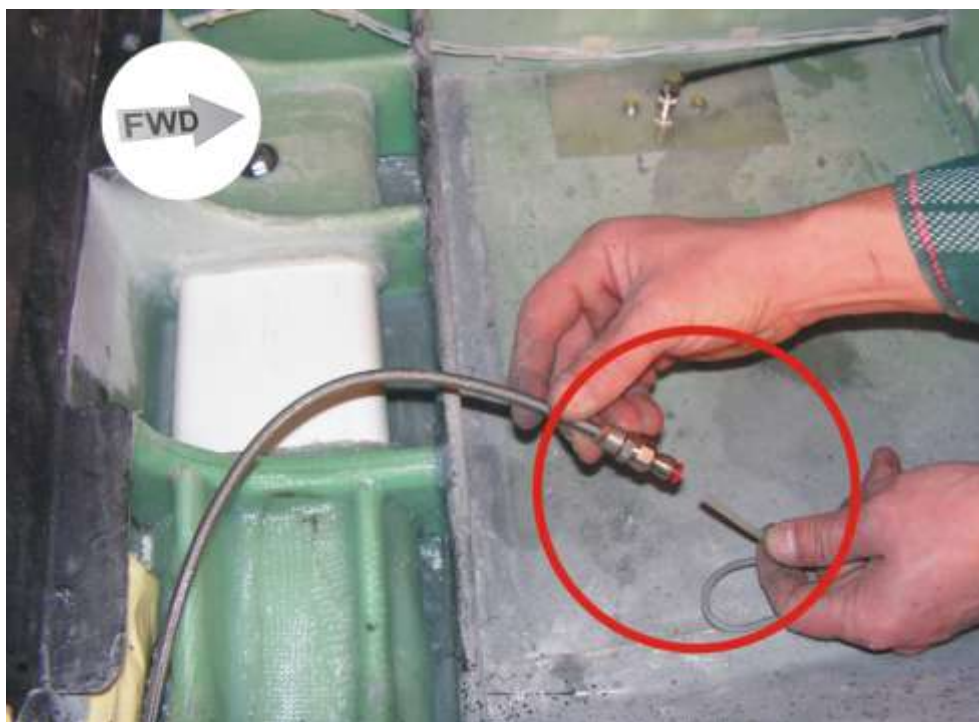
2) Outer part of wheel pant Removing. Remove the Outer part of wheel pant [s411_510_00-1] from the Inner part of wheel pant [s411_520_00-1]. Outer part of wheel pant [s411_510_00-1] is fixed with slotted mushroom head screws M4 x 12 (905624) and screw M6 x 22 DIN 912.

Pos.	Part	Part number / Norm
1	Main wheel pant spacer	s411_270_00-1
2	Outer part of wheel pant	s411_510_00-1
3	Inner part of wheel pant	s411_510_00-1
4	Screw M6 x 22	DIN 912
5	Washer M6	ČSN 02 1721



3) Seats Removing. Remove left and right Bottom seats [s200_622_00-1]. See chapter 3.9.3 for instructions

4) Brake line interruption. Disconnect hoses joints under the crew seats. Blind disconnected hoses.

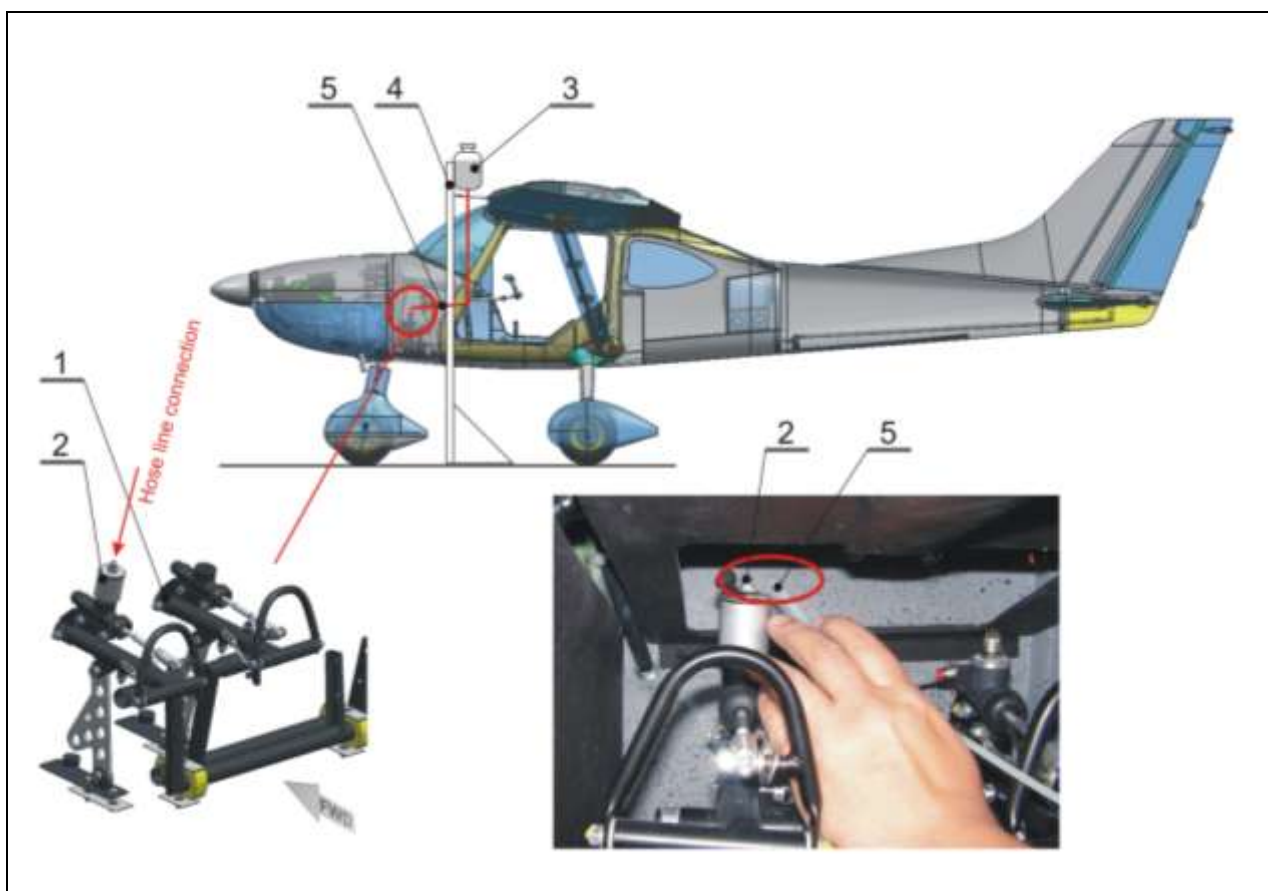


5) Bottle with the stand for brake fluid connection. Connect hose line from the bottle with the stand for brake fluid to the Brake fluid bottle assembly [s531_700_00-1] on the Foot pedal assembly [s531_200_00-1] (left pilot side for the left wheel line or right pilot side for the right wheel line). Bottle on the stand must be filled by brake fluid and this bottle must be the highest point of the system.

Pos.	Part	Part number / Norm
1	Foot pedal assembly	s531_200_00-1
2	Brake fluid bottle assembly	s531_700_00-1
3	Brake fluid	DOT 4
4	Bottle with the stand for brake fluid	-
5	Hose line for brake fluid	-

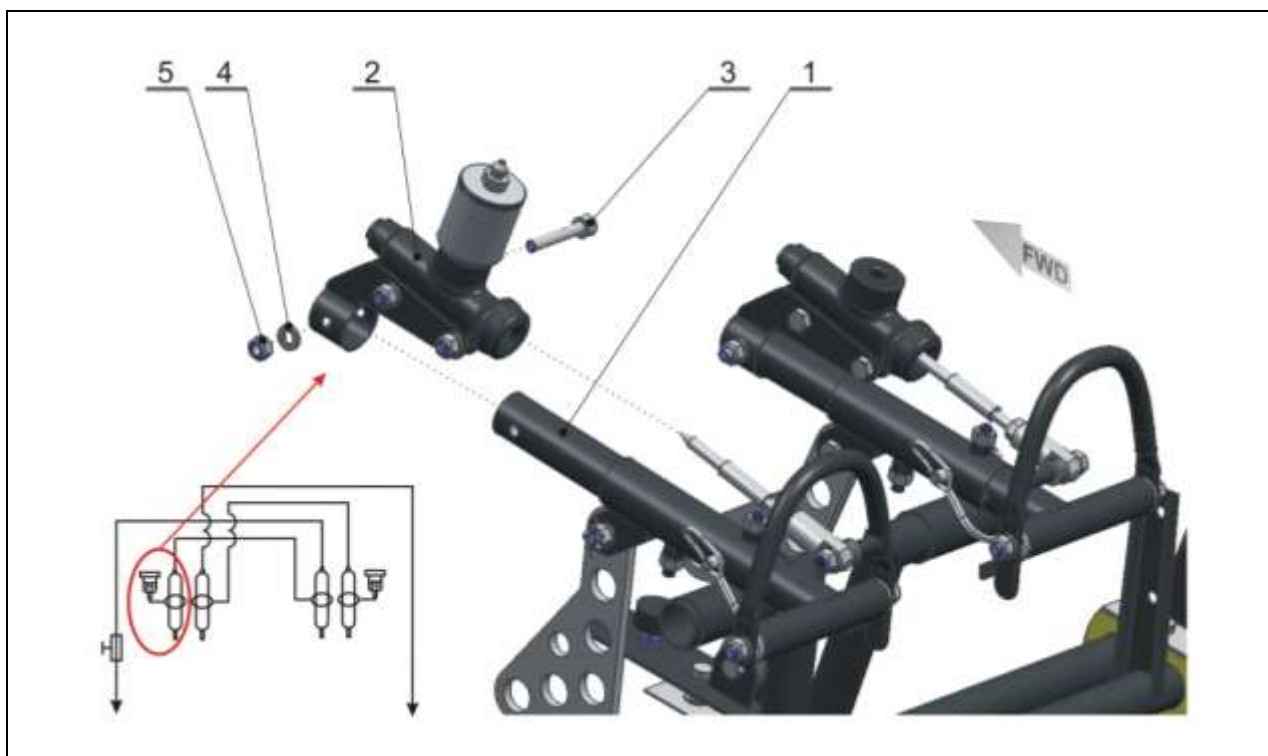
CAUTION

Brake fluid is an aggressive substance, be careful avoid the contact with composite structure and cabin upholstery, otherwise it would damage them.



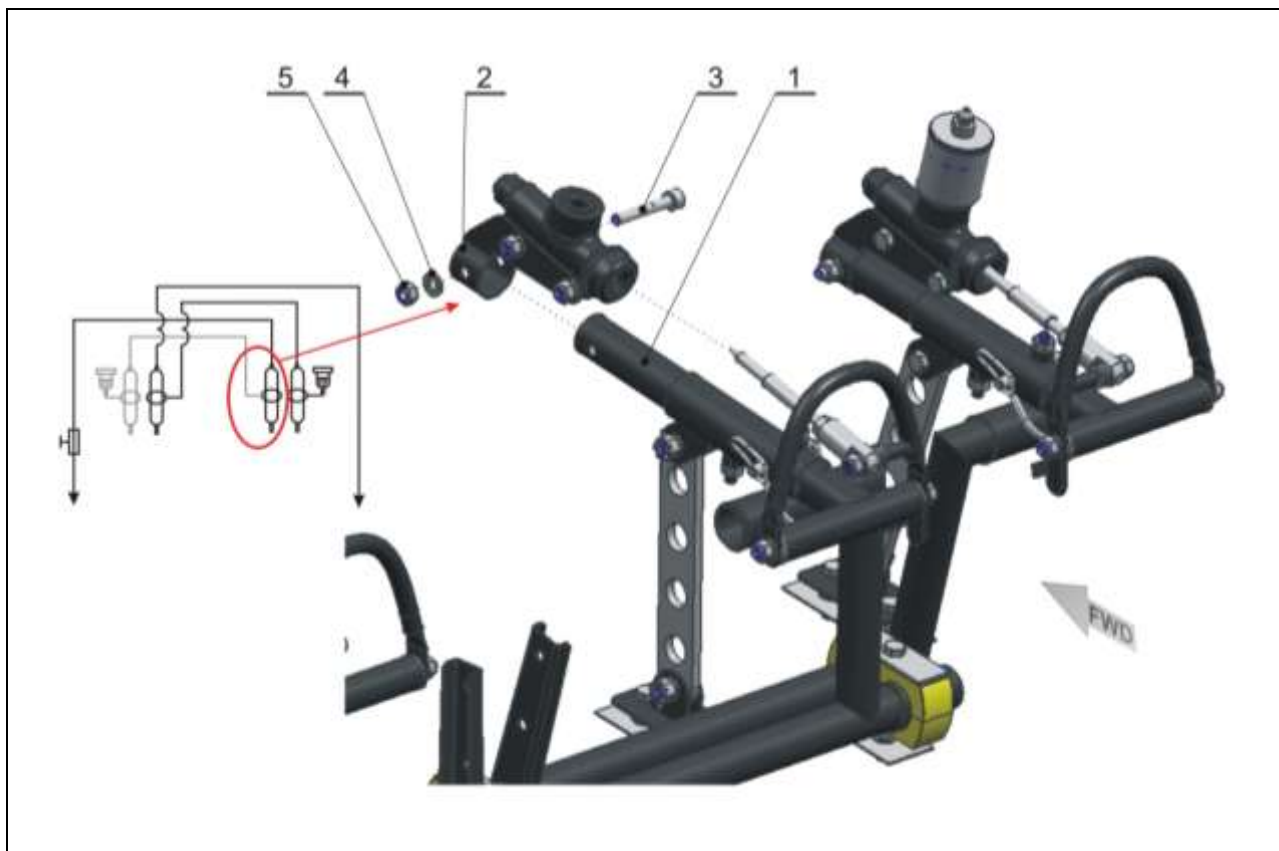
6) Left pedal brake cylinder venting. Remove the Brake cylinder [AJP 128.00.052C] with the Brake fluid bottle assembly [s531_700_00-1] from the Foot pedal assembly [s531_200_00-1] (left pilot side for the left wheel line or right pilot side for the right wheel line). Remove blanking from disconnected hoses (blinded in step 4) and hoses end insert into the auxiliary tank so that the brake fluid can freely flow from Bottle on the stand through the brake cylinders on the pedals to the auxiliary tank situated under the crew seats. Let the brake fluid to flow through the removed brake cylinder and by tilting with the brake cylinder to different positions try to remove any air bubbles from the Brake cylinder. Several times press on the brake toe pedal and try to remove any air bubbles form the brake line. Then install the Brake cylinder [AJP 128.00.052C] back on the Foot pedal assembly [s531_200_00-1]. Use only new self-locking nut VM6.

Pos.	Part	Part number / Norm
1	Foot pedal assembly	s531_200_00-1
2	Brake cylinder	AJP 128.00.052C
3	Screw M6 x 22	DIN 912
4	Washer M6	ČSN 02 1721
5	Self – locking nut VM 6	DIN 980



7) Right pedal brake cylinder venting. Remove the Brake cylinder [AJP 128.00.052C] without the Brake fluid bottle assembly [s531_700_00-1] from the Foot pedal assembly [s531_200_00-1] (right pilot side for the left wheel line or left pilot side for the right wheel line). Remove blanking from disconnected hoses (blinded in step 4) and hoses end insert into the auxiliary tank so that the brake fluid can freely flow from Bottle on the stand through the brake cylinders on the pedals to the auxiliary tank situated under the crew seats. Let the brake fluid to flow through the removed brake cylinder and by tilting with the brake cylinder to different positions try to remove any air bubbles from the Brake cylinder. Several times press on the brake toe pedals and try to remove any air bubbles form the brake line. Then install the Brake cylinder [AJP 128.00.052C] back on the Foot pedal assembly [s531_200_00-1]. Use only new self-locking nut VM6.

Pos.	Part	Part number / Norm
1	Foot pedal assembly	s531_200_00-1
2	Brake cylinder	AJP 128.00.052C
3	Screw M6 x 22	DIN 912
4	Washer M6	ČSN 02 1721
5	Self – locking nut VM 6	DIN 980

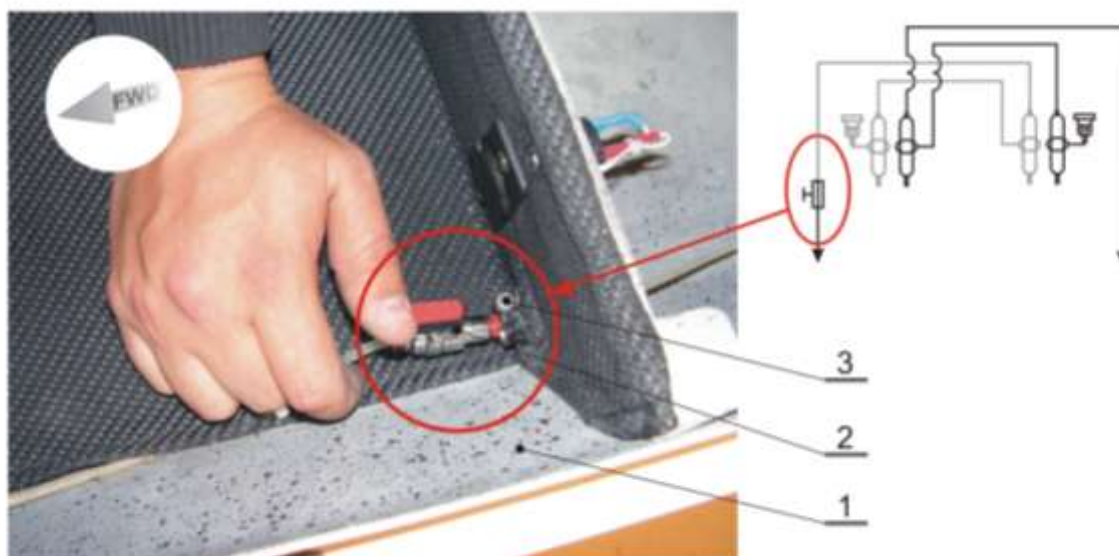


8) Parking brake venting. Remove the Parking brake [Aignep 100302] from the fuselage bulkhead. Remove blanking from disconnected hoses (blinded in step 4) and hoses end insert into the auxiliary tank so that the brake fluid can freely flow from Bottle on the stand through the brake cylinders on the pedals and Parking brake to the auxiliary tank situated under the crew seats. Let the brake fluid to flow through the removed Parking brake cylinder and by tilting with the Parking brake cylinder to different positions try to remove any air bubbles from the Parking brake cylinder. Several press on the brake toe pedals and try to remove any air bubbles form the brake line. Then install the Parking brake cylinder [Aignep 100302] back to the fuselage.

Pos.	Part	Part number / Norm
1	Fuselage	s200_000_00-1
2	Parking brake	Aignep 100302
3	Screw M4 x 12	DIN 7985

NOTE

Parking brake is situated only in the line for the left main wheel.



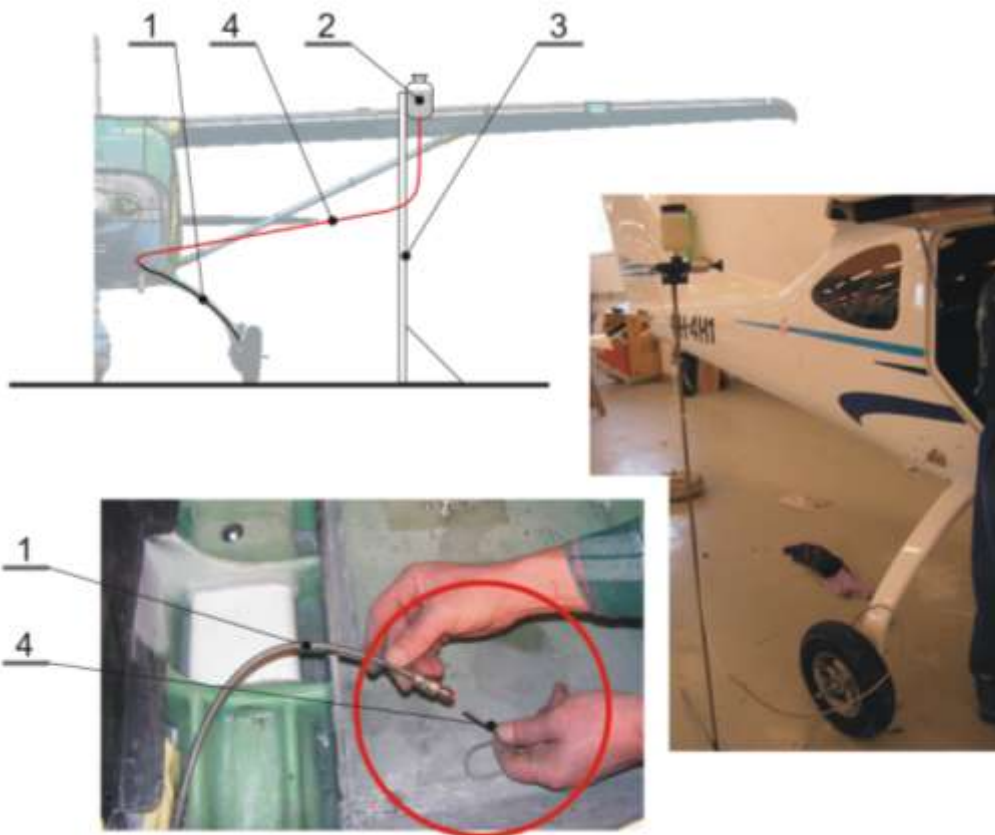
NOTE

Completion of this step is venting braking system part from brake cylinders to the end of the disconnected hose.

9) Hose blinding. Under the crew seats location blind the brake system hose leading from the parking brake cylinder [Aignep 100302] .

10) Bottle with the stand for brake fluid connection. Connect hose line from the bottle with the stand for brake fluid to under crew seat disconnected Brake line leading to the main wheel Brake caliper [AIP] (left pilot side for the left wheel line or right pilot side for the right wheel line). Bottle on the stand must be filled by brake fluid and this bottle must be the highest point of the system.

Pos.	Part	Part number / Norm
1	Brake system line (from disconnected hose to the wheel Brake caliper)	-
2	Brake fluid	DOT 4
3	Bottle with the stand for brake fluid	-
4	Hose line for brake fluid	-



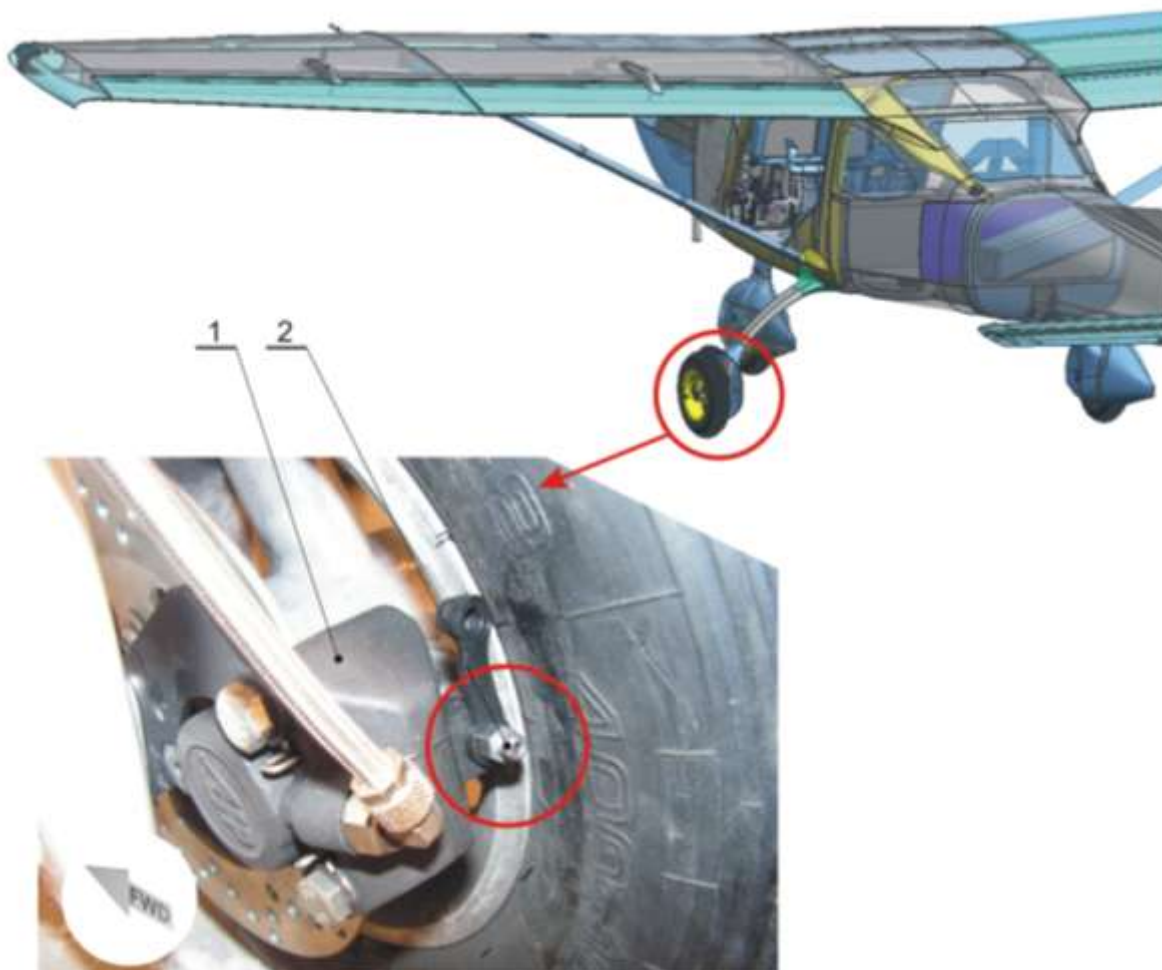
11) Wheel brake system line venting. Remove the Drain bolt M8 from the Brake caliper [AIP] and let the brake fluid freely flow from Bottle on the stand to the auxiliary tank situated under the Brake caliper drain bolt M8. By tilting with the Brake caliper cylinder [AIP] to different positions try to remove any air bubbles from the Brake caliper.

NOTE

Brake caliper [AIP] is fixed on the wheel assembly. To remove air bubbles is possible gently tilt the aircraft. If this method fails to remove all air bubbles from the Brake caliper is necessary to remove the wheel assembly [s411_200_00-1] (see Chapter 3.4.8.) and just tilt with it.

Then install the Brake caliper drain bolt M8 back on the Brake caliper [AIP].

Pos.	Part	Part number / Norm
1	Brake caliper	AIP
2	Brake caliper drain bolt M8	-



12) Brake line connection. Connect back hoses joints under the crew seats.



NOTE

During this operation protect both hoses line against intrusion of air bubbles. If during the hoses connection penetrated air bubbles, remove them.

13) Bottle with the stand for brake fluid connection. Connect hose line from the bottle with the stand for brake fluid to the Brake fluid bottle assembly [s531_700_00-1] on the Foot pedal assembly [s531_200_00-1] (left pilot side for the left wheel line or right pilot side for the right wheel line). Bottle on the stand must be filled by brake fluid and this bottle must be the highest point of the systém (see step 5). Remove the Drain bolt M8 from the Brake caliper [AIP] and let again the brake fluid freely flow from Bottle on the stand trough the brake systém line to the auxiliary tank situated under the Brake caliper drain bolt M8. Several times press on the brake toe pedals. Then install back the Brake caliper drain bolt M8 and remove bottle with the stand system.

14) Brake system function verification. Check the Brake system function. Check the Parking brake system function. Visually check the system for integrity and tightness.

15) Seats and wheel pants installation. Install back the Outer part of wheel pant [s411_510_00-1], left and right Bottom seats [s200_622_00-1]. Use F-900 Torque seal for wheel pant screw connections.

NOTE

Repeat on the other side of the brake system (Second main wheel brake system).

3.4.14. Verification Required (Filling Brake System with Fluid)

Make sure the main bolts are not loose (do not rotate).

Check fuselage and wheel pants for foreign objects.

Check wheels and pedals for free travel.

Secure all bolted connections by the F-900 Torque seal.

3.4.15. Replacing/removal of the Brake pads

To replacing/removal of the Brake pads requires one person.

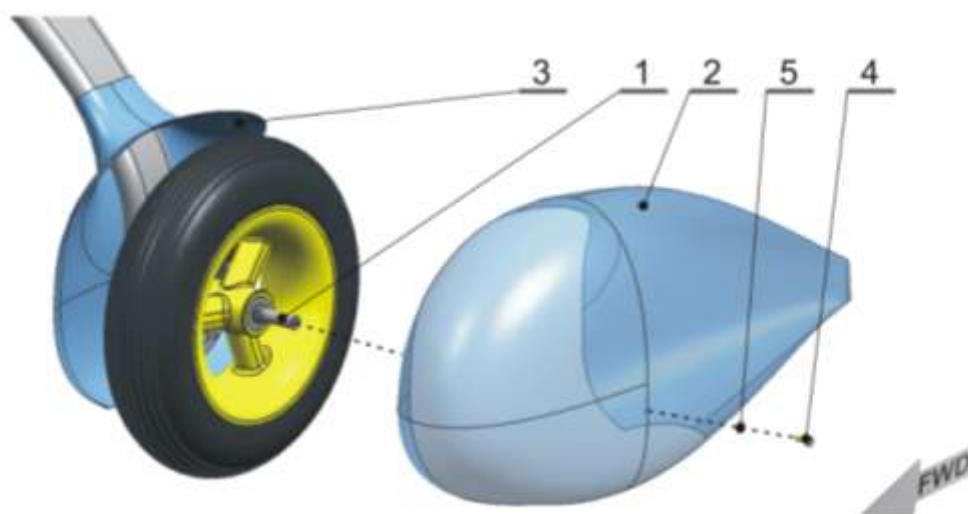
Type of Maintenance	Line
Level of Certification Required	L/O, RI, RM, A& P
Task Specific	Can be completed only by a responsible individual, which has received TL-ultralight Airplane Operation Training.
Tools Required	Socket wrench 10 (1 pcs) Screwdriver (1pcs) Torque wrench (1pcs) Needle – nose pliers (1pcs)
Materials Required	F-900 Torque seal Brake pads for replacing

Replacing of the Brake pads Checklist

1) Preparation. Before starting, set the chocks under the wheels to prevent plane's rolling. Make sure the aircraft is not set on parking brake, i.e. the parking brake valve is open and the handle of the valve is aligned to aircraft longitudinal axle.

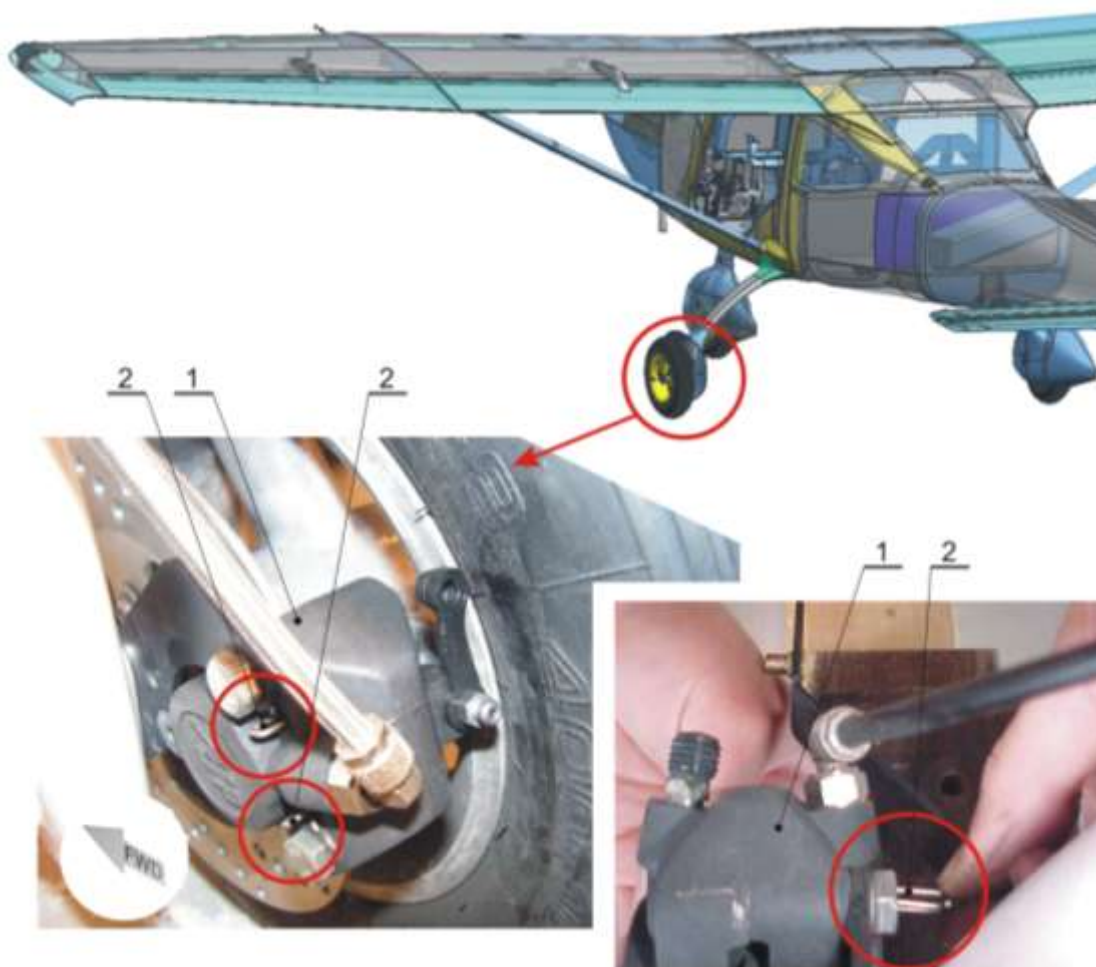
2) Outer part of wheel pant Removing. Remove the Outer part of wheel pant [s411_510_00-1] from the Inner part of wheel pant [s411_520_00-1]. Outer part of wheel pant [s411_510_00-1] is fixed with slotted mushroom head screws M4 x 12 (905624) and screw M6 x 22 DIN 912.

Pos.	Part	Part number / Norm
1	Main wheel pant spacer	s411_270_00-1
2	Outer part of wheel pant	s411_510_00-1
3	Inner part of wheel pant	s411_510_00-1
4	Screw M6 x 22	DIN 912
5	Washer M6	ČSN 02 1721



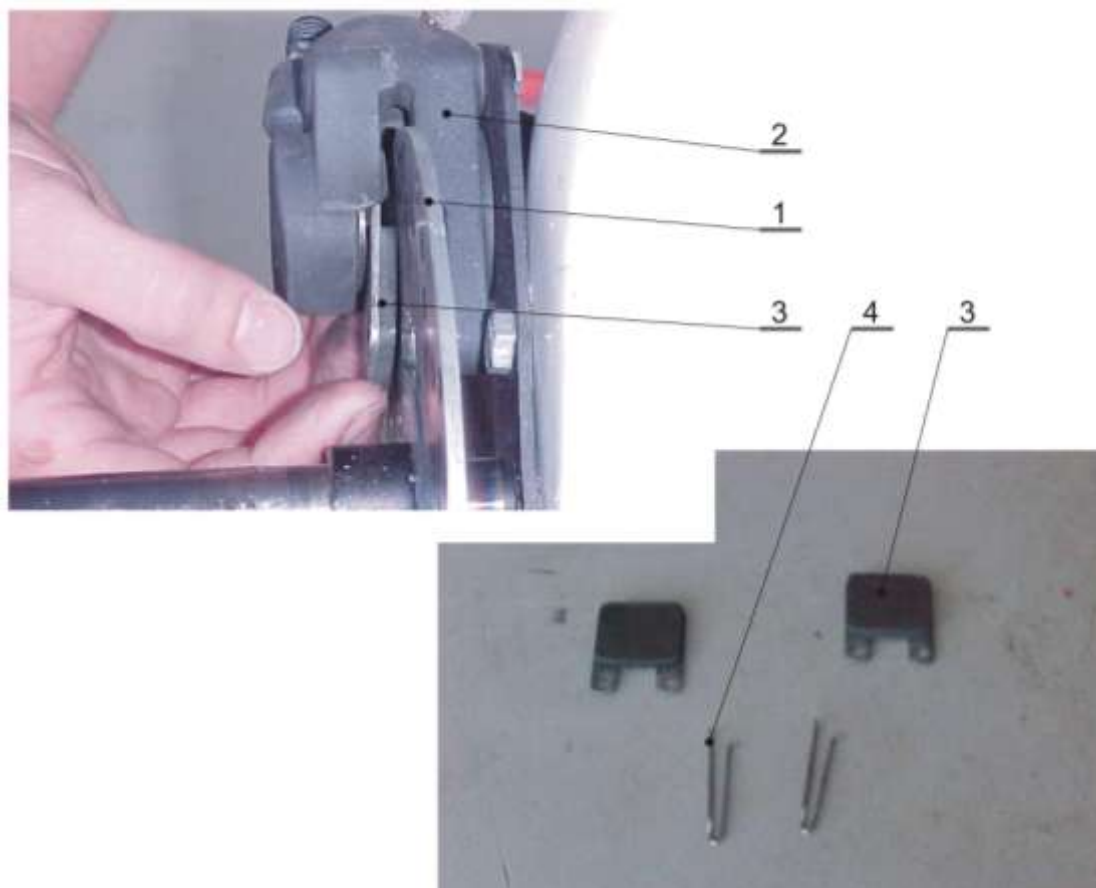


3) Brake pads retaining pin removing. Remove two Brake pads retaining pins. Retaining pins hold the Brake pads.



Pos.	Part	Part number / Norm
1	Brake caliper	AIP
2	Brake pads retaining pin	-

4) Brake pads removing. Remove the Brake pads. One on each side of the Brake disc [s411_220_00-1].



Pos.	Part	Part number / Norm
1	Brake disc	s411_220_00-1
2	Brake caliper	AIP
3	Brake pad	-
4	Brake pads retaining pin	-

NOTE

File the pads to remove the glaze caused by lightly applying the brakes during ground operations. Replace them if they are excessively worn.

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5) Brake pads reinserting. Reinsert the Brake pads and ensure the retaining pins are fully engaged.



6) Brake system function verification. Check the Brake system function. Visually check the system for integrity and tightness.

7) Wheel pants installation. Install back the Outer part of wheel pant [s411_510_00-1]. Use F-900 Torque seal for wheel pant screw connections.

3.4.16. Verification Required (Replacing/removal of the Brake pads)

Make sure the main bolts are not loose (do not rotate).

Check wheel pants for foreign objects.

Check wheels for free travel.

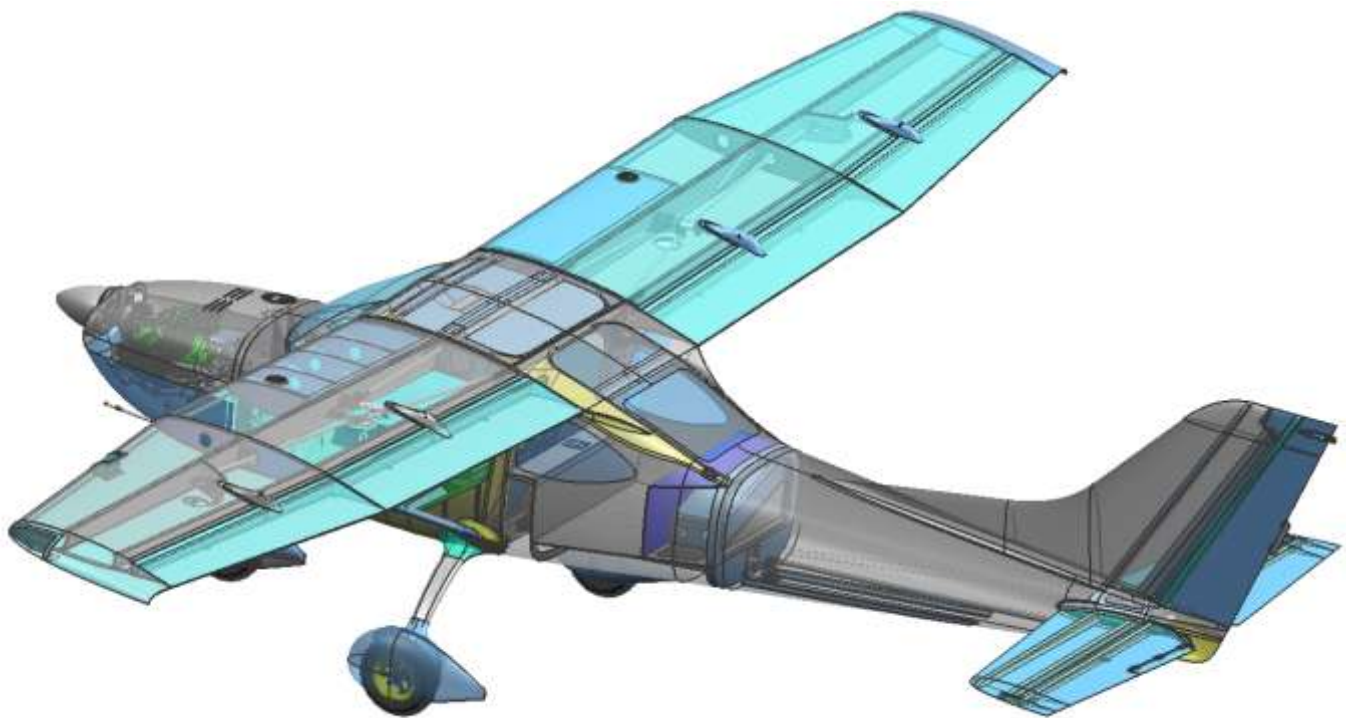
Secure all bolted connections by the F-900 Torque seal.

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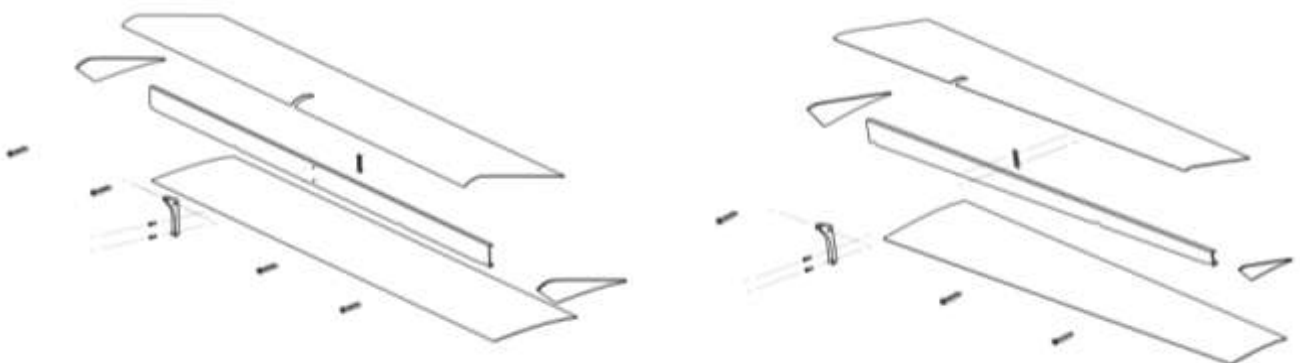
3.5 Structural Control Surfaces

TL - 3000 is equipped with conventional plain flaps on the wing trailing edge. Extending flaps increases the camber of the wing airfoil, thus raising the maximum lift coefficient. Therefore, extending the flaps reduces the stalling speed of the aircraft.

TL - 3000 is equipped with ailerons on the wing trailing edge. The ailerons are used to control the aircraft roll.



Both flaps and ailerons are made of carbon top and bottom skins, glass fiber sandwich spars and ribs. Flap is hinged to the wing by two simple and one double hinges. Aileron is hinged to the wing by three simple and one double hinges.



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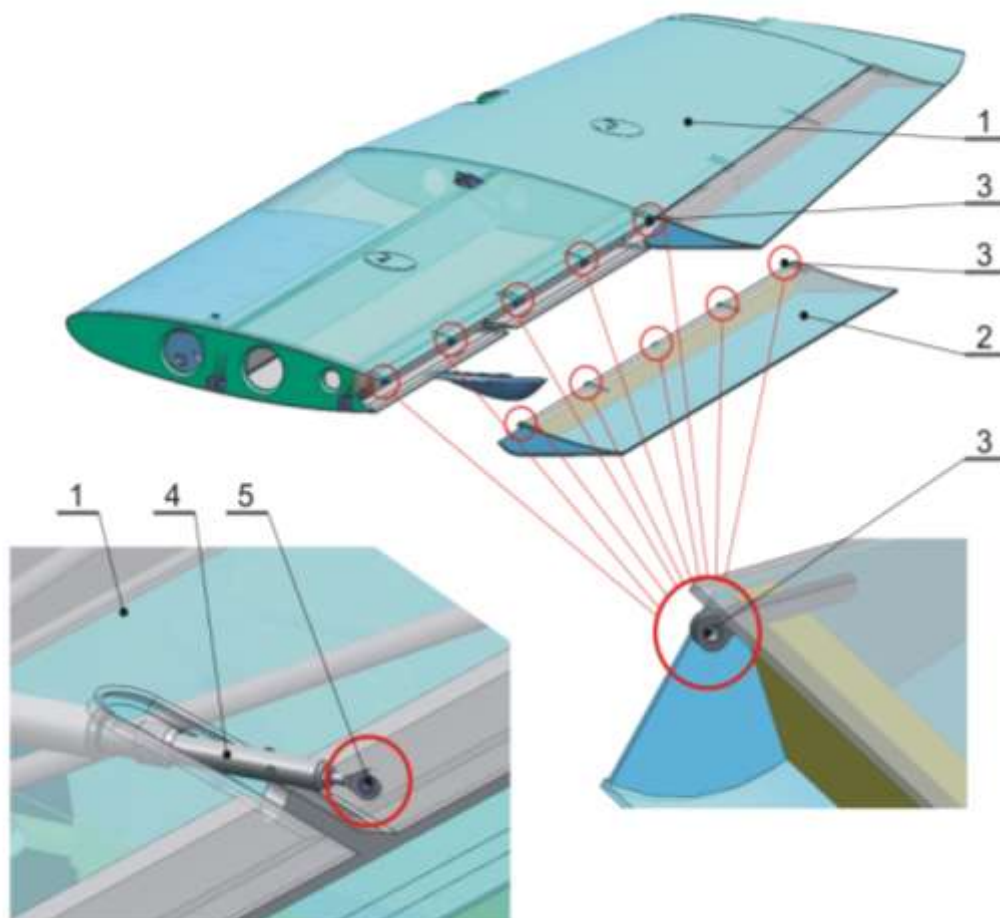
3.5.1. Flap installation

To flap installation requires one person.

Type of Maintenance	Line
Level of Certification Required	L/O, RI, RM, A& P
Task Specific	Can be completed only by a responsible individual, which has received TL-ultralight Airplane Operation Training.
Tools Required	Allen wrench 5 Socket wrench 10 (1 pcs) Torque wrench (1pcs)
Materials Required	F-900 Torque seal Soudal Fix All Classic (single component joint sealant)

Flap installation Checklist

1) Lubricating. Lubricate all metal details with plastic grease before connecting: metal insert in the Flap hinges [s110_540_00-1] (4x), Aileron and flaps hinges [s110_710_00-1] (6x) and hole for the bolt in the Flap control hinge [s110_550_00-1] (1x). Lubricate Bearing [ČSN 02 3512] in the Flaps pullrod assembly [s541_200_00-1].

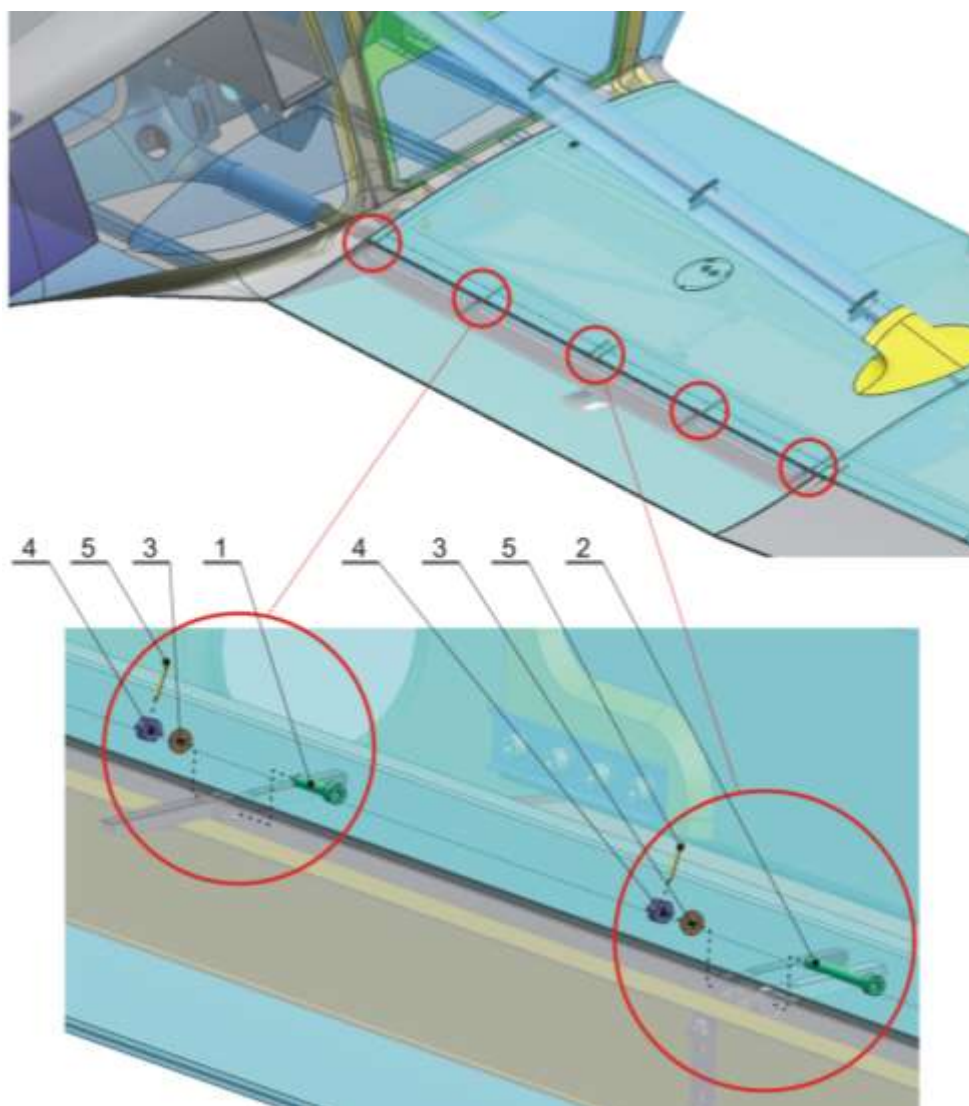


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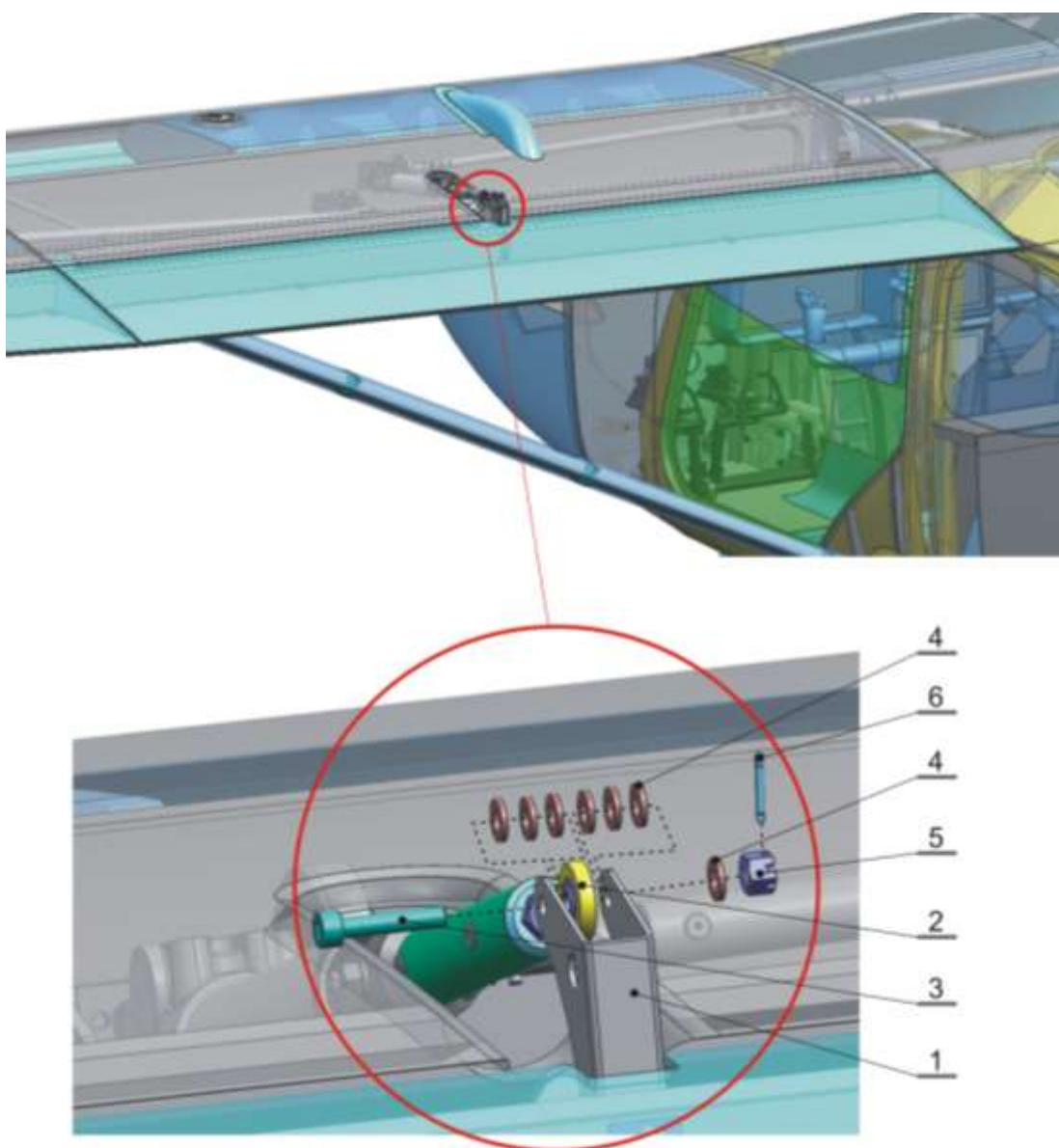
Pos.	Part	Part number / Norm
1	Left wing (Right wing)	s110_000_00-1 (s120_000_00-1)
2	Left flap (Right flap)	s110_500_00-1 (s120_500_00-1)
3	Flap hinge Flap control hinge Aileron and flap hinge	s110_540_00-1 s110_550_00-1 s110_710_00-1
4	Flaps pullrod assembly	s541_200_00-1
5	Bearing 6	ČSN 02 3512

2) Flap installing. Fix the Flap [s110_500_00-1] on the wing [s110_000_00-1] with for bolts M6 x 32 DIN 912 and one bolt M6 x 58 DIN 912 (in the Flap control hinge location). Use only castle nuts M 6 ČSN 02 1411 with the Cotter pin 1,6 [ČSN 02 1781].



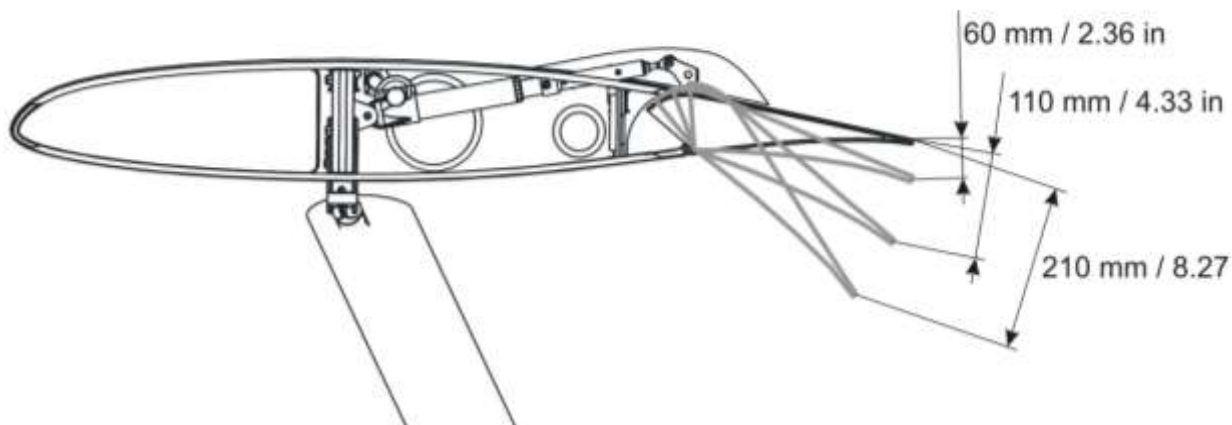
Pos.	Part	Part number / Norm
1	Screw M6 x 32	DIN 912
2	Screw M6 x 58	DIN 912
3	Washer M6	ČSN 02 1721
4	Castle nut M 6	ČSN 02 1411
5	Cotter pin 1,6	ČSN 02 1781

3) Connecting flap control. Fix the Flaps pullrod assembly [s541_200_00-1] on the Flap control hinge [s110_550_00-1] with screw M6 x 30 DIN 912. Use only castle nuts M 6 ČSN 02 1411 with the Cotter pin 1,6 [ČSN 02 1781].

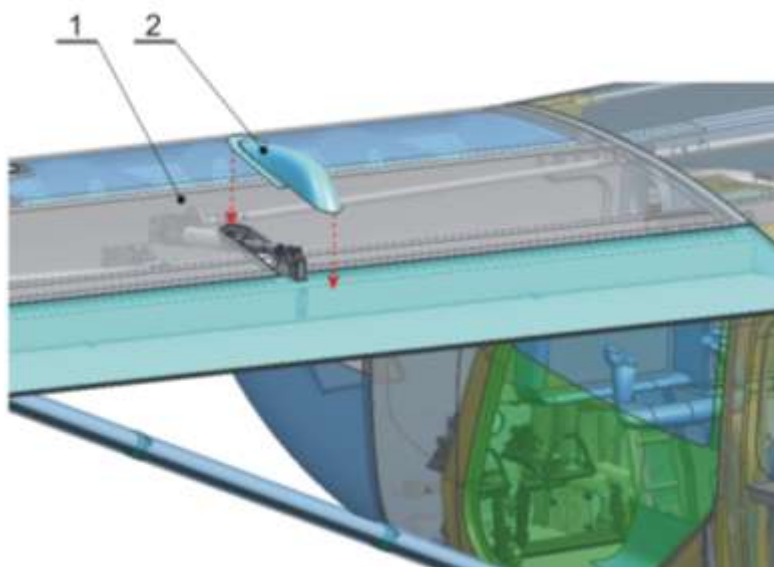


Pos.	Part	Part number / Norm
1	Flap control hinge	s110_550_00-1
2	Flaps pullrod assembly	s541_200_00-1
3	Screw M6 x 30	DIN 912
4	Washer M6	ČSN 02 1721
5	Castle nut M 6	ČSN 02 1411
6	Cotter pin 1,6	ČSN 02 1781

4) Flaps deflection. Ensure that flaps equally on each side of the airplane in all configurations. Measure the down deflection on each side. The difference in static deflection should not be greater than 1/8 " (3 mm). Inspect stop switches for operating. Inspect all flaps drive line for vibration and free travel.



5) Flap pullrod cover installing. Fix the Flap pullrod cover [s110_140_00-1] on the Wing [s110_000_00-1] with single component joint sealant SOUDAL Fix All Classic.



Pos.	Part	Part number / Norm
1	Wing	s110_000_00-1
2	Flap pullrod cover	s110_140_00-1

CAUTION

Flap pullrod cover [s110_140_00-1] must be placed in order not to interfere Flap [s110_500_00-1] and Flaps pullrod assembly [s541_200_00-1] movement. Correct Flap pullrod cover [s110_140_00-1] position must be determined by the test of all possible flap positions.

CAUTION

Do not support your hands or any subjects on the wing and flap, as the laminate surface is not proportioned for high area force.

3.5.2. Flap Removal

The rest of the Flap removal process goes in reverse to the Flap installation process.

Use segmented blade utility knife for Flap pullrod cover removing. Remove the Flap pullrod cover without damaging the wing.

3.5.3. Verification Required (flap installation/removal)

Check flaps for free travel.

Secure all bolted connections by the F-900 Torque seal.

3.5.4. Setting Flap “ Zero ” Position

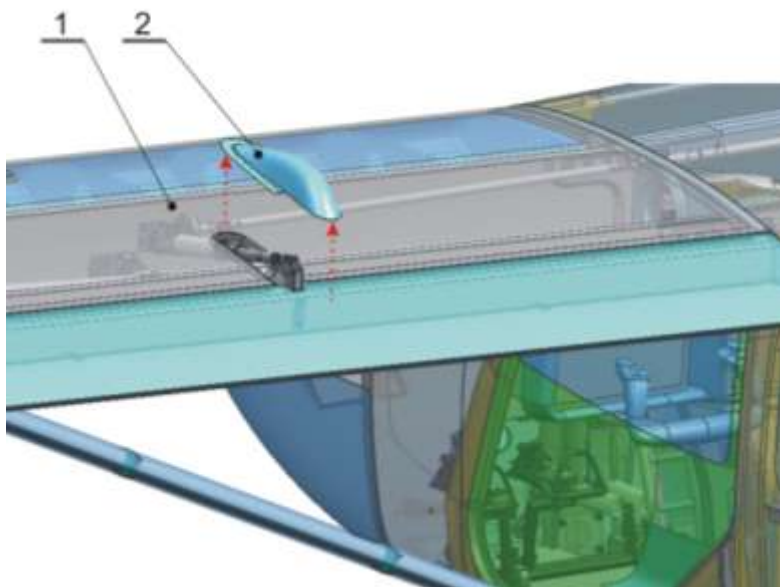
To Setting Flap “ Zero ” position requires one person.

“Zero” position of the Flaps is the position when the flaps are aligned to the centre – section on fuselage.

Type of Maintenance	Line
Level of Certification Required	L/O, RI, RM, A&P
Task Specific	Can be completed only by a responsible individual, which has received TL-ultralight Airplane Operation Training.
Tools Required	Allen wrench 5 (1 pcs) Socket wrench 10 (1 pcs) Combination wrench 13 (1 pcs) Torque wrench (1pcs)
Materials Required	F-900 Torque seal SOUDAL Fix All Classic (single component joint sealant)

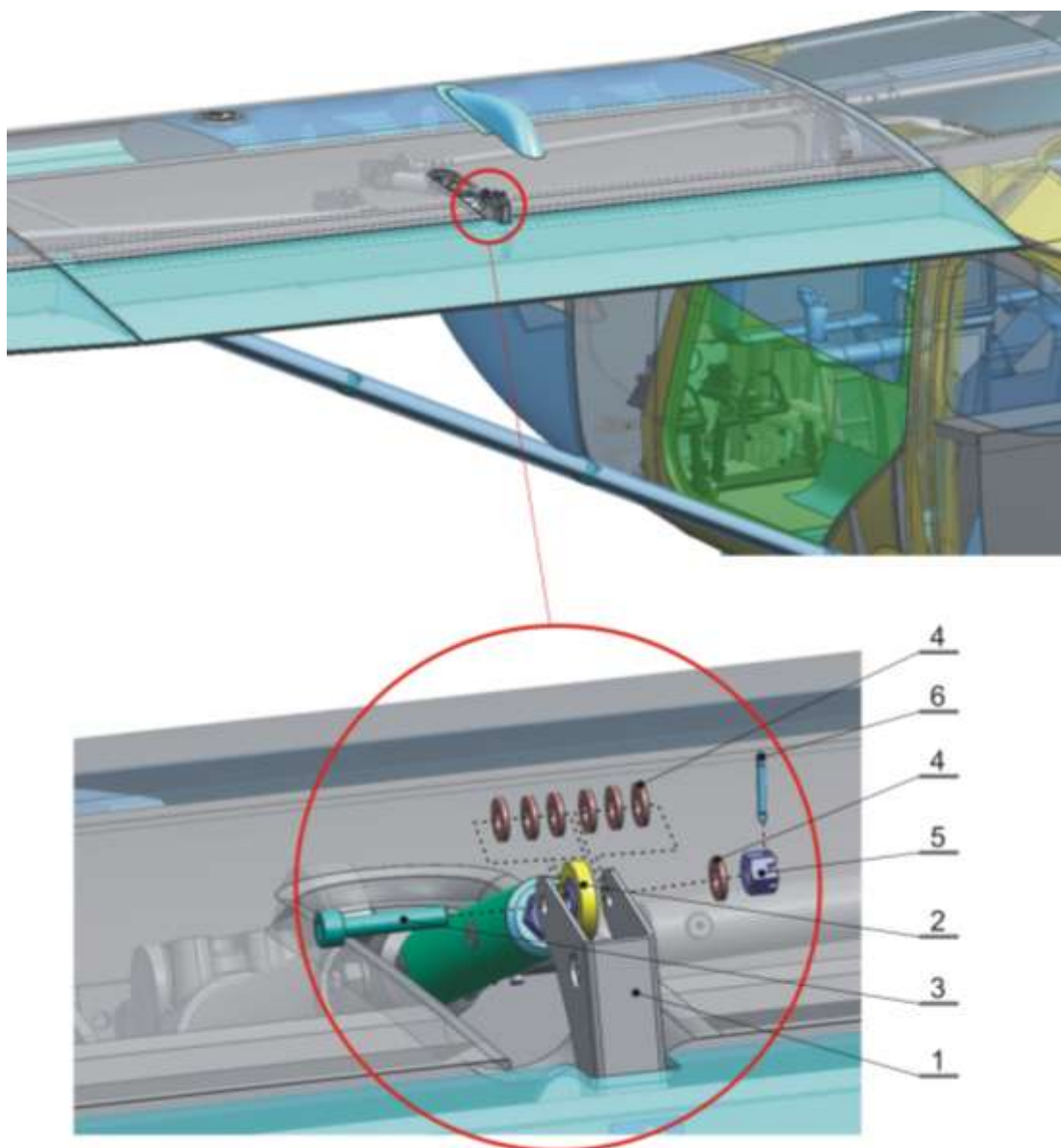
Setting Flap “Zero” Position Checklist

1) Flap pullrod cover removing. Remove the Flap pullrod cover [s110_140_00-1] from the Wing [s110_000_00-1]. Flap pullrod cover is glued by the single component joint sealant on the wing. Use segmented blade utility knife for Flap pullrod cover removing. Remove the Flap pullrod cover without damaging the wing skin.



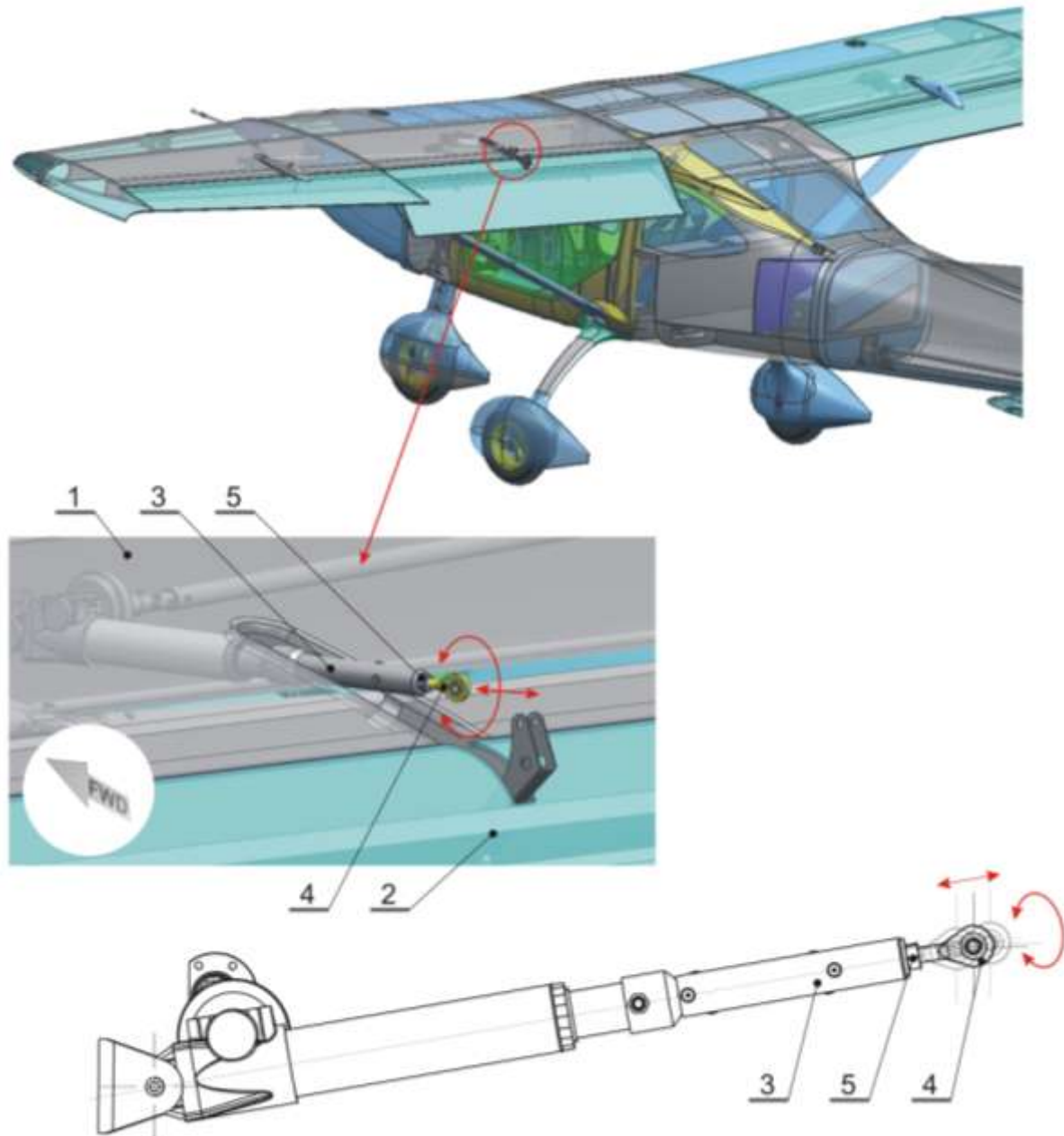
Pos.	Part	Part number / Norm
1	Wing	s110_000_00-1
2	Flap pullrod cover	s110_140_00-1

2) Flap control disconnecting. Disconnect the Flaps pullrod assembly [s541_200_00-1] and the Flap control hinge [s110_550_00-1]. Flap pullrod assembly is fixed with screw M6 x 30 DIN 912 and castle nuts M 6 ČSN 02 1411 with the Cotter pin 1,6 [ČSN 02 1781].



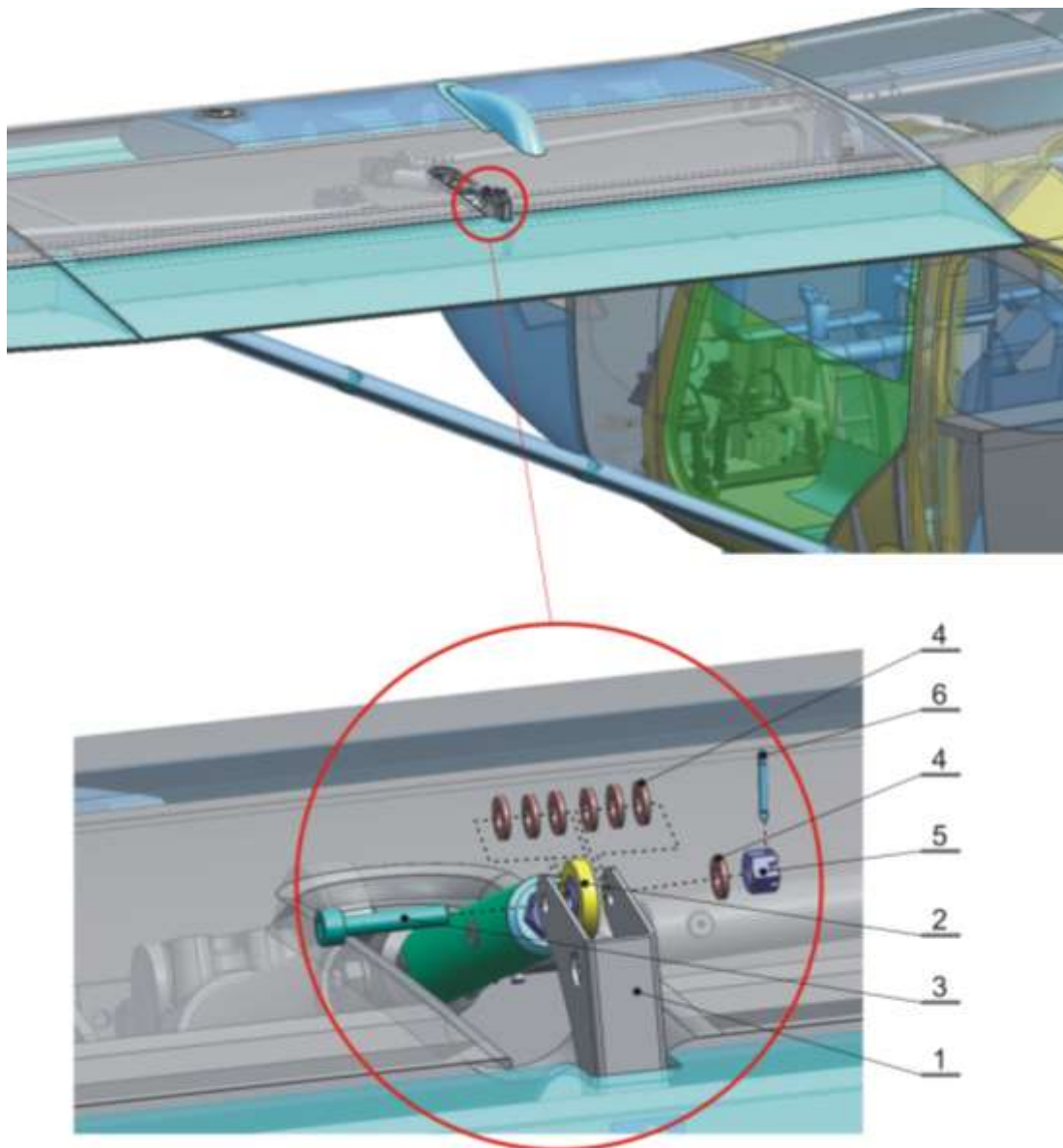
Pos.	Part	Part number / Norm
1	Flap control hinge	s110_550_00-1
2	Flaps pullrod assembly	s541_200_00-1
3	Screw M6 x 30	DIN 912
4	Washer M6	ČSN 02 1721
5	Castle nut M 6	ČSN 02 1411
6	Cotter pin 1,6	ČSN 02 1781

3) Flap pullrod setting. Loosen the nut M8 ISO 4032 on the Adjustable eye M8 [s590_300_00-1]. Select the correct Adjustable eye M8 position [s590_300_00-1] so that flap [s110_500_00-1] is in the "zero" position (Flaps control switch must be in the flaps closed position). Then tighten the nut M8 ISO 4032 on the Adjustable eye M8 [s590_300_00-1] (use F-900 Torque seal).



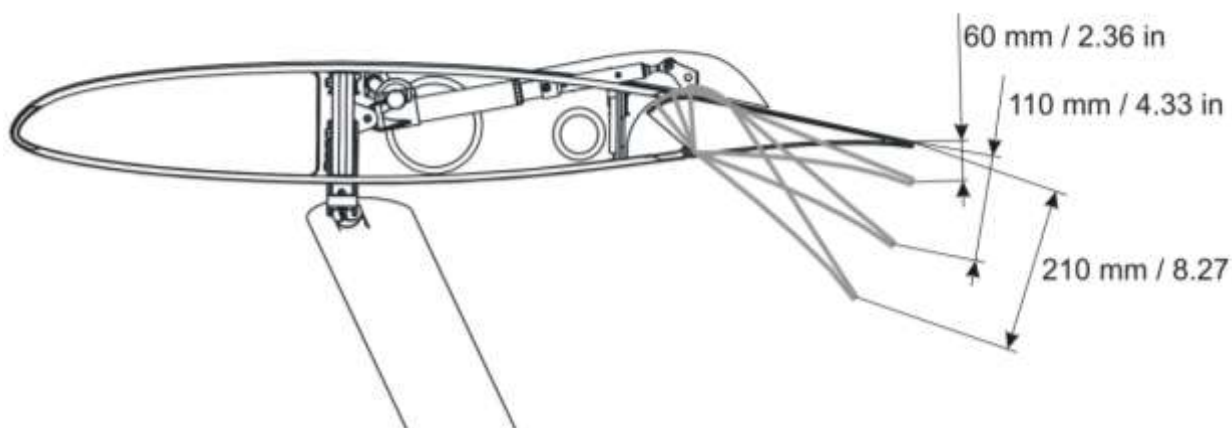
Pos.	Part	Part number / Norm
1	Wing	s110_000_00-1
2	Flap	s110_500_00-1
3	Flaps pullrod assembly	s541_200_00-1
4	Adjustable eye M8	s590_300_00-1
5	Nut M 6	ISO 4032

4) Connecting flap control. Fix the Flaps pullrod assembly [s541_200_00-1] on the Flap control hinge [s110_550_00-1] with screw M6 x 30 DIN 912. Use only castle nuts M 6 ČSN 02 1411 with the Cotter pin 1,6 [ČSN 02 1781].

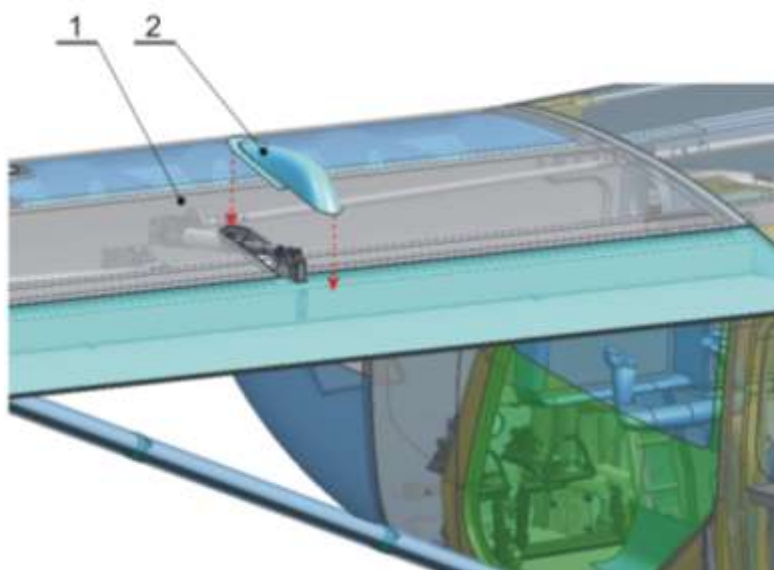


Pos.	Part	Part number / Norm
1	Flap control hinge	s110_550_00-1
2	Flaps pullrod assembly	s541_200_00-1
3	Screw M6 x 30	DIN 912
4	Washer M6	ČSN 02 1721
5	Castle nut M 6	ČSN 02 1411
6	Cotter pin 1,6	ČSN 02 1781

5) Flaps deflection. Ensure that flaps equally on each side of the airplane in all configurations. Measure the down deflection on each side. The difference in static deflection should not be greater than 1/8 " (3 mm). Inspect stop switches for operating. Inspect all flaps drive line for vibration and free travel.



6) Flap pullrod cover installing. Fix the Flap pullrod cover [s110_140_00-1] on the Wing [s110_000_00-1] with single component joint sealant SOUDAL Fix All Classic.



Pos.	Part	Part number / Norm
1	Wing	s110_000_00-1
2	Flap pullrod cover	s110_140_00-1

CAUTION

Flap pullrod cover [s110_140_00-1] must be placed in order not to interfere Flap [s110_500_00-1] and Flaps pullrod assembly [s541_200_00-1] movement. Correct Flap pullrod cover [s110_140_00-1] position must be determined by the test of all possible flap positions.

CAUTION

Do not support your hands or any subjects on the wing and flap, as the laminate surface is not proportioned for high area force.

3.5.5. Verification Required (flap “Zero” position)

Check flaps for free travel.

Secure all bolted connections by the F-900 Torque seal.

3.5.6. Aileron installation

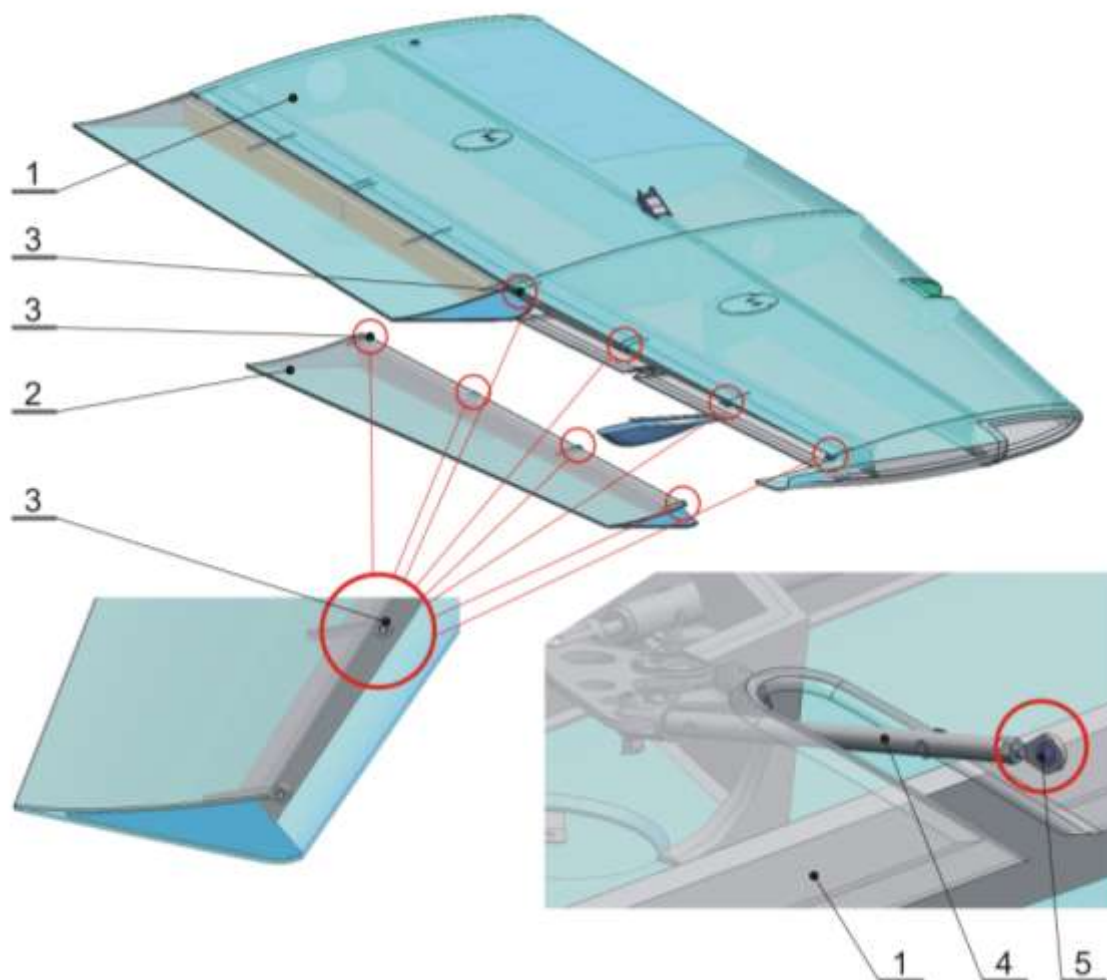
To aileron installation requires one person.

Type of Maintenance	Line
Level of Certification Required	L/O, RI, RM, A& P
Task Specific	Can be completed only by a responsible individual, which has received TL-ultralight Airplane Operation Training.
Tools Required	Allen wrench 5 Socket wrench 10 (1 pcs) Torque wrench (1pcs)
Materials Required	F-900 Torque seal SOUDAL Fix All Classic (single component joint sealant)

Aileron installation Checklist

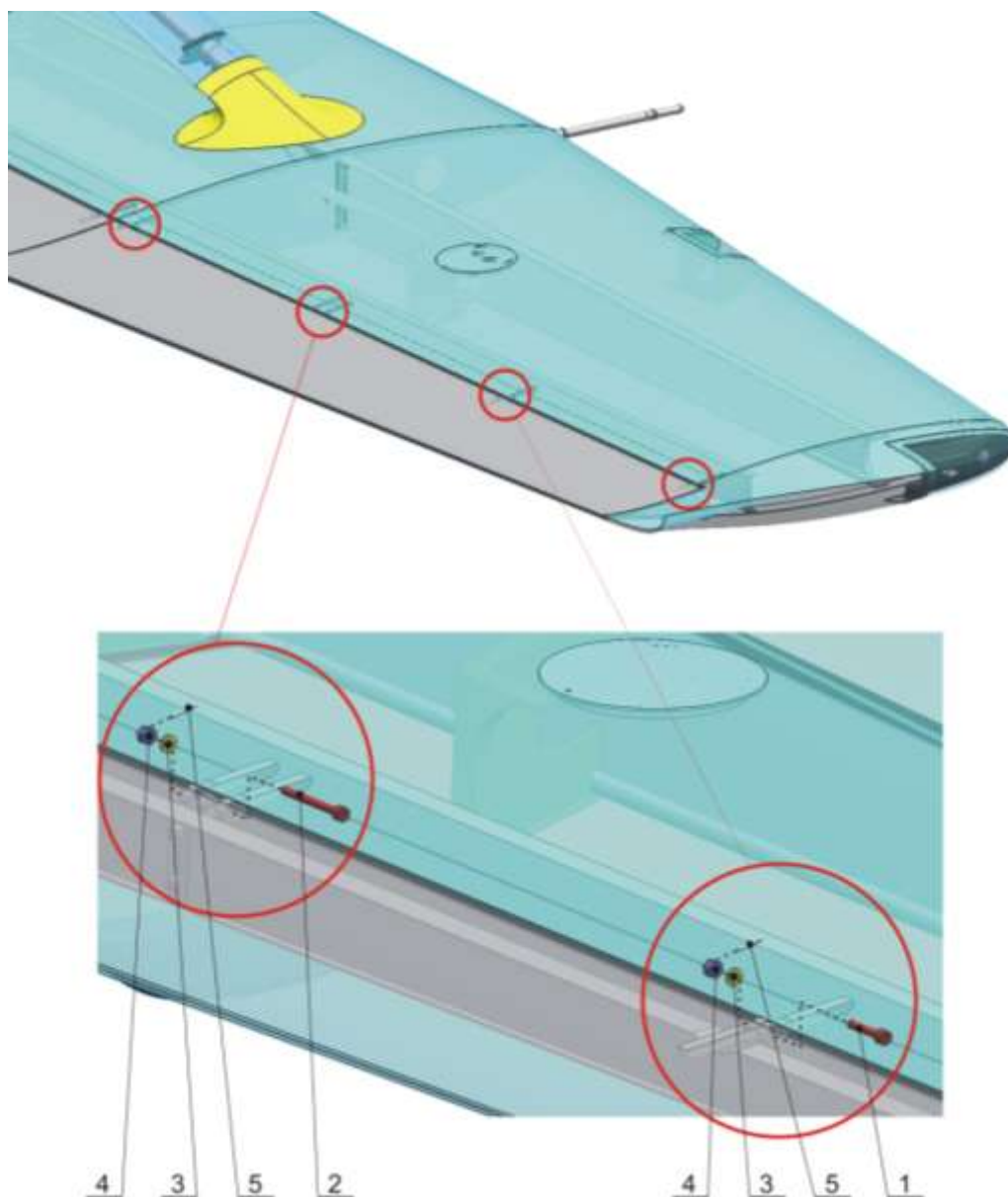
1) Lubricating. Lubricate all metal details with plastic grease before connecting: metal insert in the Aileron hinges [s110_640_00-1] (3x), Aileron and flaps hinges [s110_710_00-1] (5x) and hole for the bolt in the Aileron control hinge [s110_650_00-1] (1x). Lubricate Bearing [ČSN 02 3512] in the Pullrod assembly in the aileron [s541_200_00-1].

Pos.	Part	Part number / Norm
1	Left wing (Right wing)	s110_000_00-1 (s120_000_00-1)
2	Left aileron (Right aileron)	s110_600_00-1 (s120_600_00-1)
3	Aileron hinge Aileron control hinge Aileron and flap hinge	s110_640_00-1 s110_650_00-1 s110_710_00-1
4	Pullrod assembly in the aileron	s523_600_00-1
5	Bearing 6	ČSN 02 3512



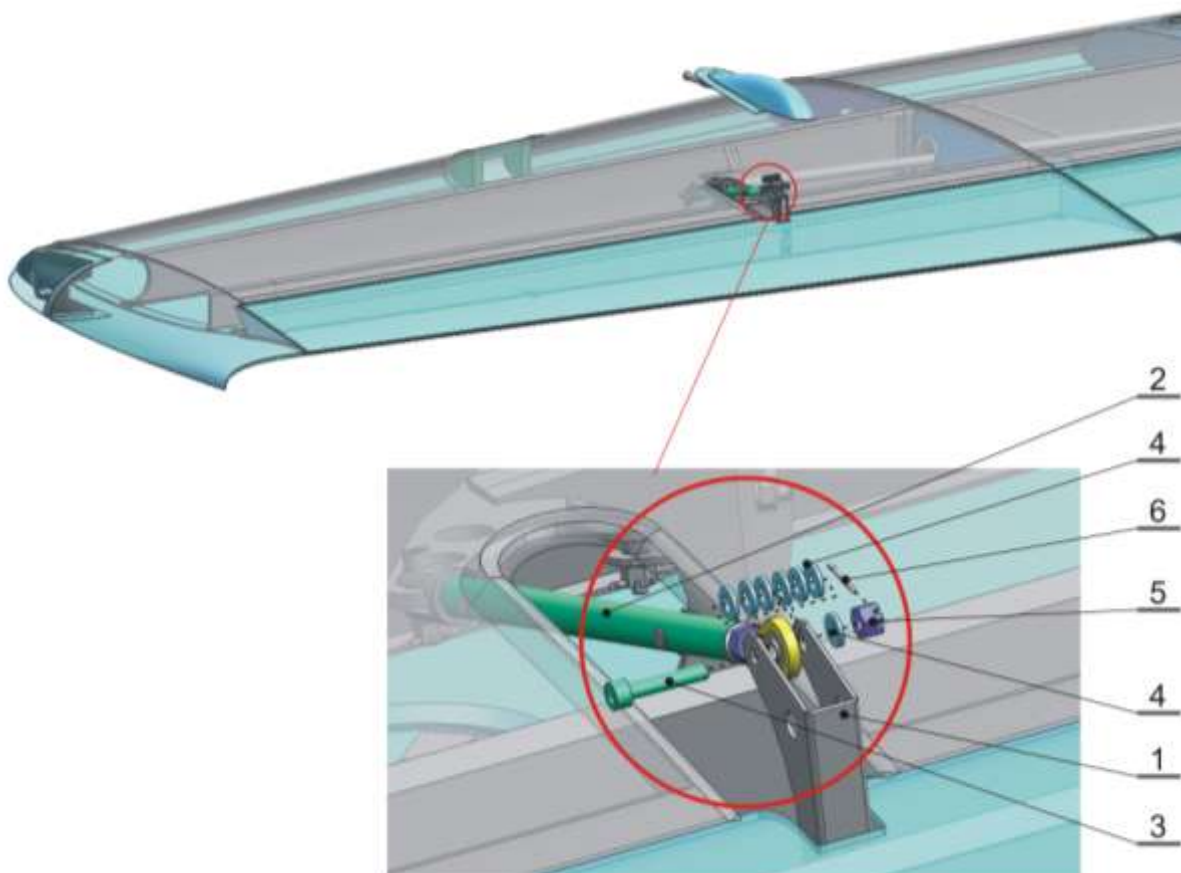
2) Aileron installing. Fix the Aileron [s110_600_00-1] on the wing [s110_000_00-1] with three bolts M6 x 32 DIN 912 and one bolt M6 x 58 DIN 912 (in the Aileron control hinge location). Use only castle nuts M 6 ČSN 02 1411 with the Cotter pin 1,6 [ČSN 02 1781].

Pos.	Part	Part number / Norm
1	Screw M6 x 32	DIN 912
2	Screw M6 x 58	DIN 912
3	Washer M6	ČSN 02 1721
4	Castle nut M 6	ČSN 02 1411
5	Cotter pin 1,6	ČSN 02 1781

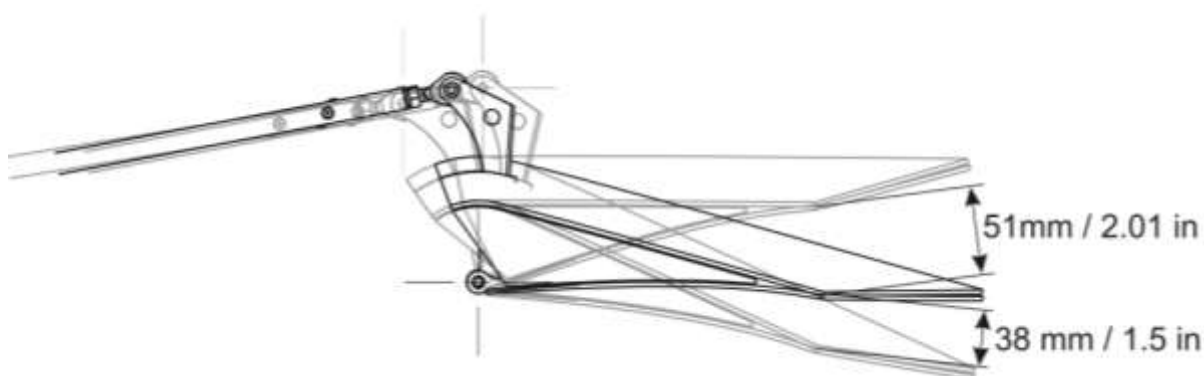


3) Connecting aileron control. Fix the Pullrod assembly in the aileron [s523_600_00-1] on the Aileron control hinge [s110_650_00-1] with screw M6 x 30 DIN 912. Use only castle nuts M 6 ČSN 02 1411 with the Cotter pin 1,6 [ČSN 02 1781].

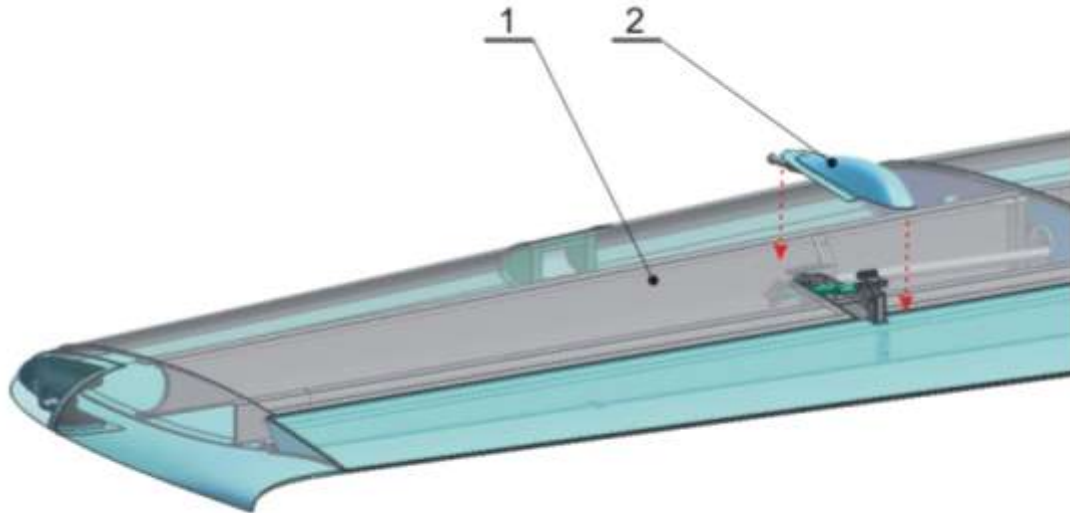
Pos.	Part	Part number / Norm
1	Aileron control hinge	s110_650_00-1
2	Pullrod assembly in the aileron	s523_600_00-1
3	Screw M6 x 30	DIN 912
4	Washer M6	ČSN 02 1721
5	Castle nut M 6	ČSN 02 1411
6	Cotter pin 1,6	ČSN 02 1781



4) Ailerons deflection. Check ailerons deflection. Angles of deflection of the aileron are to within the range as follows ($\pm 5 \text{ mm} / \pm 0.2 \text{ in}$).



5) Aileron pullrod cover installing. Fix the Aileron pullrod cover [s110_150_00-1] on the Wing [s110_000_00-1] with single component joint sealant SOUDAL Fix All Classic.



Pos.	Part	Part number / Norm
1	Wing	s110_000_00-1
2	Aileron pullrod cover	s110_150_00-1

CAUTION

Aileron pullrod cover [s110_150_00-1] must be placed in order not to interfere Aileron [s110_600_00-1] and Pullrod assembly in the aileron [s523_600_00-1] movement. Correct Aileron pullrod cover [s110_150_00-1] position must be determined by the test of all possible ailerons positions.

CAUTION

Do not support your hands or any subjects on the wing and aileron, as the laminate surface is not proportioned for high area force.

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3.5.7. Aileron Removal

The rest of the Aileron removal process goes in reverse to the Aileron installation process.

Use segmented blade utility knife for Aileron pullrod cover removing. Remove the Aileron pullrod cover without damaging the wing.

3.5.8. Verification Required (aileron installation/removal)

Check aileron for free travel.

Secure all bolted connections by the F-900 Torque seal.

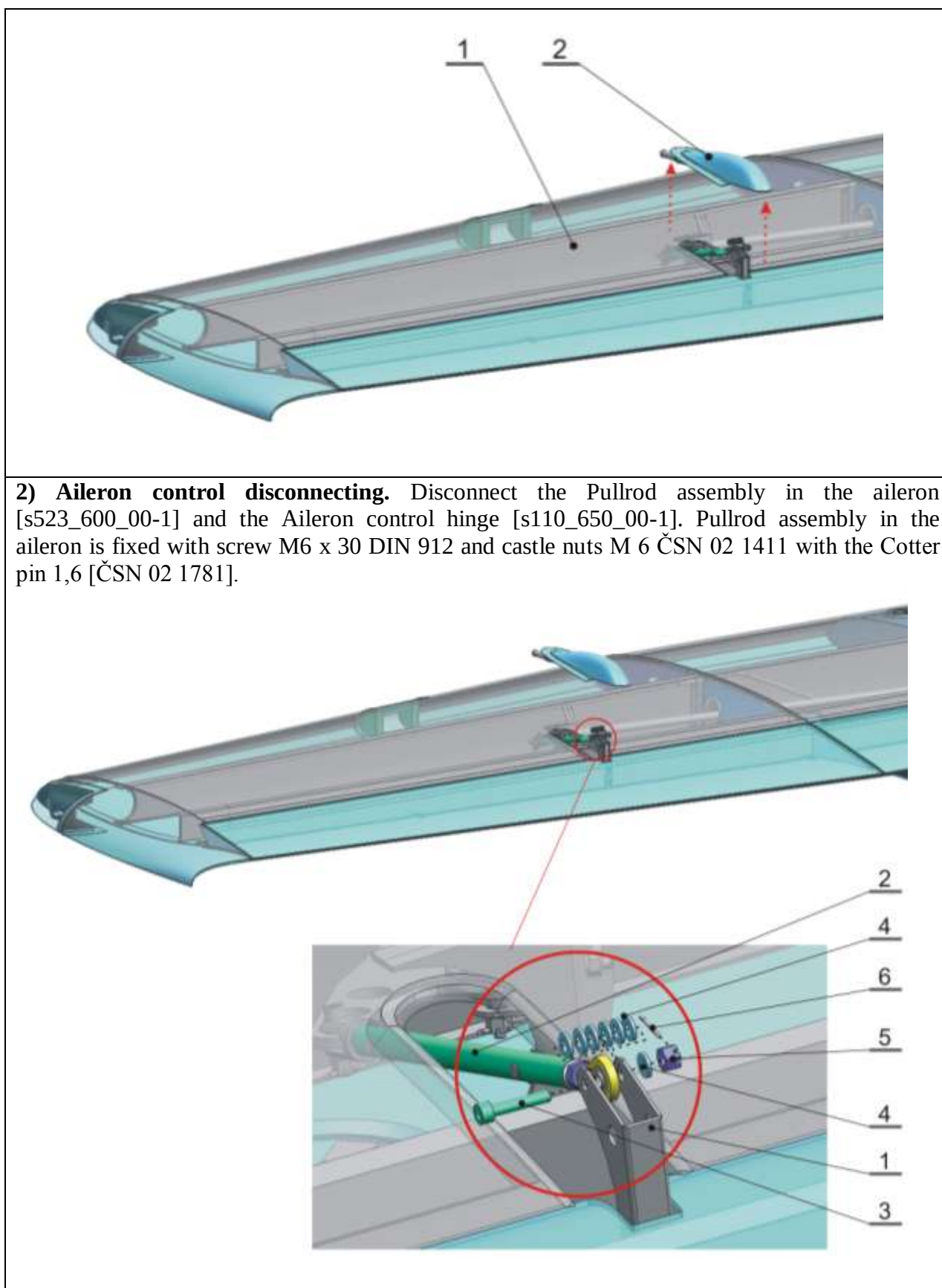
3.5.9. Setting Aileron “Zero ” Position

To Setting Aileron ” Zero ” position requires one person.

“Zero“ position of the Ailerons is the position when the ailerons are aligned to the flaps.

Type of Maintenance	Line	
Level of Certification Required	L/O, RI, RM, A& P	
Task Specific	Can be completed only by a responsible individual, which has received TL-ultralight Airplane Operation Training.	
Tools Required	Allen wrench 5 (1 pcs) Socket wrench 10 (1 pcs) Combination wrench 13 (1 pcs) Torque wrench (1pcs)	
Materials Required	F-900 Torque seal SOUDAL Fix All Classic (single component joint sealant)	
Setting Aileron “Zero” Position Checklist		
1) Aileron pullrod cover removing. Remove the Aileron pullrod cover [s110_150_00-1] from the Wing [s110_000_00-1]. Aileron pullrod cover is glued by the single component joint sealant on the wing. Use segmented blade utility knife for Aileron pullrod cover removing. Remove the Aileron pullrod cover without damaging the wing skin.		
Pos.	Part	Part number / Norm
1	Wing	s110_000_00-1
2	Aileron pullrod cover	s110_150_00-1

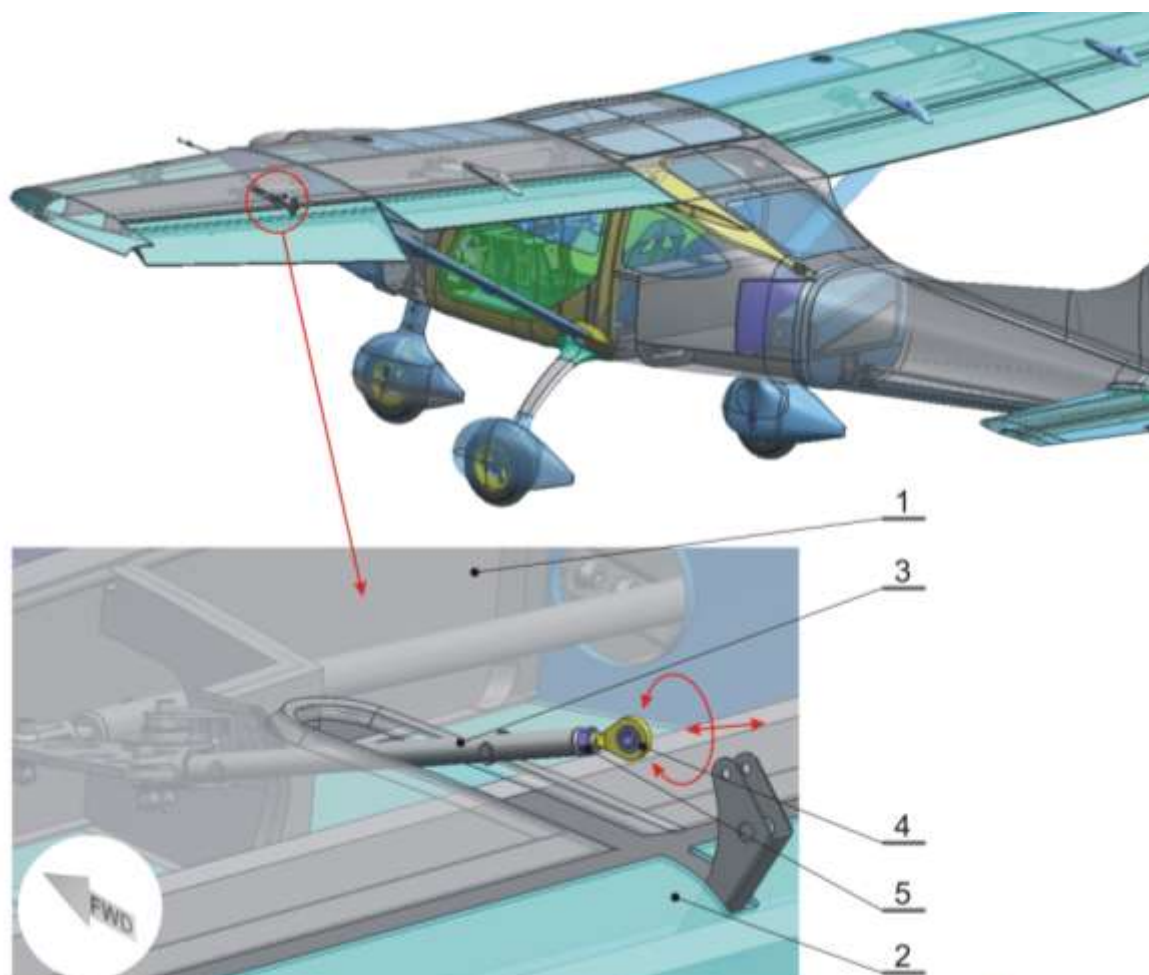
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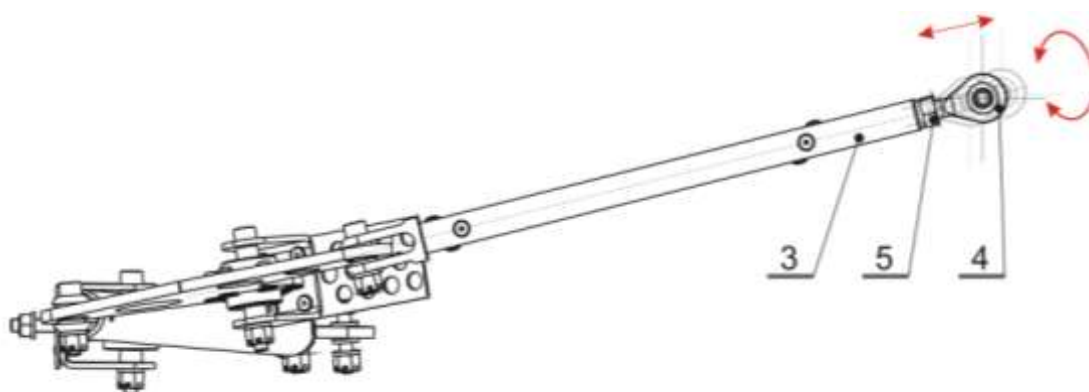


2) Aileron control disconnecting. Disconnect the Pullrod assembly in the aileron [s523_600_00-1] and the Aileron control hinge [s110_650_00-1]. Pullrod assembly in the aileron is fixed with screw M6 x 30 DIN 912 and castle nuts M 6 ČSN 02 1411 with the Cotter pin 1,6 [ČSN 02 1781].

Pos.	Part	Part number / Norm
1	Aileron control hinge	s110_650_00-1
2	Pullrod assembly in the aileron	s523_600_00-1
3	Screw M6 x 30	DIN 912
4	Washer M6	ČSN 02 1721
5	Castle nut M 6	ČSN 02 1411
6	Cotter pin 1,6	ČSN 02 1781

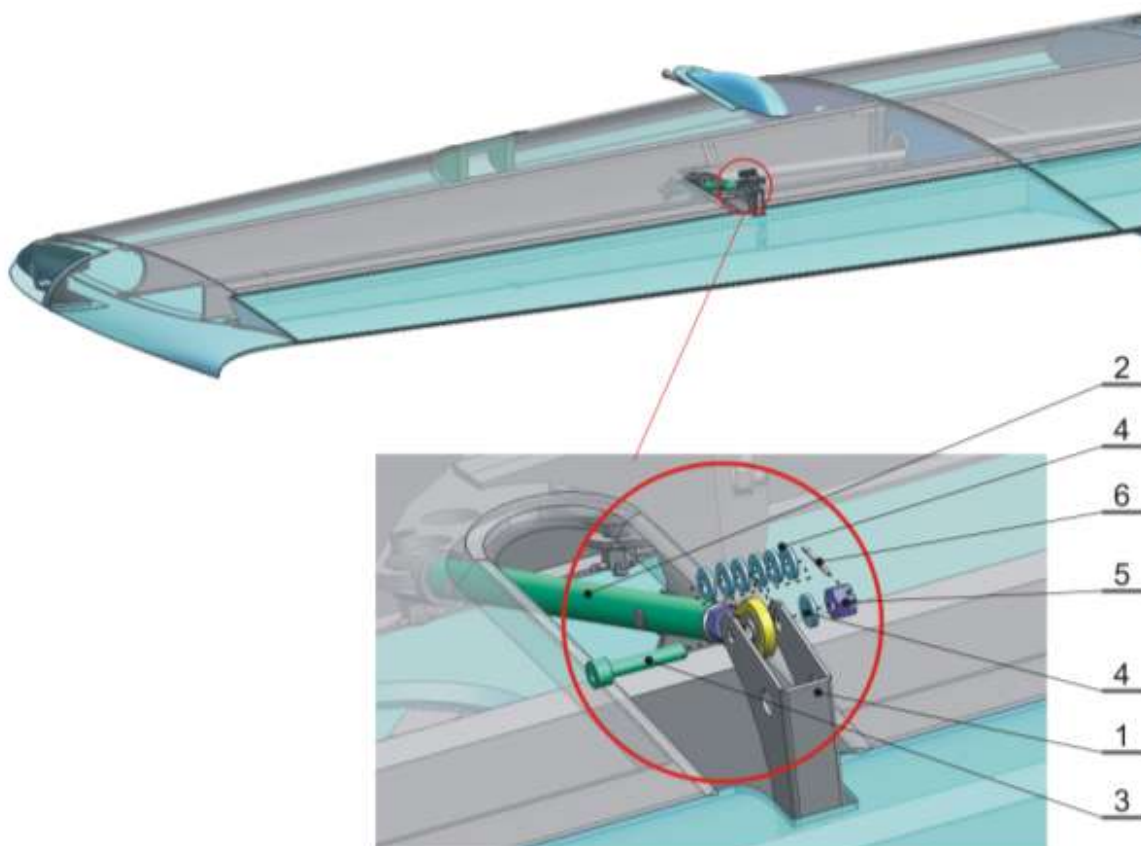
3) Flap pullrod setting. Loosen the nut M8 ISO 4032 on the Adjustable eye M8 [s590_300_00-1]. Select the correct Adjustable eye M8 position [s590_300_00-1] so that aileron [s110_600_00-1] is in the "zero" position. Then tighten the nut M8 ISO 4032 on the Adjustable eye M8 [s590_300_00-1] (use F-900 Torque seal).





Pos.	Part	Part number / Norm
1	Wing	s110_000_00-1
2	Aileron	s110_600_00-1
3	Pullrod assembly in the aileron	s523_600_00-1
4	Adjustable eye M8	s590_300_00-1
5	Nut M 6	ISO 4032

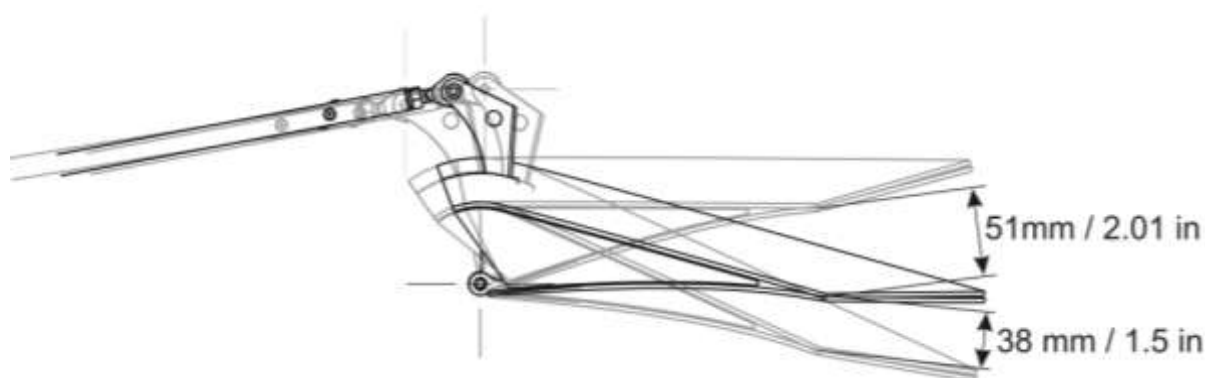
4) Connecting aileron control. Fix the Pullrod assembly in the aileron [s523_600_00-1] on the Aileron control hinge [s110_650_00-1] with screw M6 x 30 DIN 912. Use only castle nuts M 6 ČSN 02 1411 with the Cotter pin 1,6 [ČSN 02 1781].



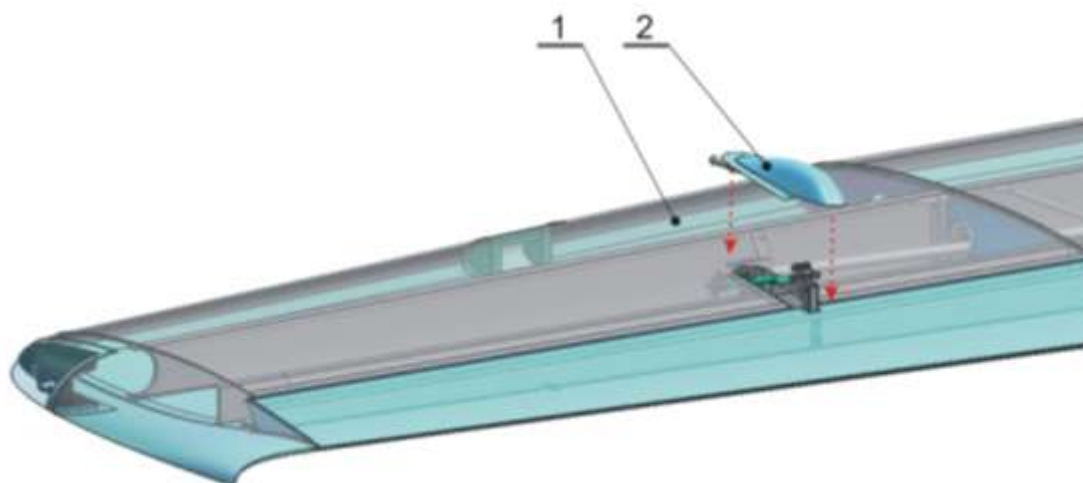


Pos.	Part	Part number / Norm
1	Aileron control hinge	s110_650_00-1
2	Pullrod assembly in the aileron	s523_600_00-1
3	Screw M6 x 30	DIN 912
4	Washer M6	ČSN 02 1721
5	Castle nut M 6	ČSN 02 1411
6	Cotter pin 1,6	ČSN 02 1781

5) Ailerons deflection. Check ailerons deflection. Angles of deflection of the aileron are to within the range as follows (± 5 mm / ± 0.2 in).



6) Aileron pullrod cover installing. Fix the Aileron pullrod cover [s110_150_00-1] on the Wing [s110_000_00-1] with single component joint sealant SOUDAL Fix All Classic.



Pos.	Part	Part number / Norm
1	Wing	s110_000_00-1
2	Aileron pullrod cover	s110_150_00-1

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CAUTION

Aileron pullrod cover [s110_150_00-1] must be placed in order not to interfere Aileron [s110_600_00-1] and Pullrod assembly in the aileron [s523_600_00-1] movement. Correct Aileron pullrod cover [s110_150_00-1] position must be determined by the test of all possible ailerons positions.

CAUTION

Do not support your hands or any subjects on the wing and aileron, as the laminate surface is not proportioned for high area force.

3.5.10. Verification Required (aileron “Zero” position)

Check ailerons for free travel.

Secure all bolted connections by the F-900 Torque seal.

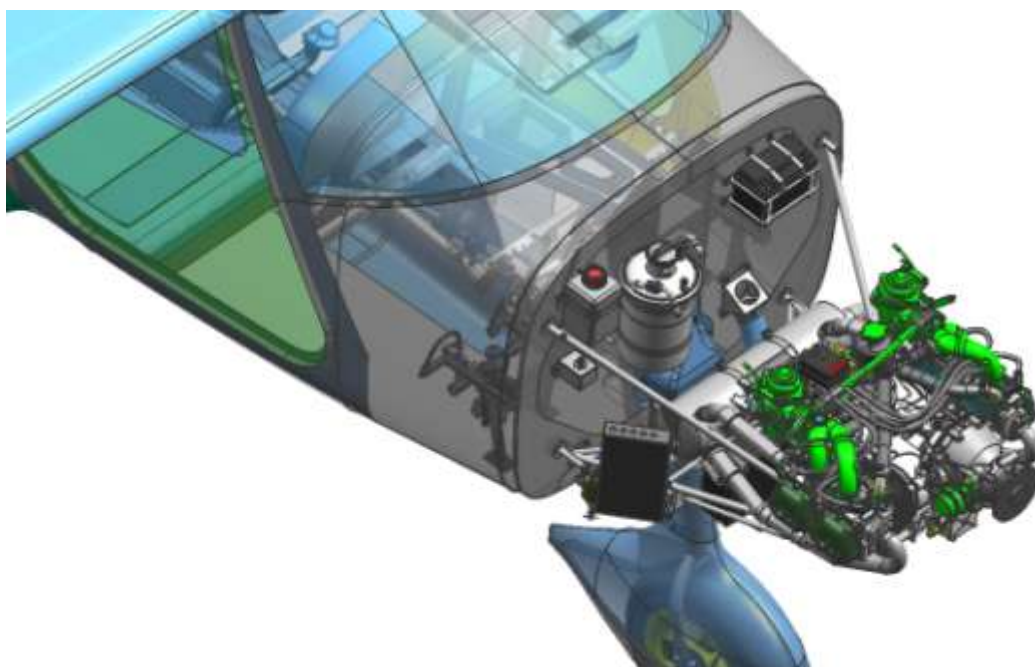
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3.6 Engine

For engine inspection and maintenance refer to original Rotax manuals supplied with the aircraft:

- 1) Operator's Manual for ROTAX engine Type 912 Series
- 2) Documentation for ROTAX aircraft engines (CD – ROM)
- 3) Service instruction für ROTAX Type 912 und 914 (serie)
- 4) ROTAX service letter Warranty conditions for ROTAX engine types 912 and 914 (series)
- 5) ROTAX engine Log book



CAUTION

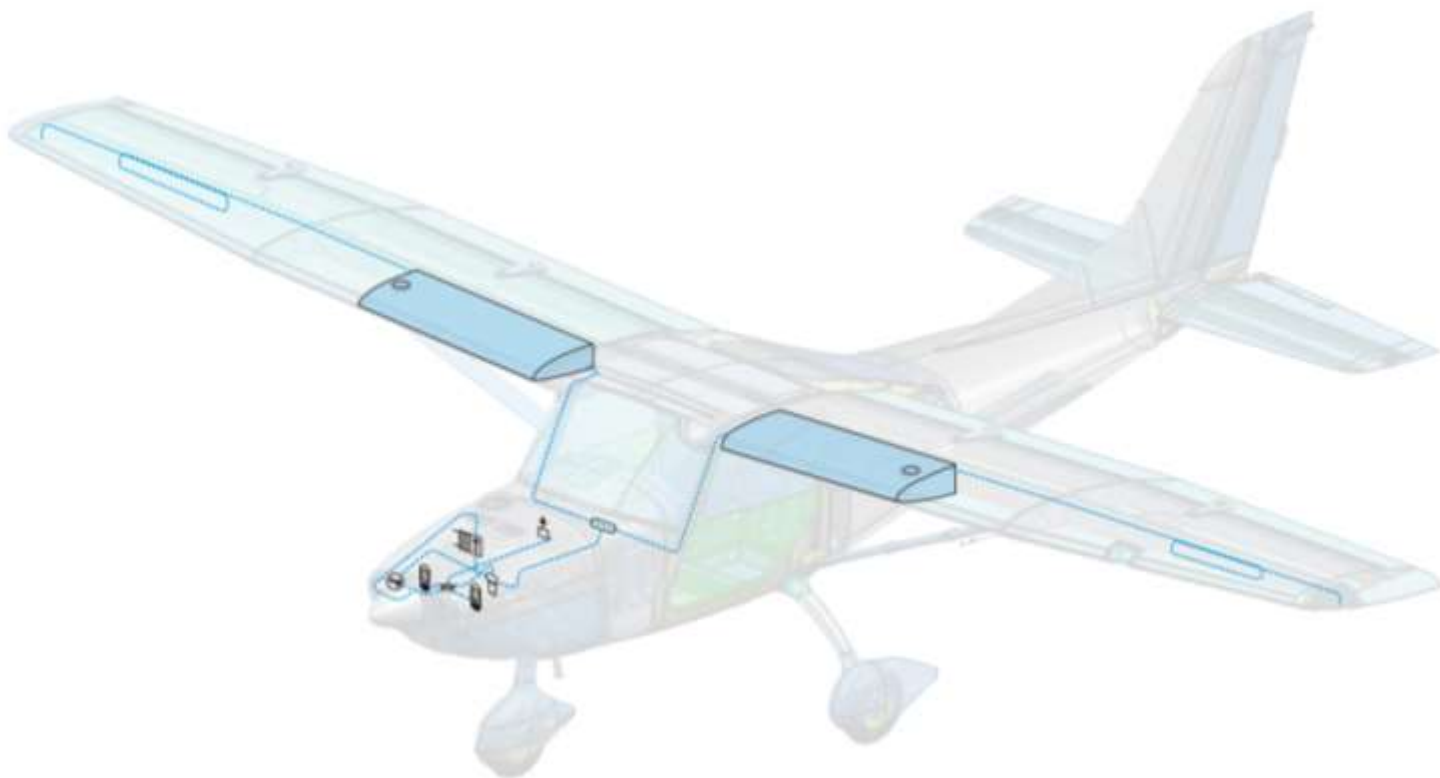
Engine removal, installation and replacement can only be done by TL-ultralight authorized service center.

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3.7 Fuel System

Aircraft fuel system allows the crew to store, manage, and deliver fuel to the propulsion system of the aircraft.

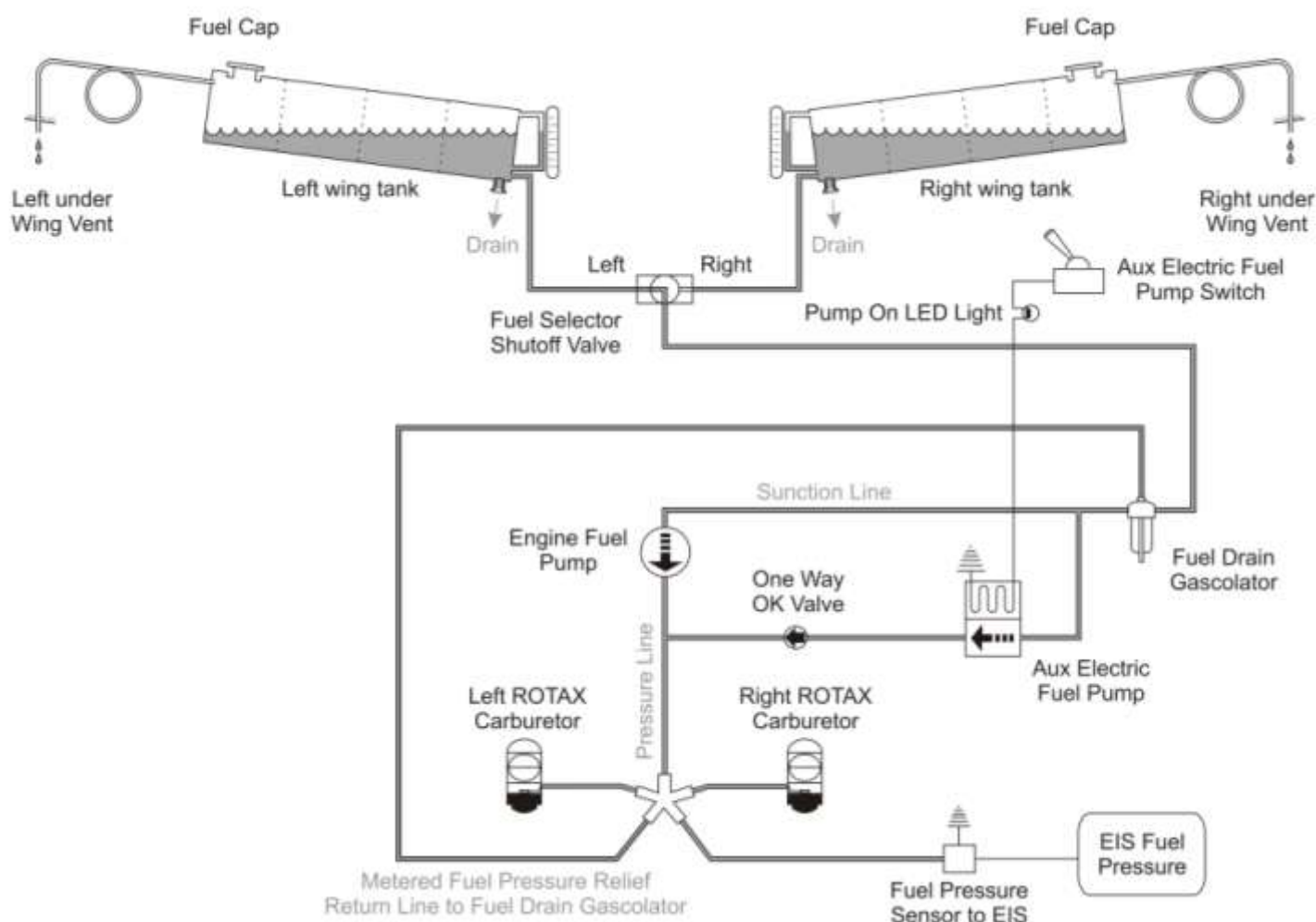


Sirius have two fuel tanks, one in each wing, and they use additional components as a means of providing fuel to the single engine. The fuel is piped through fuel lines to a Fuel Selector Shutoff Valve. After the Selector Valve there is a gascolator: the fuel filter that can be drained. Drainage points are in each Wing Fuel tank. Fuel system have the main mechanical and electrical fuel boost pump. The mechanical pump is engine driven and always working. The mechanically driven fuel pump provides positive fuel pressure to the two carburetors. Each tank needs to be vented to allow air in the tank to take the place of burned fuel otherwise the tank would be in negative pressure which in the long run would result in engine fuel starvation. The vent tube are situated on the wing tips and also serves to allow for changes in atmospheric pressure with altitude. Part of the fuel system is also two fuel levels indication systems, which are transparent windows on the tank side situated in the cabin.

CAUTION

Fuel system inspection and maintenance are to be performed in a well-ventilated compartment, away from heaters and flame.

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3.7.1. Wing fuel tanks filters inspection/cleaning

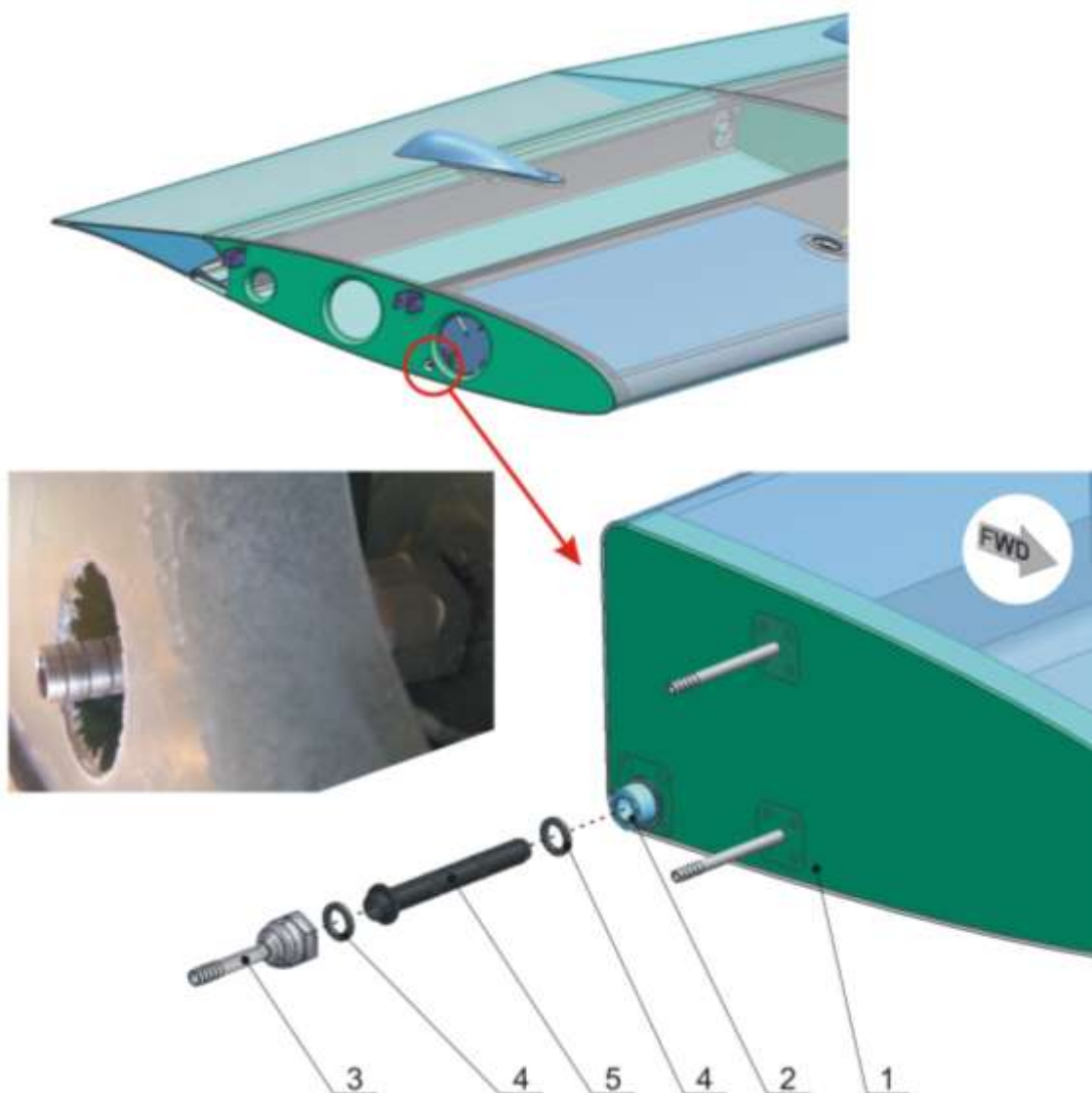
To inspection/cleaning wing tanks fuel filters requires two persons.

Type of Maintenance	Line
Level of Certification Required	L/O, RI, RM, A&P
Task Specific	Can be completed only by a responsible individual, which has received TL-ultralight Airplane Operation Training.
Tools Required	Socket wrench 22 (1 pcs) Torque wrench (1pcs)
Materials Required	F-900 Torque seal

Wing fuel tanks filters inspection/cleaning Checklist

1) Remove wings. Remove the left and right wing. See Chapter 3.2.2.

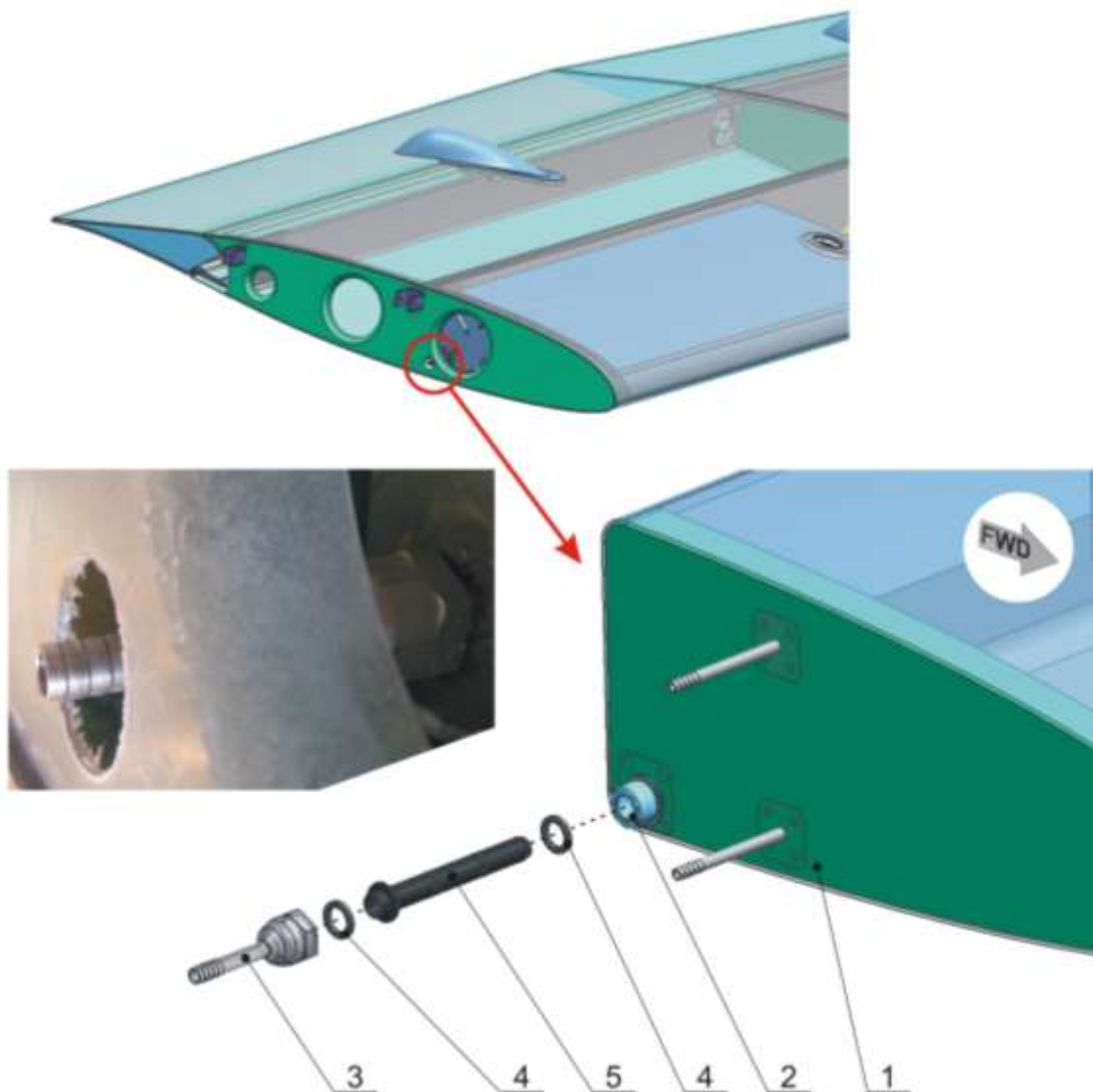
2) Fuel tanks sunctions disassembling. Remove the Fuel tank filter [s111_414_00-1] from the Fuel sunction base [s111_411_00-1] situated on the Fuel tank [s111_000_00-1]. Fuel tank filtr [s111_414_00-1] is fixed by the Fuel sunction beak [s111_412_00-1] and two Sealing O – ring [s111_413_00-1]. Repeat with the second wing.



Pos.	Part	Part number / Norm
1	Fuel tank	s111_000_00-1
2	Fuel sunction base	s111_411_00-1
3	Fuel sunction beak	s111_412_00-1
4	Sealing O - ring	s111_413_00-1
5	Fuel tank filter	s111_414_00-1

3) Fuel filters inspection/cleaning. Inspect Fuel tank filters [s111_414_00-1] for obstruction and cleanliness. Clean the Fuel tank filters [s111_414_00-1]. Replace Fuel filters, if damaged. Check Sealing O – rings [s111_413_00-1] for condition, replace them if damaged.

4) Fuel tanks sunctions assembling. Install the Fuel tank filter [s111_414_00-1] to the Fuel sunction base [s111_411_00-1] situated on the Fuel tank [s111_000_00-1]. Fuel tank filtr [s111_414_00-1] is fixed by the Fuel sunction beak [s111_412_00-1] and two Sealing O – ring [s111_413_00-1]. Repeat with the second wing.



Pos.	Part	Part number / Norm
1	Fuel tank	s111_000_00-1
2	Fuel sunction base	s111_411_00-1
3	Fuel sunction beak	s111_412_00-1
4	Sealing O - ring	s111_413_00-1
5	Fuel tank filter	s111_414_00-1

5) Wings installation. Install the left and right wing. See Chapter 3.2.1.

3.7.2. Verification Required (Fuel tanks filters inspection/cleaning)

Make sure the main bolts are not loose (do not rotate).

Check wings and fuel tanks for foreign objects.

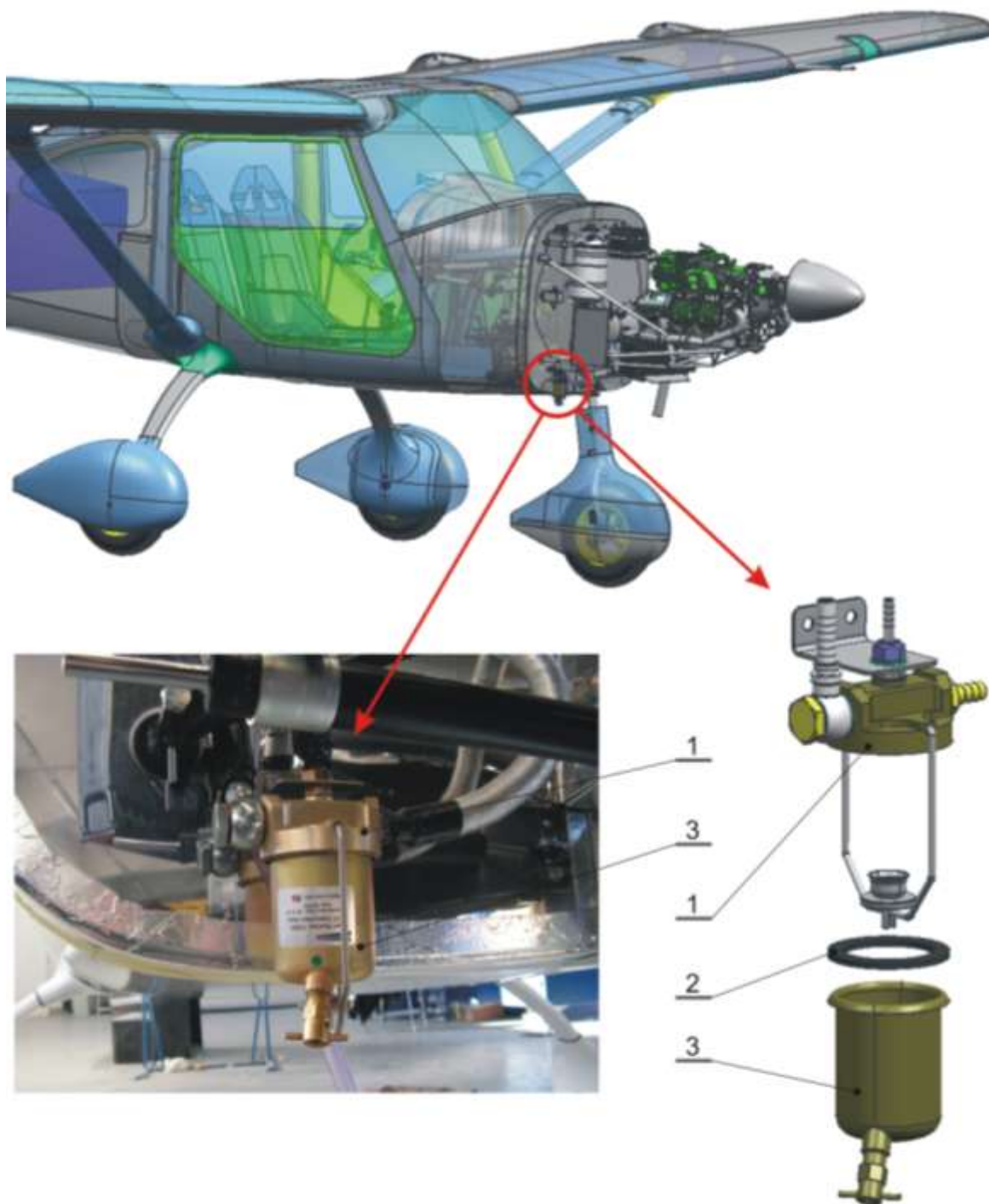
Inspect fuel system for fuel leak

Secure all bolted connections by the F-900 Torque seal.

3.7.3. Gascolator Inspection/cleaning

To inspection/cleaning Gascolator requires one person.

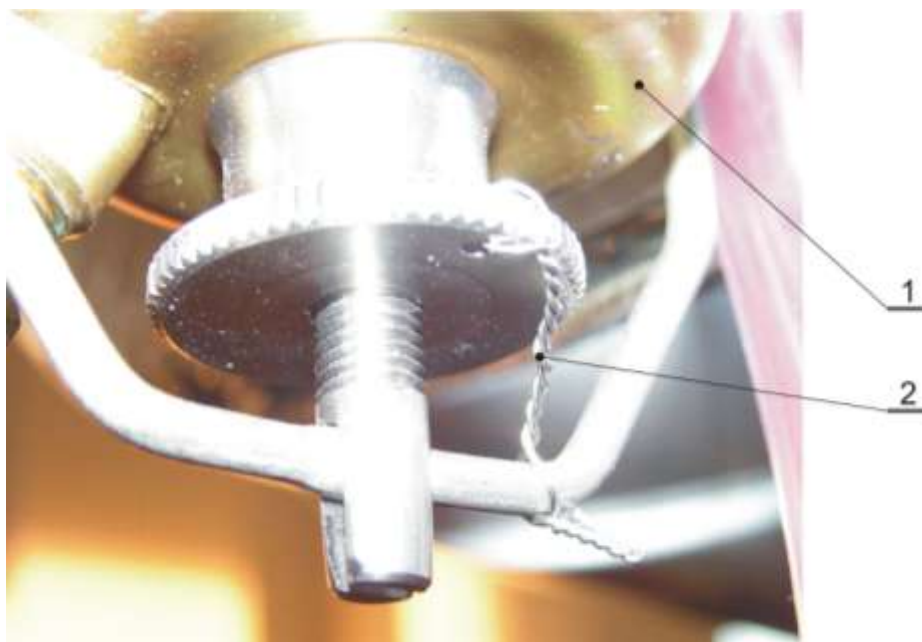
Type of Maintenance	Line	
Level of Certification Required	L/O, RI, RM, A& P	
Task Specific	Can be completed only by a responsible individual, which has received TL-ultralight Airplane Operation Training.	
Tools Required	Screwdriver (1pcs)	
Materials Required	Safety wire 0.032“ diameter	
Gascolator inspection/cleaning Checklist		
1) Engine covers removing. Remove Upper cowling [s200_421_00-1] and Bottom cowling [s200_422_00-1]		
2) Fuel selector valve. Make sure the Fuel Selector Valve is in the off position.		
3) Fuel gascolator draining. Drain the Fuel gascolator by the draining vent on the Fuel gascolator tank. Remove all fuel from Fuel gascolator tank.		
4) Safety wire removing. Remove the stainless safety wire securing Fuel gascolator tank Nut.		
5) Fuel filter tank removing. Remove Fuel filter tank from the Fuel gascolator [ACS 10580]		
Pos.	Part	Part number / Norm
1	Fuel filter cap	ACS 10580
2	Fuel filter sealing	ACS 10580
3	Fuel filter tank	ACS 10580



6) Fuel gascolator inspection/cleaning. Clean Fuel gascolator fuel strainer and sediment bowl. Inspect the Fuel gascolator sealing for condition, replace it if damaged.

7) Fuel filter tank installation. Install back Fuel filter tank from the Fuel gascolator [ACS 10580]. The rest of the Fuel filter tank installation process goes in reverse to the Fuel filter tank removing process (Step 5).

8) Gascolator nut securing. Secure the Fuel gascolator tank Nut by the stainless safety wire having diameter of 0.032“.



Pos.	Part	Part number / Norm
1	Fuel Gascolator	ACS 10580
2	Stainless safety wire	0.032“ diameter

9) Leakage inspection. Make the Fuel Selector Valve to the Left or Right tank position. Inspect Fuel Gascolator for leakage.

10) Cowlings installation. Install back the Upper cowling [s200_421_00-1] and Bottom cowling [s200_422_00-1].

3.7.4. Verification Required (Gascolator Inspection/cleaning)

Make sure the nuts are not loose (do not rotate).

Check engine and gascolator area for foreign objects.

Inspect fuel system for fuel leak

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3.8 Propeller

For propeller inspection and maintenance refer to original propeller manufacturer's manuals.

CAUTION

Propeller removal, installation and replacement can only be done at TL-ultralight or propeller manufacturer authorized service center.

3.9 Utility Systems

3.9.1. Heating System

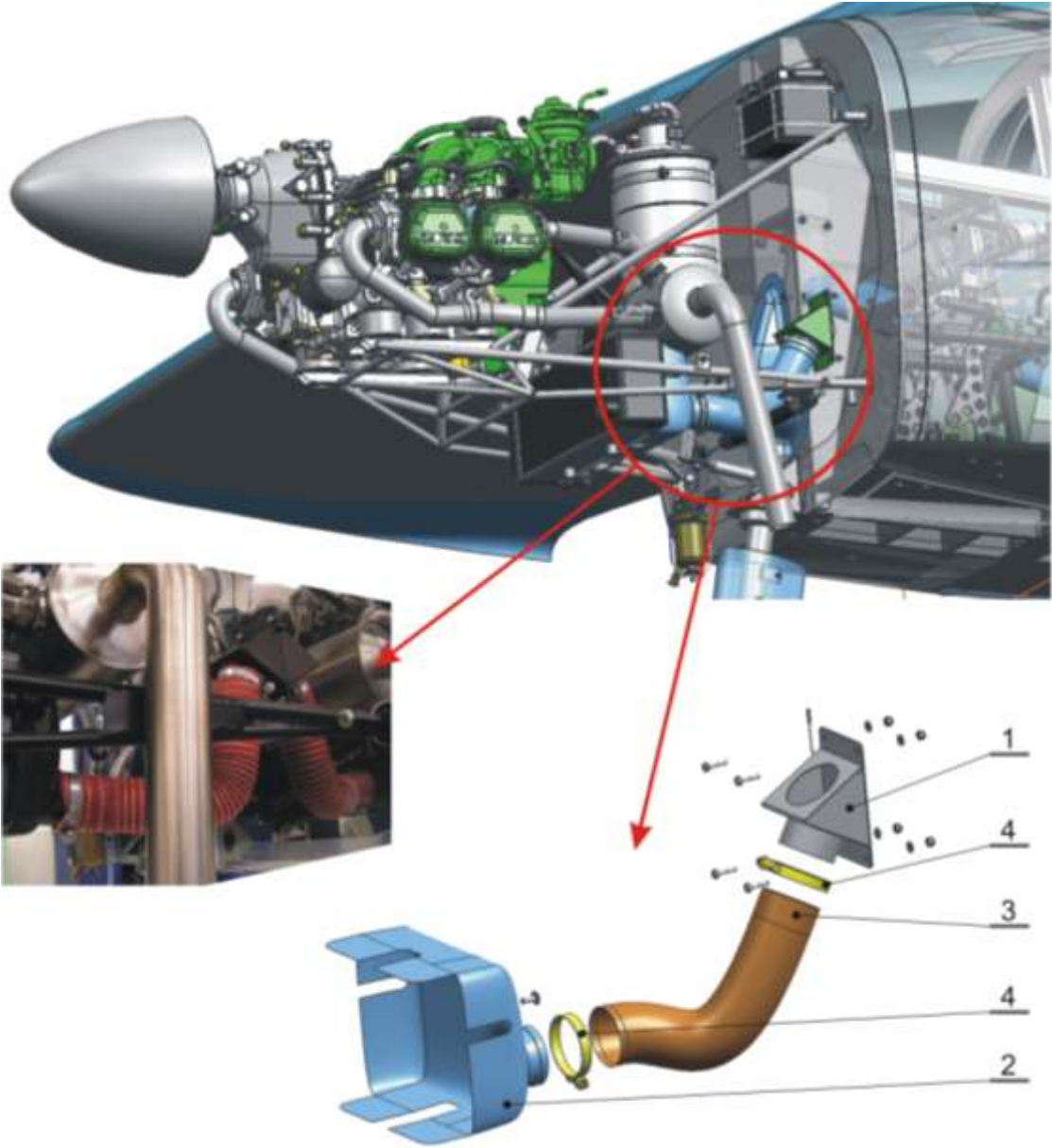
To minimize the chances for carbon monoxide entering the cockpit, heated air is drawn from the water radiator not from a heat exchanger on the muffler. Ambient inlet air taken through the radiator is heated and supplied through a control flap into the cockpit by an air hose. The amount of hot air is regulated by the CABIN HEAT knob on the lower throttle quadrant instrument panel.

In case that the aircraft is being operated while OAT is more than 20 °C, dismount the carbon Heating cover and Heating air hose.

To dismounting Heating cover and Heating hose, one person is required.

Type of Maintenance	Line
Level of Certification Required	L/O, RI, RM, A&P
Task Specific	Can be completed only by a responsible individual, which has received TL-ultralight Airplane Operation Training.
Tools Required	Screwdriver (1pc) Cross-screwdriver (1pc)
Materials Required	-
Heating cover and Heating hose dismounting Checklist	
1) Engine covers removing. Remove Upper cowling [s200_421_00-1] and Bottom cowling [s200_422_00-1]	
2) Fuel selector valve. Remove two Hose clamps [TORRO 35 - 50], carbon Heating cover [s700_920_00-1] and Heating hose from the engine area.	

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Pos.	Part	Part number / Norm
1	Heating flap	s700_910_00-1
2	Heating cover	s700_920_00-1
3	Heating hose	-
4	Hose clamp	TORRO 35 - 50

3) Heating flap inspection. Make sure the Heating flap [s700_910_00-1] on the firewall is in closed position.

4) Cowlings installation. Install back the Upper cowling [s200_421_00-1] and Bottom cowling [s200_422_00-1].

To removal of the Cabin Heat control knob one person is required.

Type of Maintenance	Line
Level of Certification Required	L/O, RI, RM, A& P
Task Specific	Can be completed only by a responsible individual, which has received TL-ultralight Airplane Operation Training.
Tools Required	Screwdriver (1pcs) Cross-screwdriver (1pcs) Needle - nose pliers (1pcs)
Materials Required	-
Cabin Heat control knob removal Checklist	
1) Upper engine cover removing. Remove Upper cowling [s200_421_00-1].	
2) Control cable disconnecting. Disconnect the control cable on the control flap lever located on the firewall (on the Heating flap [s700_910_00-1]).	
3) Nut removing. Remove the nuts thus releasing the heating control knob.	
4) Control knob removing. Remove the Heating control knob with cable from the flexible housing.	

To installation of the Cabin Heat control knob one person is required.

Type of Maintenance	Line
Level of Certification Required	L/O, RI, RM, A& P
Task Specific	Can be completed only by a responsible individual, which has received TL-ultralight Airplane Operation Training.
Tools Required	Screwdriver (1pcs) Cross-screwdriver (1pcs) Needle - nose pliers (1pcs)
Materials Required	F-900 Torque seal
Cabin Heat control knob installation Checklist	
1) Upper engine cover removing. Remove Upper cowling [s200_421_00-1].	
2) Control knob inserting. Insert the Cabin Heat control knob into the flexible housing and fasten it from both sides of the lower throttle panel by means of nuts.	
3) Control cable connecting. Connect the control cable with control flap lever on the Heating flap [s700_910_00-1].	
4) Heat control adjusting. Adjust heat control.	

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3.9.2. Venting System

Cockpit ventilation is ensured by two rotating scoop air vents located on the side windows of the doors. An additional adjustable air inlet is located forward of the glare shield also in the cockpit. Quantity of inlet air is controlled by air scoops which are movable in all clock directions and can be opened or closed to adjust the air volume and air flow direction in our out of the cabin.

To removal and installation of the cabin air vents one person is required.

Type of Maintenance	Line
Level of Certification Required	L/O, RI, RM, A& P
Task Specific	Can be completed only by a responsible individual, which has received TL-ultralight Airplane Operation Training.
Tools Required	-
Materials Required	-
Cabin air vents removal and installation Checklist	
1) Cabin air vents removal/installation. The two rotating air vents mounted in the doors windows can be removed or installed by slightly squeezing the interior edge of the vent scoop from the exterior and rotating the scoop slightly as it is removed or replaced.	
CAUTION	
This is should be done carefully to not break the plastic scoop.	

3.9.3. Seats

The seats of the Sirius are fixed and are equipped with an upholstered removable back cushions attached to the cockpit bulkhead by Velcro. The seat bases are attached to the lower cockpit frame.

To removal and installation of the seats one person is required.

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Type of Maintenance	Line
Level of Certification Required	L/O, RI, RM, A&P
Task Specific	Can be completed only by a responsible individual, which has received TL-ultralight Airplane Operation Training.
Tools Required	Screwdriver (1pcs) Cross-screwdriver (1pcs)
Materials Required	-
Seat removal Checklist	

1) Back seat removing. Remove the Back seat [s200_621_00-1]. Back seat is attached to the cockpit bulkhead by Velcro.



2) Bottom seat Srew unscrewing. Remove the Screw M 4 located in the rear part of the Bottom seat [s200_622_00-1] under Bottom seat upholstery.



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3) Bottom seat removing. Slide the Bottom seat [s200_622_00-1] from the pins to the front direction.



Pos.	Part	Part number / Norm
1	Cockpit bulkheads	s200_550_00-1
2	Bottom seat	s200_622_00-1

3.9.4. Cabin doors

The cockpit is entered by two large doors which open upwards towards the wing.

To removal and installation of the seats two persons are required.

Type of Maintenance	Line
Level of Certification Required	L/O, RI, RM, A& P
Task Specific	Can be completed only by a responsible individual, which has received TL-ultralight Airplane Operation Training.
Tools Required	Screwdriver (1pcs) Cross-screwdriver (1pcs)
Materials Required	-

Cabin door removal Checklist

1) Door opening. Open the Cabin door [s200_210_00-1 or s200_220_00-1].

2) Securing pins removing. Remove the Securing pins (wire) from two doors gas struts.



Pos.	Part	Part number / Norm
1	Door gasstrut	Interex 150N
2	Securing pin	Interex 150N

3) Gas struts disconnecting. Disconnect two ball joints between the Gas struts [Interex 150N] and the Fuselage [s200_000_00-1]. Hold the door in the opened position.



4) Door removing. Remove the door [s200_210_00-1 or s200_220_00-1]. The door is fixed by four screws M 3,5 on the frame of the door in the Fuselage [s200_000_00-1].



The rest of the Cabin door installation process goes in reverse to the Cabin door removal process.

NOTE

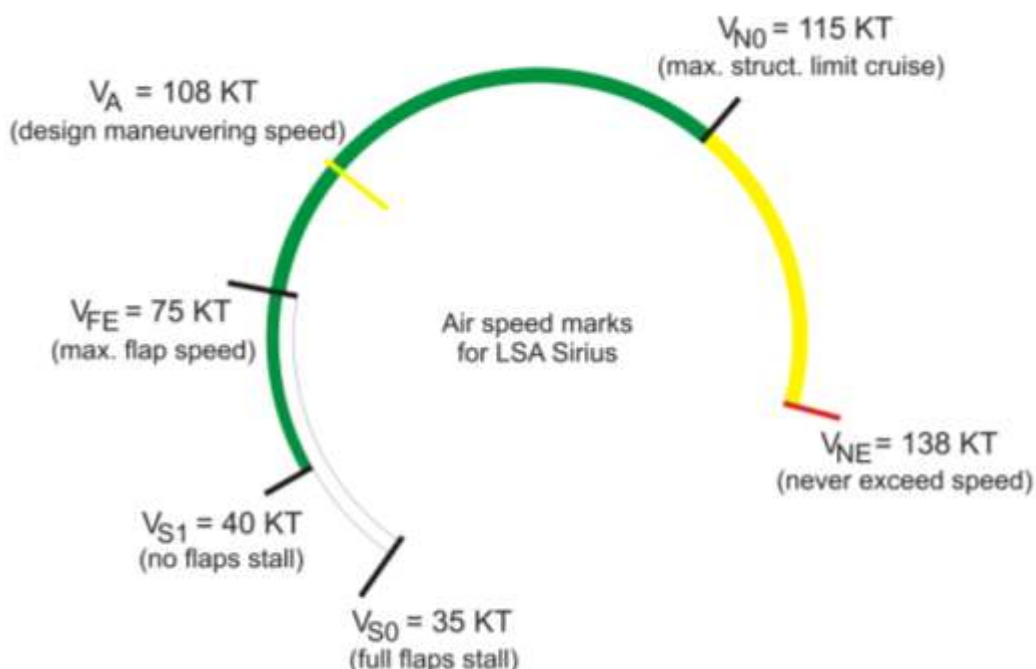
Cabin doors are not designed for frequent assembly and disassembly, so these operations be performed only if necessary.

3.10 Instruments and Avionics

The specific instruments and/or the configuration in which they are arranged may vary slightly from aircraft to aircraft. The magnetic compass is centered on top of the glare shield behind the utility tray.

Sirius flight instruments are arranged in the basic “T” configuration on the pilot (left) side of the aircraft. Part of switches can be placed on the ceiling instrument panel. Exceptions can include the absence of a particular instrument or a variation in the order of the instruments due to after market changes.

3.10.1. Airspeed indicator markings



MARKING	KIAS	KCAS	SIGNIFICANCE
White Arc	35 - 75	38-73	Full-Flap Operating Range. Lower limit is maximum weight V_{S0} in landing configuration. Upper limit is maximum speed permissible with flaps extended to stage one (Takeoff) setting.
Green Arc	40 - 115	43-111	Normal Operating Range. Lower limit is maximum weight V_S at most forward C.G. with flaps retracted. Upper limit is maximum structural cruising speed
Yellow Arc	115 - 138	111-136	Caution Range. Operations must be conducted with caution and only in smooth air
Red Line	138	136	Never Exceed Speed. Maximum speed for all operations.

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3.10.2. Engine instruments

The Engine Information System (EIS) is the primary display for monitoring engine operation. The EIS displays the following data: RPM, manifold pressure, fuel pressure, oil temperature, oil pressure, 2 cylinder head temperatures, 4 exhaust gas temperatures, voltage, elapsed engine time, and total engine time. Individual input limitations are preprogrammed into the system. If any of these limits are exceeded, a red EIS alert light will illuminate. The EIS data display will then flash the reading that is in alert.

NOTE

A difference of as much as 200 RPM can exist between the Rotax[®] tachometer and the RPM indication on the EIS. The EIS digital RPM readout is more accurate and should be relied upon when in doubt.

Engine manifold pressure is monitored in the AUX1 display on the EIS. The indication interpreted from the remote sensor is displayed in two digits with a decimal point and one more digit (eg 25.5) which is an indication of induction air manifold pressure, and is measured in inches of mercury.

Fuel pressure is monitored in the AUX2 display on the EIS. The indication interpreted from the remote sensor is displayed in two digits without a decimal point (eg 35) which is an indication of 3.5 and is measured in pounds per square inch (PSI).

Engine Information System (EIS) Setup (1 Nov 05) (L/O,RI,RM,A&P)

1. Hold down both the Next/ACK and Previous buttons at the same time for 5 seconds. The unit will enter the **MAIN** program 'set limits mode' and the alert light will stay on.
2. The left (Next/Ack) button will now increase the setting (Up)
3. The center (Previous) button will now lower the setting (Down)
4. The right (Display) button will enter the setting and advance to the (Next) setting.
5. Set Contrast at 2 and push Next,
6. Set Max timer to 0 and push Next,
7. Set Max Oil P to 92 and push Next,
8. Set Min Oil P to 30 and push Next,
9. Set Max Oil T to 256 and push Next,
10. Set Max RPM to 5700 and push Next,
11. Set Max Aux 1 to 0 and push Next,
12. Set Min Aux 1 to 0 and push Next,
13. Set Max Aux 2 to 56 and push Next,

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14. Set Min Aux 2 to 22 and push Next,
15. Set Max Volt to 14.8 and push Next,
16. Set Min Volt to 11.0 and push Next,
17. Set Max CHT to 238 and push Next,
18. Set Max EGT to 1600 and push Next,
19. Set Display to 3 and push Next.
20. This will then exit the main program.

Prior to entering the **SECONDARY** program mode, you must read the static amount of the Fuel Pressure display with the power on but the engine off and the aux pump off.

Example to obtain the setting value for minimum fuel pressure on Aux2Off:

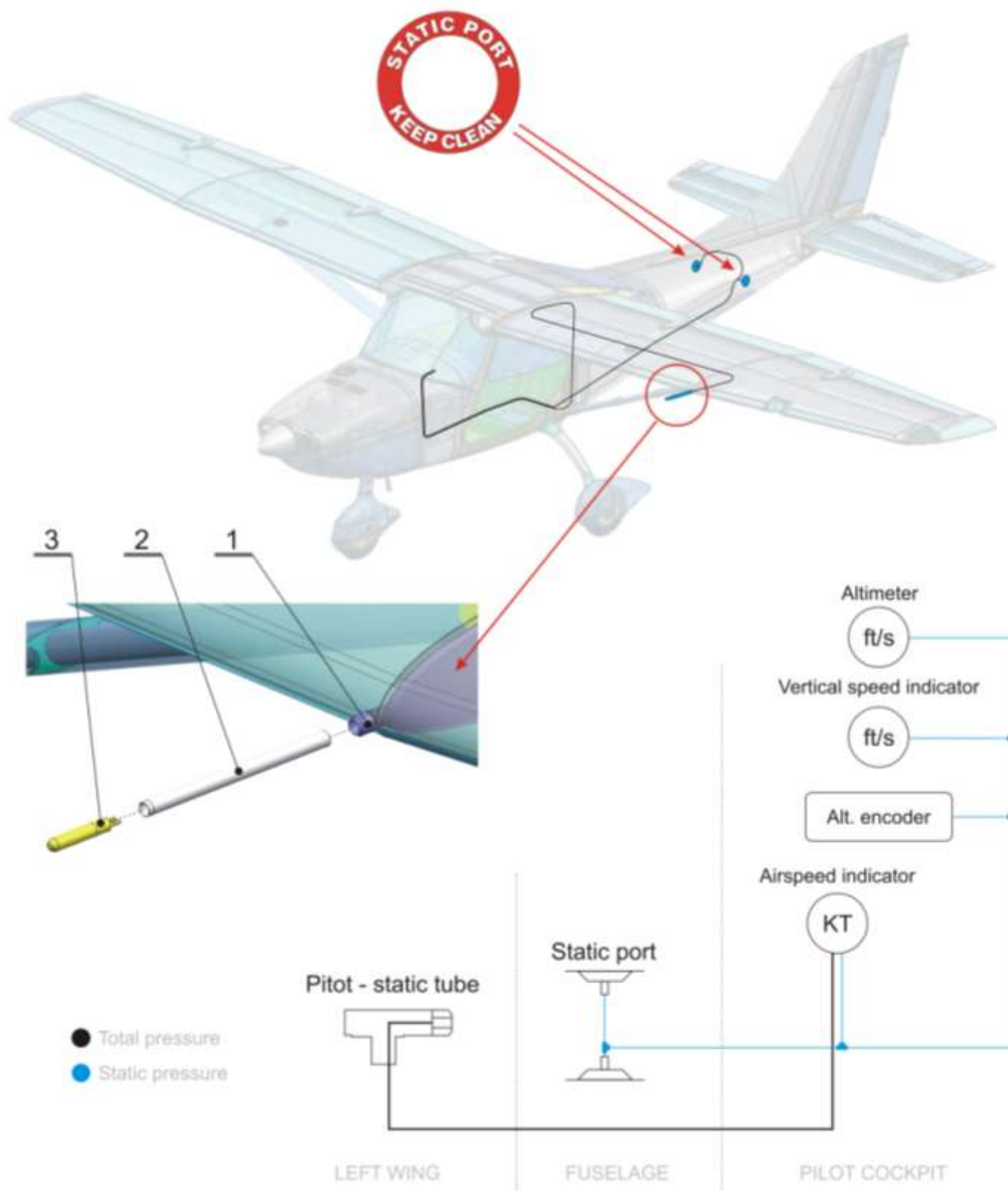
1. Turn on power to the EIS display. Read the EIS number shown for Fuel Pressure (AUX2) with the power on but no fuel pump or engine running.
2. If this number is one digit such as 9, place a decimal in front to read '.9'. If the number is two digits such as 11, insert a decimal to read '1.1'.
3. Multiply the number shown by 20, such as $.9 \times 20 = 18$. Then subtract 1, the number will always be odd, so the answer is 17 in this example.
4. If the number is 1.1, then the calculation will be $1.1 \times 20 = 22$, minus 1 = 21

3.10.3. Pitot – static system

The pitot-static tube is located on the leading edge of the left wing and consists of a ram air duct located inside a cylindrical static air chamber. Total system pressure is sensed through the hole in the pitot-tube face and static pressure is sensed through the holes on the side of the rear part of fuselage. Pressure distribution to individual instruments is received by means of flexible plastic hoses.

The tube supplies dynamic ram air pressure to the airspeed indicator, and the static ports supply outside atmospheric pressure to the airspeed indicator, altimeter, mode C encoder, and vertical speed indicator. If installed, the altitude hold portion of the autopilot is also connected to the pitot system.

Pos.	Part	Part number / Norm
1	Pitot – static tube attachment in the wing	s611_000_00-1
2	Pitot – static tube	s612_000_00-1
3	Pitot – static probe	Aviatik



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To removal and installation of the pitot – static tube one persons is required.

Type of Maintenance	Line
Level of Certification Required	L/O, RI, RM, A& P
Task Specific	Can be completed only by a responsible individual, which has received TL-ultralight Airplane Operation Training.
Tools Required	Screwdriver (1pcs) Linesman's pliers (1pcs)
Materials Required	-
Pitot – static tube removal Checklist	
1) Screw removing. Remove the screw attaching the Pitot – static tube [s612_000_00-1] with Pitot – static tube attachment [s611_000_00-1] to the wing.	
2) Pitot – static tube removing. Remove the Pitot – static tube [s612_000_00-1] by gently pulling front and rotating the tube to expose the total pressure hose.	
3) Hose disconnecting. Disconnect the total pressure hose from the Pitot – static probe [Aviatik].	

Type of Maintenance	Line
Level of Certification Required	L/O, RI, RM, A& P
Task Specific	Can be completed only by a responsible individual, which has received TL-ultralight Airplane Operation Training.
Tools Required	Screwdriver (1pcs) Linesman's pliers (1pcs)
Materials Required	F-900 Torque seal
Pitot – static tube installation Checklist	
1) Hose inserting. Insert the transparent hose of total pressure line the Pitot – static tube [s612_000_00-1]. Connect the hose to the outlet of the Pitot – static probe [Aviatik] and secure it with clamp.	
WARNING When connecting the pitot – static system hose pay increased attention. There must not be any incorrect connection! Connect the hose to the outlet marked P.	
2) Pitot – static probe inserting. Insert the Pitot – static probe [Aviatik] in the Pitot - static tube [s612_000_00-1].	

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3) Pitot – static tube mounting. Attach the Pitot – static tube [s612_000_00-1] by means of the screw through the Pitot – static tube attachment [s611_000_00-1] protruding from the leading edge of the left wing. Use F-900 Torque seal for screw connection.

4) Pitot – static system inspection. Carry out check of pitot – static system tightness.

To inspect pitot – static system tightness one persons is required.

Type of Maintenance	Line
Level of Certification Required	L/O, RI, RM, A& P
Task Specific	Can be completed only by a responsible individual, which has received TL-ultralight Airplane Operation Training.
Pitot – static system tightness inspection Checklist	
1) Static pressure line. In the static pressure system create the under pressure by means of an appropriate instrument corresponding to an altitude of 1000 ft indicated on the cockpit altimeter. Drop in the indicated altitude per one minute must not exceed 100 ft.	
2) Total pressure line. Create in the total pressure tube, by means of a suitable instrument, an overpressure corresponding to the speed of 120 KT indicated on the ASI. Drop in speed during 3 minutes must not exceed 3 KT.	

3.10.4. Airspeed indicator

The airspeed indicator (ASI) is the instrument that displays how fast the aircraft is traveling, in knots, through the air. Ram air pressure and static atmospheric pressure supplied by the pitot tube and static ports are compared by a diaphragm that expands and contracts as the difference between the two varies. Linkages are connected between the diaphragm and the indicator needle gives the operator a visual reading of the indicated airspeed at any given time.

3.10.5. Altimeter

The altimeter (ALT) contains aneroid wafers that expand and contract as atmospheric pressure changes. As altitude increases, the atmospheric pressure decreases, and the aneroid wafers expand. As altitude decreases, the aneroid wafers will contract. Atmospheric pressure is supplied to the altimeter by the static ports on the fuselage. Mechanical linkages attached to the aneroid wafers move the needles on the altimeter face. A knob on the altimeter's face allows the operator to enter the correct barometric pressure into the Kollsman window.

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NOTE

When setting the current barometric pressure in the Kollsman window for the first flight of the day, note the difference between the indicated altitude and the known field elevation. This will give you a correction factor for airborne resetting.

3.10.6. Vertical speed indicator

The vertical speed indicator (VSI) provides the operator with rate of climb and rate of descent. It acts quite similar to the altimeter. Atmospheric pressure is supplied by the static ports on the fuselage, and this air is sent into a holding chamber. However, unlike the altimeter, this chamber also has a metered leak attached to it that allows the pressure inside the chamber to eventually equalize with the pressure outside of the chamber. As the aircraft climbs, pressure decreases and this is displayed by the needle on the VSI as a rate of climb. When the aircraft stops climbing, the metered leak allows the pressures to equalize, and thus the indicator needle returns to zero, or no rate of climb. The same holds true for a descent. The indicator will show a rate of descent so long as the aircraft continues to lose altitude, but will return to zero whenever level flight is reached. Because of the metered leak, there is a small delay in the VSI's indication and a change in altitude may be noted first from the altimeter.

3.10.7. Magnetic compass

The magnetic compass is designed to determine magnetic course of the airplane. The magnetic compass is positioned on the upper glare shield of the instrument panel and consists of a vessel filled with nonfreezing liquid to dampen movement and has a window in the front wall. The compass rose is positioned on the rotary swinging pivot inside the compass.

To magnetic compass compensation one person is required.

Type of Maintenance	Line
Level of Certification Required	L/O, RI, RM, A& P
Task Specific	Can be completed only by a responsible individual, which has received TL-ultralight Airplane Operation Training.
Magnetic compass compensation Checklist	
1) Preparatory work. Compass compensation must be performed on the approved compass swinging locations, which are at least 300 ft from steel structures, electric leading or over ground or underground steel equipment or objects. If the compass north is westward from magnetic north, the deviation is westward, i.e. negative. If the compass north is eastward from magnetic north, the deviation is eastward, i.e. positive.	

- | |
|--|
| 2) Turn the airplane to “N” heading; eliminate the deviation by “C” screw. |
| 3) Turn the airplane to “S” heading, reduce any deviation by half – value by “C” screw and write down the corrected heading. |
| 4) Turn the airplane to “E” heading, eliminate the deviation by “B” screw. |
| 5) Turn the airplane to “W” heading, reduce any deviation by half – value by “B” screw and write down the corrected heading. |
| 6) Enter the individual corrected headings to maintain in the magnetic direction on the compass compensation card and position it in the airplane near the magnetic compass. |

3.10.8. Avionics equipment

For specific operational and maintenance instructions, see the manufacturer’s manual corresponding to each piece of equipment.

NOTE

The Garmin 295 GPS internal AA batteries should to be replaced at each annual condition inspection. The battery furnished with the Garmin 396 should be checked at each annual condition inspection and replaced in accordance with the manufacturers instructions.

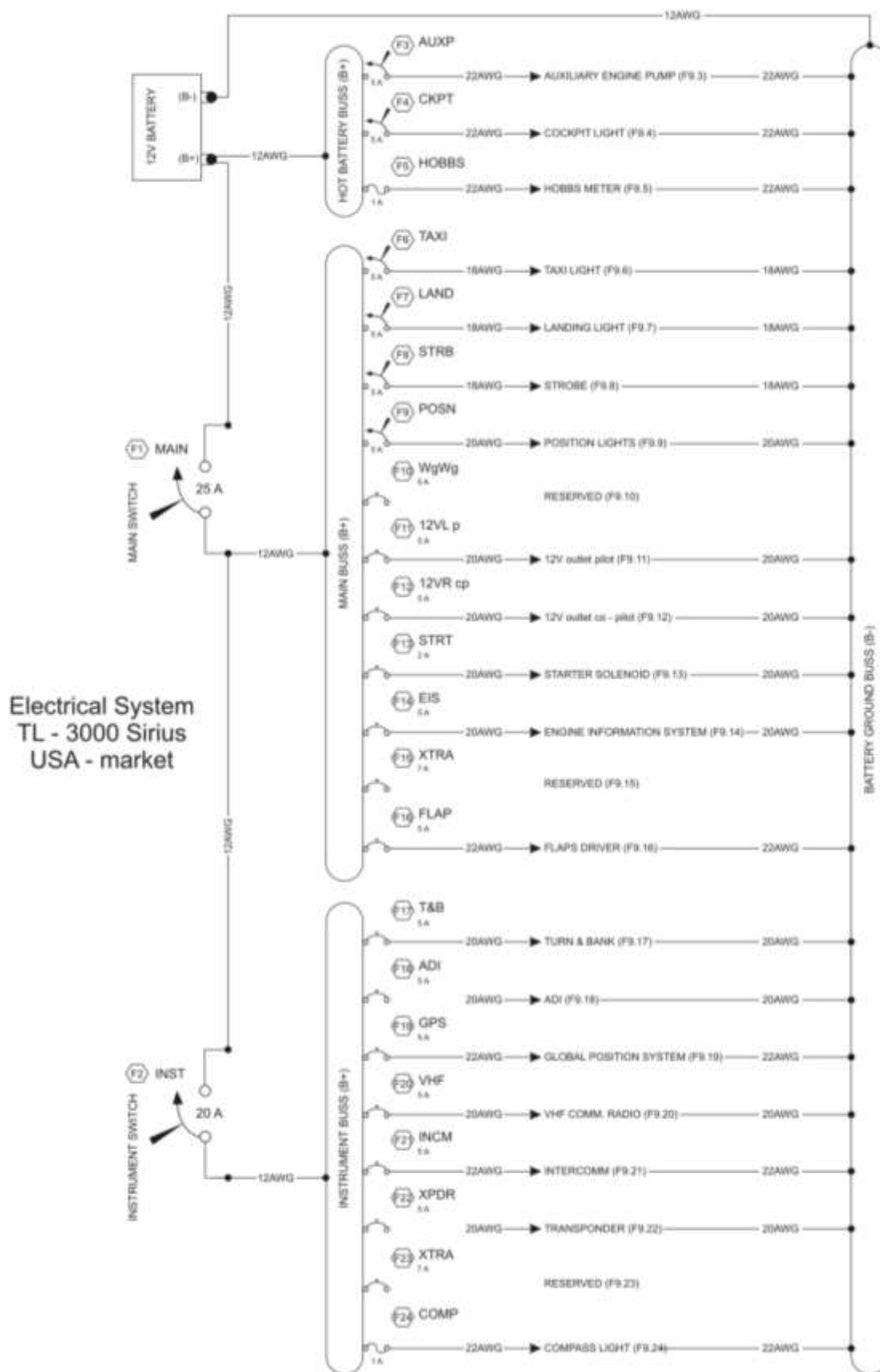
3.11 Electrical System

The aircraft is equipped with a 12-volt, direct-current electrical system with grounded negative pole. The primary source of electrical energy is provided by the engine mounted interior alternator/generator with total power of 750 W. The internal alternator located at the rear of the engine block will charge the battery up to 13.5 VDC. Power is supplied to the electrical and avionics circuits through a main bus bar located behind center instrument panel, this bus bar is energized anytime the Main switch is ON. Each system is protected by circuit breaker which is permanently on. If some circuit is overloaded, then the circuit breaker disconnects that circuit. The ELT is independent from the aircraft electrical system.



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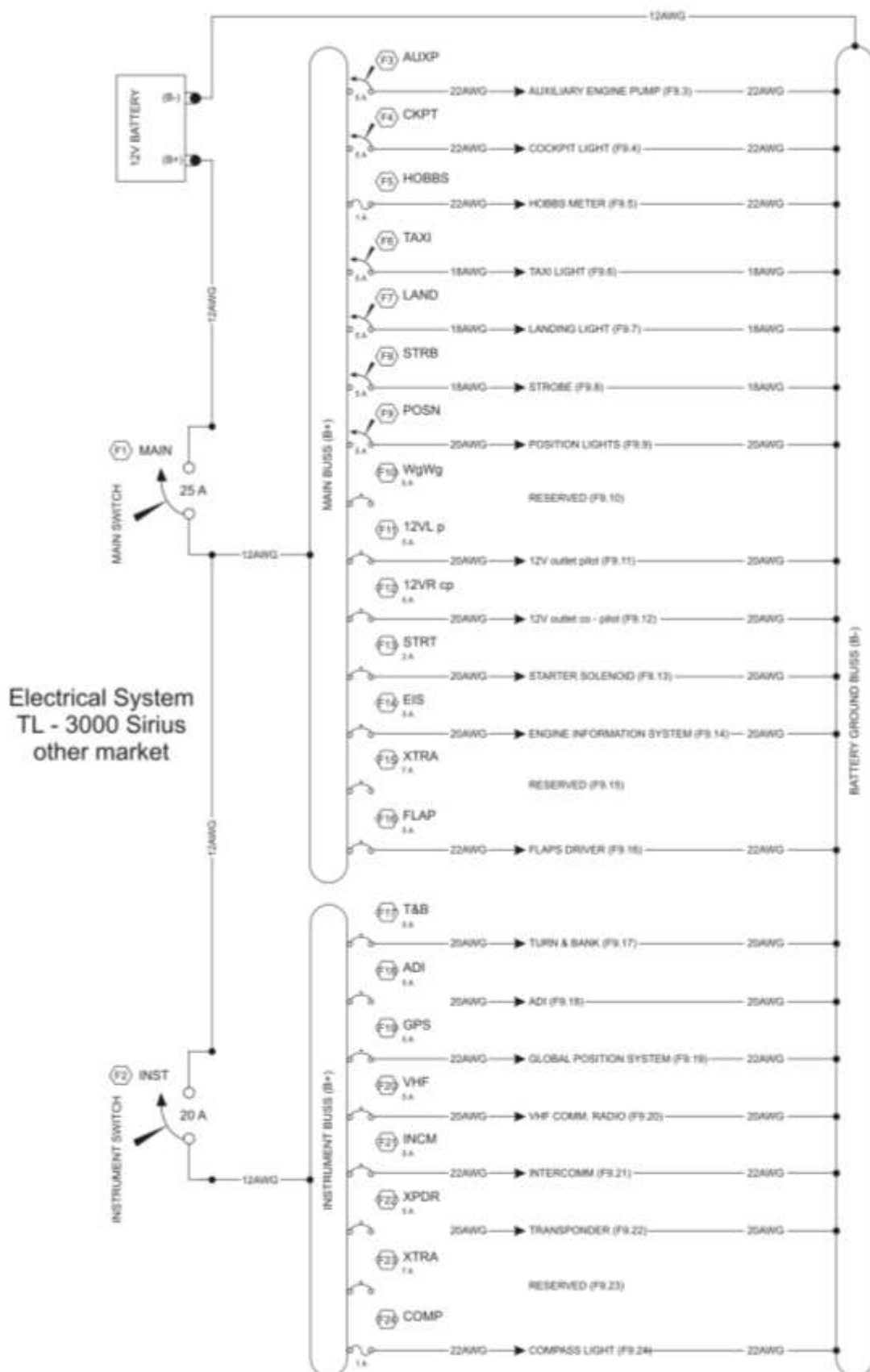


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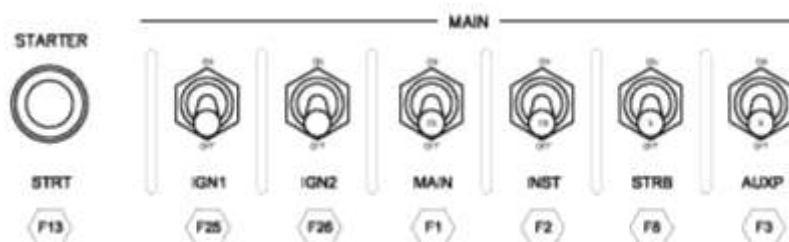
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Two 12 VDC auxiliary power ports are installed in the lower right and left vertical surface of each seat. The ports are directly “hot-wired” to the battery and can be used to charge the battery without the operator having to connect additional leads directly to the battery.

CAUTION

Do not attempt to start the engine with a dead battery by using either 12VDC port. The current load will exceed the wire capacity and a fire may result.

The Instrument Switch activates all avionics equipment tied into the circuit. This instrument switch should always be in the OFF position before the main switch is turned on or before the main switch is turned off.



Main switches on ceiling panel

3.11.1. Exterior lighting

High capacity, anti-collision, safety strobe lights are located on each wingtip and one on the lower aft tail. These lights are encased in a clear-plastic, flush-mounted cover for protection and decreased drag. The center or ceiling panel has an ON/OFF circuit breaker-switch (CBS) for the strobe lights.

LED high intensity position-navigation lights are mounted on each wing tip and on the rudder trailing edge. The ceiling panel has an ON/OFF circuit breaker-switch (CBS) for the position lights.

The HID lamp is used for taxi and landing illumination and is mounted on the left wing leading edge. The ceiling panel has an ON/OFF circuit breaker-switch (CBS) for the landing light.

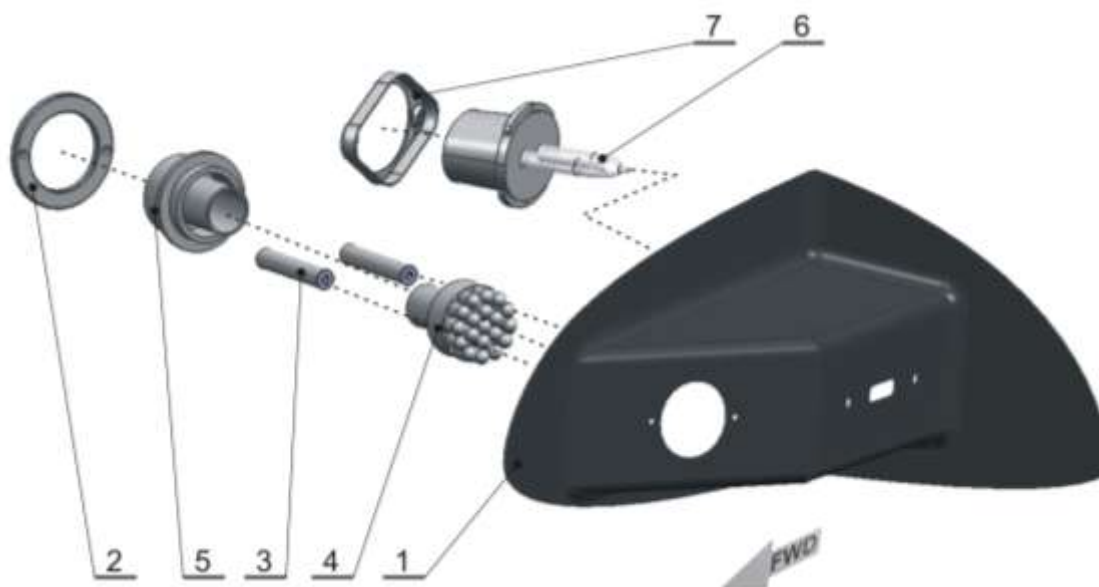
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To wing tip lights installation one person is required.

Type of Maintenance	Line
Level of Certification Required	L/O, RI, RM, A& P
Task Specific	Can be completed only by a responsible individual, which has received TL-ultralight Airplane Operation Training.
Tools Required	Screwdriver (1pcs) Linesman's pliers (1pcs)
Materials Required	F-900 Torque seal

Wing tip lights installation Checklist

1) Light console assembling. Assembly the composite Light console [s621_200_00-1] with the wing tip lights.



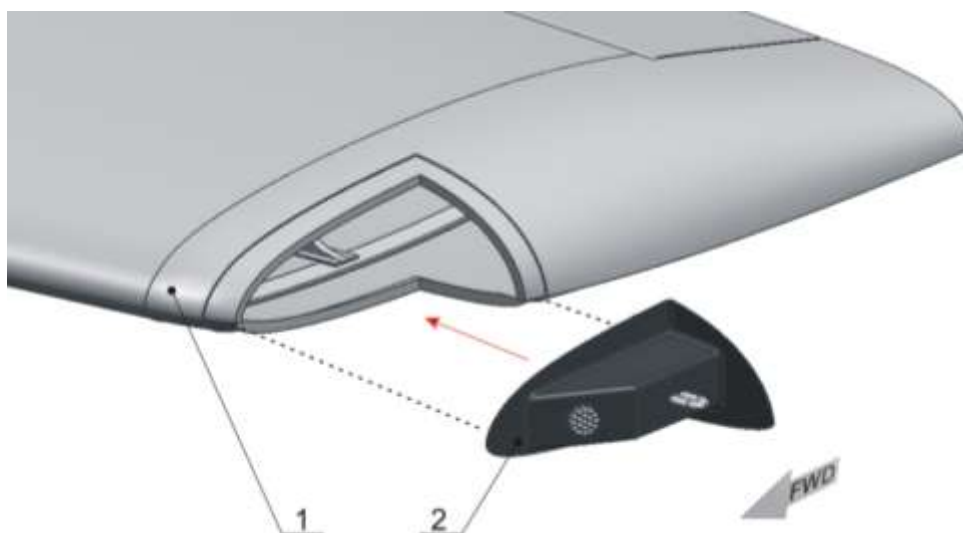
Pos.	Part	Part number / Norm
1	Light console	s621_200_00-1
2	LED light ring	s621_300_00-1
3	LED light spacer	s621_400_00-1
4	LED light 12V	-
5	LED light 12V socket	-
6	Strobe light	Krčmář
7	Strobe light socket	Krčmář

NOTE

Wing tip lights could be mounted according to the customer's requirement. Aircraft could be fitted with various lights.

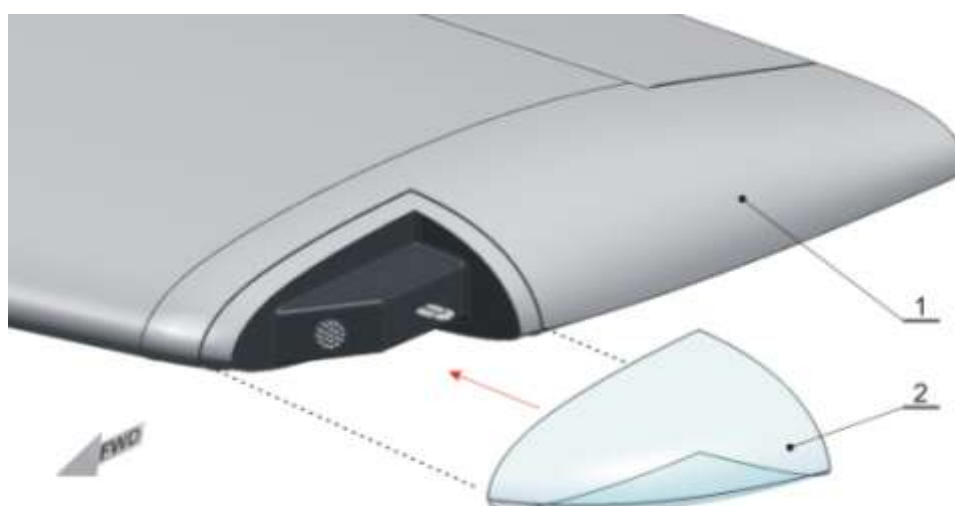
2) Wing-to-wing tip lights wiring. Connect all wing-to-wing tip lights wiring, i.e. connect the lights sockets and plug.

3) Light console installing. Install the Light console [s621_200_00-1] with lights on the wing tip. Use the Philips pan wood screws 3 x 10 with F-900 Torque seal.



Pos.	Part	Part number / Norm
1	Wing	s100_000_00-1
2	Light console	s621_200_00-1

4) Transparency light cover installing. Install the Transparency light cover [s621_100_00-1] on the wing tip. Use the Philips pan wood screws 3 x 10 with F-900 Torque seal.



Pos.	Part	Part number / Norm
1	Wing	s100_000_00-1
2	Transparency light cover	s621_100_00-1

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5) Lights inspection. Inspect function of the lights.

The rest of the wing tip lights removal process goes in reverse to the wings tip lights installation process.

3.11.2. Generator

The 600 W generator is a part of the engine which supplies electric current through the rectifier. Regulator supplies electric current of 14 V voltage to onboard network. The maximum of approximately 18 amps is provided by the regulator, but only 14 amps should be considered available for use.

Technical parameters of generator:

Maximum output power: 600 W at 5500 RPM

Technical parameters of rectifier - regulator:

Type: electronic

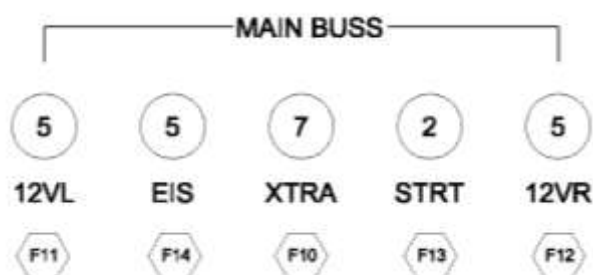
Output voltage: 14 ± 0.3 V (000 ± 250 RPM)

Range of operation temperatures: min. -13 °F max. +194 °F

Weight: 0.6 lbs

3.11.3. Circuit breakers and fuses

Circuit breakers and fuses are the best protection for electrical loads and malfunctions. The most common form of protection for this aircraft is circuit breakers (CB) and circuit breaker-switches (CBS). The CBs cannot manually be pulled out to disconnect the circuit. If a surge or over-loading amperage is placed on a CB switch, the built-in circuit breaker will open turning the switch off, thus protecting the circuit. After reducing the electrical load, turn the switch back to the ON position to reset the breaker.



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3.11.4. Battery

Both the GPS and the Emergency Locator Transmitter (ELT) contain internal batteries, and therefore can be operated when Main switch is OFF. The Garmin 295GPS contains six AA batteries. The ELT contains eight D-cell batteries, as well as one small battery in the remote control panel. All batteries should be replaced at each annual inspection. The Garmin 396GPS contains a rechargeable lithium-ion battery pack. The battery furnished with the Garmin 396 should be checked at each annual condition inspection and replaced in accordance with the manufacturers instructions.

The maintenance-free Varta battery or equivalent is installed on firewall. Battery can be charged directly in the airplane after disconnecting from the onboard electrical system.

Aircraft Battery Technical Parameters:

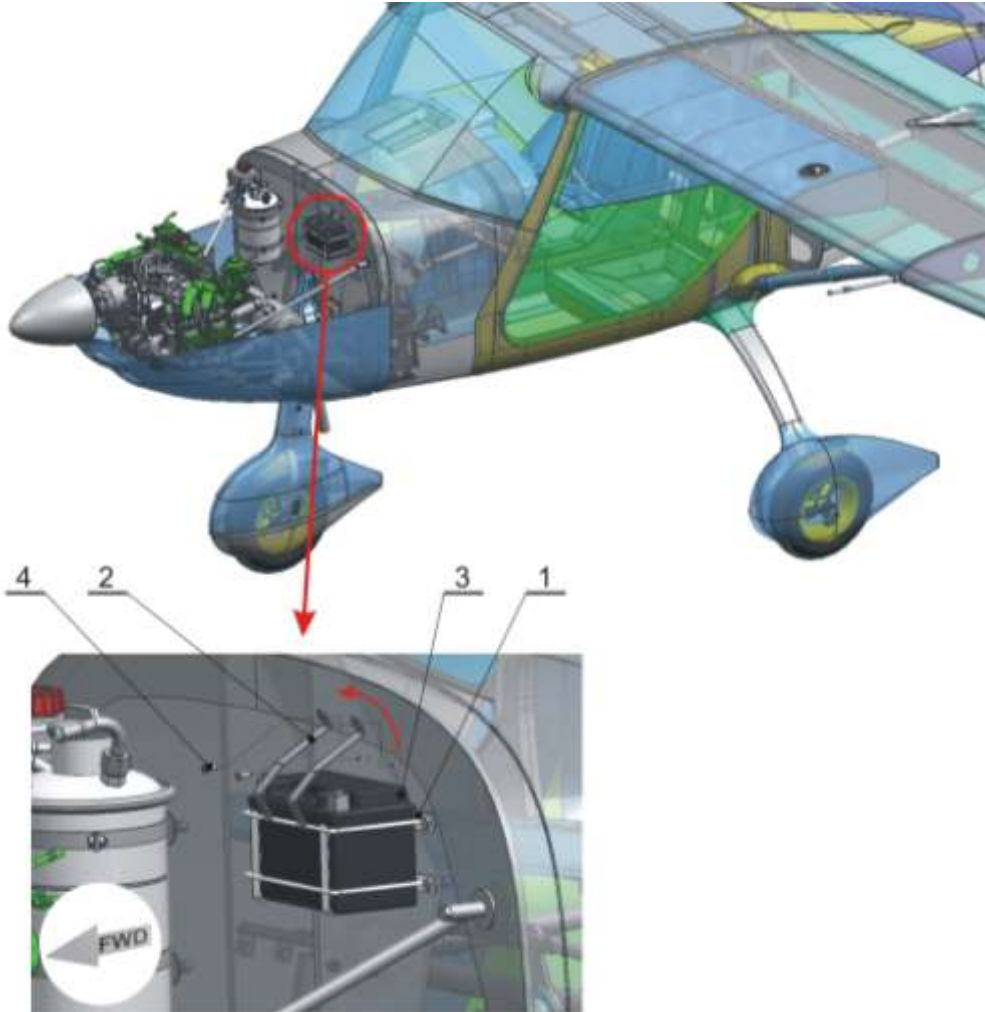
Voltage 12 V
Nominal capacity 24 Ah;
Weight: 17 lbs
Discharging current 1200 mA
Maximum loading 200 A
Range of operation temperatures -22°F to +122°F
Number of cycles, 100% discharging-charging: more than 200
Service life: 4 to 5 years (Service life occurs at 60% of nominal capacity after full charging)

NOTE

If the airplane is not used for flight for more than one month, remove the battery from the airplane and store it. Always store the battery fully charged at temperature of 68 °F. Daily discharging is less than 0.1 % of battery nominal capacity. Regularly recharge it up to the full capacity once a month.

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To battery removal one person is required.

Type of Maintenance	Line
Level of Certification Required	L/O, RI, RM, A&P
Task Specific	Can be completed only by a responsible individual, which has received TL-ultralight Airplane Operation Training.
Tools Required	Screwdriver (1pcs) Cross-screwdriver (1pcs) Wrench 10 (1pcs)
Materials Required	-
Battery removal Checklist	
1) Engine cover removing. Remove Upper cowling [s200_421_00-1].	
2) Contacts disconnecting. Disconnect the contacts from the battery.	
3) Upper battery holder block. Disconnect the Upper battery holder block [s700_710_00-1], i. e. remove two philips mushroom head screws M4 x 10 ISO 7045.	
	

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Pos.	Part	Part number / Norm
1	Bottom battery holder	s700_710_00-1
2	Upper battery holder block	s700_710_00-1
3	Battery	Varta 12V 8Ah 80A(EN)
4	Screw M4 x 10	ISO 7045

4) Battery removing. Remove the battery from the airplane.



CAUTION

To reduce the chance of personal injury and possible equipment damage, remove the negative wire before removing the positive wire.

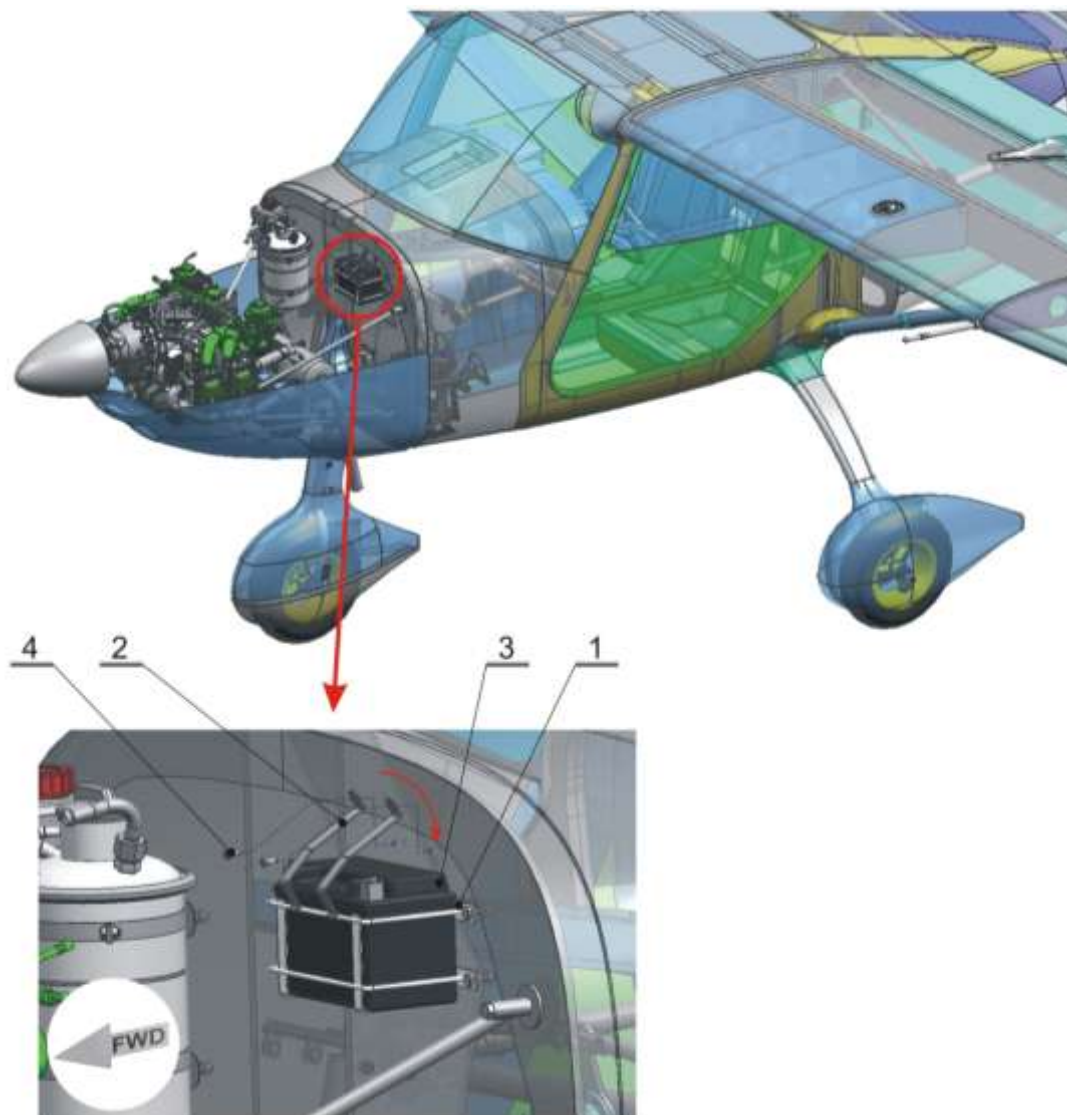
To battery installation one person is required.

Type of Maintenance	Line
Level of Certification Required	L/O, RI, RM, A& P
Task Specific	Can be completed only by a responsible individual, which has received TL-ultralight Airplane Operation Training.
Tools Required	Screwdriver (1pcs) Cross-screwdriver (1pcs) Wrench 10 (1pcs)
Materials Required	Electrical grease for battery contact

Battery installation Checklist

1) Battery inserting. Insert the battery into the Battery holder [s200_421_00-1] on the firewall.

2) Battery fastening. Fasten the battery with fixing the Upper battery holder block [s200_421_00-1] so that it cannot move in the Bottom battery holder [s200_421_00-1], i.e. fix the Upper battery holder block [s200_421_00-1] with two philips mushroom head screws M4 x 10 ISO 7045.



Pos.	Part	Part number / Norm
1	Bottom battery holder	s700_710_00-1
2	Upper battery holder block	s700_710_00-1
3	Battery	Varta 12V 8Ah 80A(EN)
4	Screw M4 x 10	ISO 7045

3) Additional contacts. Install the additional electrical contacts to the aircraft electrical system.

4) Contacts corrosion protection. Install electrical grease on the battery contacts to minimize corrosion.

5) Clamps installation. Install the clamps on battery contacts from the aircraft electrical +/- system.



6) Engine cowl installation. Reinstall the Upper cowling [s200_421_00-1].

WARNING

Failure to reconnect the battery connectors properly could result in reversing the polarity of the battery.

CAUTION

Do not replace the dry cell battery with a wet cell battery. The dry cell battery has the electrolyte immobilized as a paste and the battery can be operated in any random position.

3.11.5 Inspection and operation checks

L/RI, RM, A&P level of certification required.

The satisfactory performance of an aircraft is dependent upon the continued reliability of the electrical system. Damaged wiring or equipment in an aircraft, regardless of how minor it may appear to be, cannot be tolerated. Reliability of the system is proportional to the amount of maintenance received and the knowledge of those who perform such maintenance. It is, therefore, important that maintenance be accomplished using the best techniques and practices to minimize the possibility of failure.

Inspect equipment, electrical assemblies, and wiring installations for damage, general condition, and proper functioning to ensure the continued satisfactory operation of the electrical system. Adjust, repair, overhaul, and test electrical equipment and systems in accordance with the recommendations and procedures in the component manufacturer's maintenance instructions. Replace components of the electrical system that are damaged or defective with identical parts from the aircraft manufacturer's approved equipment, or its equivalent to the original in operating characteristics, mechanical strength, and environmental specifications.

A list of suggested problems to look for and checks to be performed are:

a	Damaged, discolored, or overheated equipment, connections, wiring, and installations.
b	Excessive heat or discoloration at high current carrying connections.
c	Misalignment of electrically driven equipment.
d	Poor electrical bonding (broken, disconnected or corroded bonding strap) and grounding, including evidence of corrosion.
e	Dirty equipment and connections.
f	Improper, broken, inadequately supported wiring and conduit, loose connections of terminals, and loose ferrules.
g	Poor mechanical or cold solder joints.
h	Condition of circuit breaker and fuses.
i	Insufficient clearance between exposed current carrying parts and ground or poor insulation of exposed terminals.
j	Broken or missing safety wire, broken bundle lacing, cotter pins, etc.
k	Operational check of electrically operated equipment such as motors, inverters, generators, batteries, lights, protective devices, etc.
l	Ensure that ventilation and cooling air passages are clear and unobstructed.
m	Voltage check of system with portable precision equipment.

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3.12 Structural Repair

Task Specific: can be completed only by a responsible individual, which holds either an FAA Mechanic certificate or an FAA LSA Repairman Certificate plus he (or she) must have received TL – ultralight Structure Repairing course.

Otherwise all repairs can only be done at TL – ultralight authorized service centers.

3.12.1 Repair of Laminate parts

Damage classification

Any damage of parts from reinforced plastics with epoxy matrix leads to increased saturation of the matrix with humidity and subsequently to loss of properties. Carry out their repair as soon as possible after the damage has occurred.

According to the damage extent, it can be divided into repairs of:

1. small damage
2. medium damage (not more than 10% of part damaged)
3. heavy damage

General

Epoxy resin mixtures are prepared in a given mass ratio by means of weighing (accuracy of scales 0,002 lb)

SMALL DAMAGE (surface defects, not affecting the spars or other structure)

Repair of damage just by application of mastic and by varnish repair.

1) Preparatory Sanding

For a good adhesion of repair layers it is necessary to carry out surface sanding at the utmost up to the depth of contact with the lower surface of fabric (do not damage). It is necessary to do surface sanding with overrun of 2" from the damage location smoothly to the top layer. It is suitable to do sanding with grain size of 160. Dry Sanding equipment with suction from the sanding area is used. Al₂O₃ or equivalent (fused corundum) can be used as sanding material.

2) Dust removing

Wipe with clean and dry brush or by a vacuum cleaner.

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3) Application of smoothing layer

After preparation of mixture and its eventual thickening to enhance the non curtaining capability (for vertical or lower areas) is performed its application onto the repair area by means of a plastic spatula. For better distribution of deposited material on irregular surface it is possible to form it through the laid PE or PP transparent polyethylene. After proper application the layer is without bubbles. Deposit thickness is given by necessary thickness of surrounding layers (leveling) and ranges from 0.008" to ½" in one deposit.

Manufacturer	Type	Mixing Ratio	Delay	Rate of Setting	Time of Setting	Temperature	Fillers
MGS, A: L285 B: Hardener 285	Epoxy	A:B = 100:40	Process within 50 min (for 0.2kg mixture)	40%	16hours (32hours)	68-95°F (62-68°F)	Aerosil, Microballs
				100%	26hours (72hours) (2hours)	68-95°F (62-68°F) (176°F)	

4) Sanding

Sanding or eventually sealing the surface is made after setting the mixture and possible tearing of the used polyethylene. It is suitable to start sanding with grain size up to 160 and finish with grain size of at least 400. It is carried out by dry sanding equipment with suction from the sanding area. Al₂O₃ or equivalent (fused corundum) can be used as sanding material. Basic material of the part must not be diminished by sanding.

NOTE

Especially in case of carbon stiffener in the basic part, sanding through up to the stiffener must not occur

5) Finishing

MEDIUM DAMAGE

Repair of damage by replacing the stiffener part, by mastic and varnish repair. At such repair it is necessary to distinguish type of used stiffener (especially for sanding):

C (carbon), rovings of fabric of black color
G (glass), rovings from milky white to transparent

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1) Preparatory Sanding:

For good adhesion of repair layers it is necessary to do sanding up to the depth of damage. It is necessary to do surface sanding from the damage area with overrun at the least 1" for every damaged stiffener layer smoothly up to the top layer and then about 2" for finishing and mastic application. It is convenient to do sanding with sanding material having grain size of 160. It is carried out by dry sanding equipment with suction from sanding area. Al₂O₃ or equivalent (fused corundum) can be used as sanding material.

2) Dust removing

Dust is removed by wiping with a clean and dry brush or by a vacuum cleaner.

3) Stiffener preparation:

For this kind of repairs use the stiffener G (glass) with plain weave, 150g/m², with surface protection for epoxy resins. Number of needed stiffener layers depends on depth of damage. It is possible to say that each layer of the mentioned fabric represents at proper saturation by matrix resin thickness of 0.020". Stiffener layers must be prepared (cut out) gradually from the smallest (the lowest) up to the bigger (upper), each with overrun of $\frac{3}{4}$ ".

4) Putting layers

After preparing lamination mixture, it is applied to the place of repair by means of rigid brush. The first stiffener is laid into the deposit and it is again saturated by brush. Another layer of stiffener is laid and saturated. When putting the last layer it is necessary to pay attention to a proper saturation and compression of stiffeners so that they cannot "come up" to the surface and subsequent useless damage at final sanding. For better saturation of the surface by resin and securing against curtaining it is possible to put PE or PP transparent foil across the surface. When applied properly, the layer is without bubbles. Repair thickness should exceed surrounding surface in this phase by about 0,020" to 0,040" for finishing.

5) Sanding

Carry out sanding and eventually apply mastic on the surface after setting, eventually tearing of the foil. It is suitable to begin sanding by abrasive with grain size of 160 and finish by grain size of at least 400. Dry Sanding equipment is used with suction from the sanding area. Al₂O₃ or equivalent can be used as sanding material. It is important not to diminish basic material of the part at sanding.

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HEAVY DAMAGE

At such damage the part must be replaced.

CAUTION

When repairing structural parts, it is necessary to pay attention to timely repair see the text about low of properties at humidity effect.

CAUTION

When repairing small damage, it is necessary to carefully pay attention not to damage any structural part!

3.13 Painting and Coating

Task Specific: can be completed a responsible individual, which holds either an FAA Mechanic certificate or an FAA LSA Repairman Certificate or aircraft owner plus he (or she) must have received TL – ultralight Structure Repairing course.

3.13.1 Paint repairs

Safety rules

When working with paints, thinners and solvents follow the following safety rules:

1. it is necessary to follow safety rules for working with flammable and volatile substances
2. working area must be properly aerated
3. it is prohibited to smoke and anyway handle with free fire in a working area
4. use protective working means such as goggles, gloves, respirator, etc.

Recommendation for additional surface treatment of the airplane surface

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CAUTION

By applying permanent protective coats weight of airplane is increased and gravity center position is changed. Increase in weight depends on type of coat and its thickness.

1) Washing and degreasing

It is possible to use both organic solvents and water based solvents.

CAUTION

All paints and solvents must be used only with caution for proper personal and environmental protection and disposal.

Organic solvents – (acetone, metyetylketone (MEK), benzine, toluene)

Applied by spraying on washed surfaces (e.g. mechanical sprayer, jet ejector) or by wiping with wet (by pouring, not by dipping because it would contaminate the whole volume of solvent) textile wad. After applying it, the agent is wiped of by clean absorbing material before solvent evaporation.

Advantages: fast and reliable evaporation even from the corners and borders without additional warming

Disadvantages: it must be used without other dilution (expensive); not ecological (danger of water contamination); detrimental to health (must be carried out in an aerated area with personal protective means); waste (including dripping from the area) must be eliminated in the incinerating plants.

Use: for Al-alloys surfaces, epoxy fiberglass

CAUTION

These agents must not be used for degreasing parts from plastics (PC -Lexan, PMMA Plexiglass)

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Water-based agents – (emulgation substances, wetting agents)

Applied also by spraying onto washed surfaces or by wiping with wet (by pouring and dipping) textile wad. After applying it, let it act for some time (see manufacturers recommendation) and then it is rinsed with clear water (by means of sponge dipped in ample amount of water or water jet).

Advantages: (different according to the type of product: it is possible to highly dilute with water (cheap); ecological - waste (including dripping from the surface due to ample amount of water it is necessary to contain it) can be generally eliminated after its additional dilution with water; the least detrimental to health.

Disadvantages: slow and unreliable evaporating from corners and borders, additional warming (drying) mostly required imperfect elimination of water results in wrong adhesion of paint coats; imperfect degreasing of fiberglass parts (not possible to use)

Use: for Al-alloys surfaces and plastics

2) Application of primer (paint)

In order to reach a uniform resistance to corrosion and smooth surface, carry out this application by means of spraying (air standard gun with the upper vessel, air HVLP gun, airless electric gun). The adjusting of the used gun (given by manufacturer) differs according to the type - air pressure, jet diameter. Primer should be applied in several sprayings (total thickness is not reached at a blow) with defined maximum dwell and total drying time till further treatment or handling.

Primer serves especially for anchoring (adhesion to the substrate) the topcoats and can serve also for eliminating irregularities of the surface (function of filer, for sanding).

Surface	Manufacturer	Type	Further Components	Surface Mass [lb/inch/ft ²]	Recom. Thickness ["]	Drying (between spraying / total) / 65°F
Carbon fiber Fiberglass	BASF Glasurit 801-1871 (base)	Epoxy	BASF Glasurit 965-35/2 (hardener)	8.49	0.00098 (at 0.00197 it can be also used as filler)	15 min / 12 hours
PC (Lexan), PMMA (Plexiglass)			Glasurit 965-50 (thinner)			

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3) Bonding

After total drying of basic coat carry out total bonding of irregularities including repairs of bonding. After drying perform sanding with emery paper with grain size of 240 until the surface is smooth. After sanding clean dust and wipe off with grease remover and perform repairing paint coat by primer (1/3 of coat thickness).

4) Application of top coat

In order to reach smooth surface apply the paint coat only by spraying. Topcoat serves especially for creating the coat resistant to weather and external effects for aesthetic rendering of the unit. Considering the higher loading by external effects use top materials, exclusively two-component ones, on the acrylic-polyurethane or polyurethane basis, always with guaranteed adhesiveness to the used base coat (according to manufacturer).

Small damage

General

Small damage is a deterioration of corrosion resistance. At repair the situation is made more difficult by the fact that the substrate for repair coats is not a compact surface of basic material but mostly all coats of surface protection (after sanding), of which not all are suitable for (in ageing stage) for good adhesion of paint coats. Therefore accomplish such repairs only by a verified system.

It is suitable to choose a defined edge delimited area (e.g. connection of parts, wing edge) for the scope of the place, which is being repaired transition, is then better blended. In the case that it is not possible to choose the area in this way, it is necessary to take into consideration the higher difficulty of the procedure as for the uniformity of shade and elaboration of coat transition.

Sanding

For good adhesion of the repair coats it is necessary to carry out sanding of the old paint coat at least up to such depth as the depth of damage. Ground area must be larger from 2" to 4" than damaged area. With two-coat type of the topcoat it is necessary to add at least 2" for the run-out of the top coat. Sanding can be started with abrasive having grain size of max. 160 and finish with grain size of 400. It is made by the grinder equipped with the suction from the area of sanding or by manual sanding under water.

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Degreasing

It is carried out in the same way as in the case of the total spray coat.

Application of primer

For reaching the satisfactory equal adhesion to carry out a spray coat of the place to be repaired by adhesive interlayer

Surface	Manufacturer	Type	Surface weight [lb/inch/ft ²]	Recomm. Thickness ["]	Drying (total) / 65°F
Al-alloys	BASF Glasurit 934-0	Single-component	4.19	0.00019- 0.00039	max 15 min
Epoxy fiberglass					
Old paint coats					

Subsequently the primer is applied according to the table.. Paint coat thickness is given by necessary thickness of surrounding coats (leveling).

CAUTION

In case that the primer was not removed by the previous step, it is not necessary to apply the primer again. The original ground primer with adhesive intercoat is enough. Actual application of primer will be carried out in the same way as for the total spray-coat

Application of top coat

Application of the top coat will be carried out by spraying as for the total spray coat with the exception of used thinners and hardeners. Due to the need of smooth transition to the basic surface it is necessary to use so called "spraying into the surface" using longer time of drying initiations for a good result of work.

FINISH COATINGS COLORS AND NUMBER

Paint number: Rabbe, RAL9003, Signal White
Silicone number: GE Silicone II, White

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3.13.2 Paint repairs – Method of Verification

For final inspection touch the painted (or coated) surfaces of parts. Finished surface must be smooth, no dents or bumps are allowed. Ensure original profile of the treated surfaces, if necessary. Inspect painted surface visually from various viewpoints. No paint runs, unpainted areas are allowed. Quality of polishing must be the same of adjacent areas.

3.14 Securing bolted connections

3.14.1 General

Bolt/nut joint securing is used in order to prevent from their loosening due to vibration or force action on the connected parts, which could result in the damage of the connected parts. Three ways of bolt joint securing are used on the airplane: safety wire, cotter pin and locking washer.

3.14.2 Cotter Pins

Securing by cotter pin is used for bolts subject to rotation. They are used because they can be removed and reinstalled quickly. The diameter of the cotter pin should be the largest size that will fit the slot in the castle nut or the hole in the bolt. To prevent injury the ends of the cotter pin should be bent over the nut and firmly flat against each face of the nut then rolled and tucked.



Figure: Securing bolts or castle nuts with a cotter pin.

Cotter pin removal is very easy: by means of a flat screwdriver straighten up the bent ends of the cotter pin and take the cotter pin out of the hole with small pliers.

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CAUTION

When securing castle nuts, always use new cotter pins. Shift the new cotter pin into the hole in the bolt and bend the cotter pin ends as shown in Figure on page 3 - 159.

3.14.3 Safety Wire

Procedure of bolt joint securing is by stainless steel wire having diameter of 0.032".

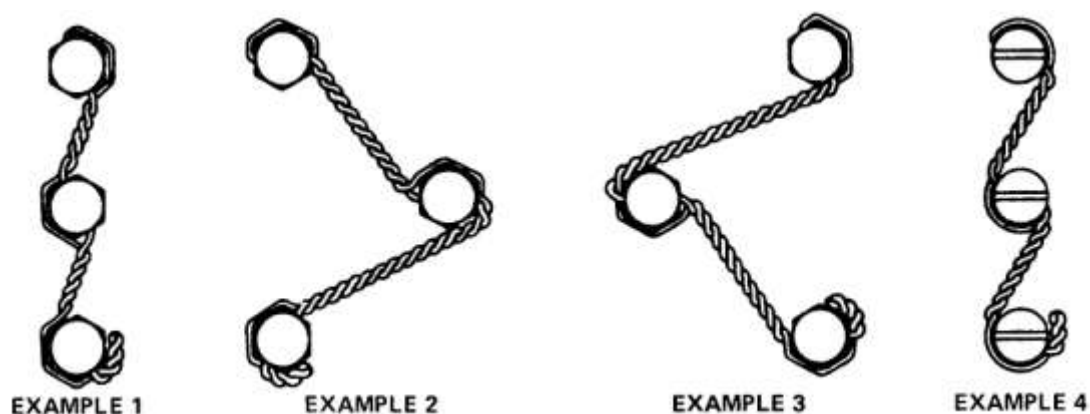


Figure: Examples of correct direction for drilled bolt safety wire

The installation of safety wire is not intended to retain bolt or nut torque. It is installed to prevent disengagement of screws, nuts, bolts, and other parts for added safety. Do not confuse aluminum wire with stainless steel wire. Wire should only be stainless steel, do not use common wire or ferrous metal which can rust or be attracted by magnetic portions of the aircraft.

Drilled bolts or screws do not need to be safety wired if they are installed with self-locking nuts. Safety wire must be installed in a manner that will prevent the tendency of the part to loosen or rotate. See Figure on page 3 - 160.

Safety wire ends are a safety hazard unless they are bent under and inward toward the part to avoid sharp or projecting ends. Safety wire must not be nicked, kinked, or mutilated. When cutting off the end of the twisted wire, leave at least four to six complete turns (1/2" to 5/8") of wound wire to complete a loop.

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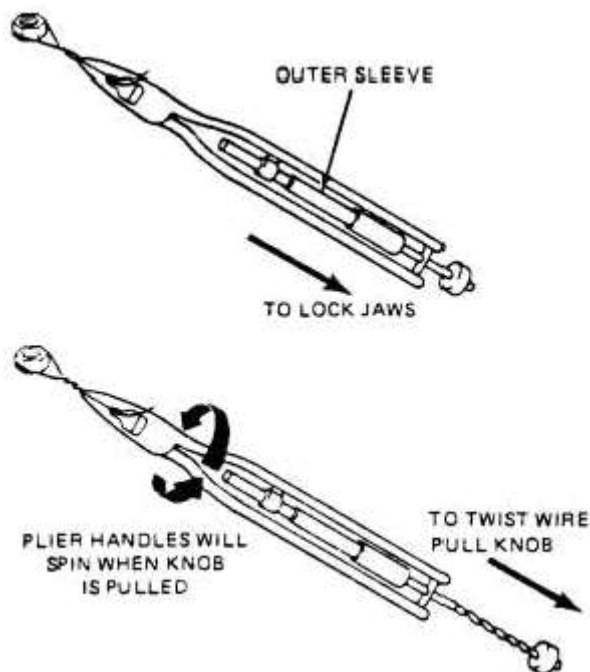


Figure: Safety wire pliers

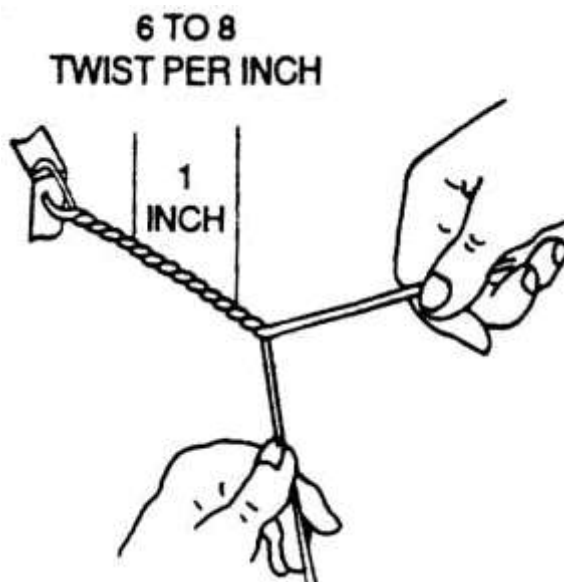


Figure: Twisting the wire

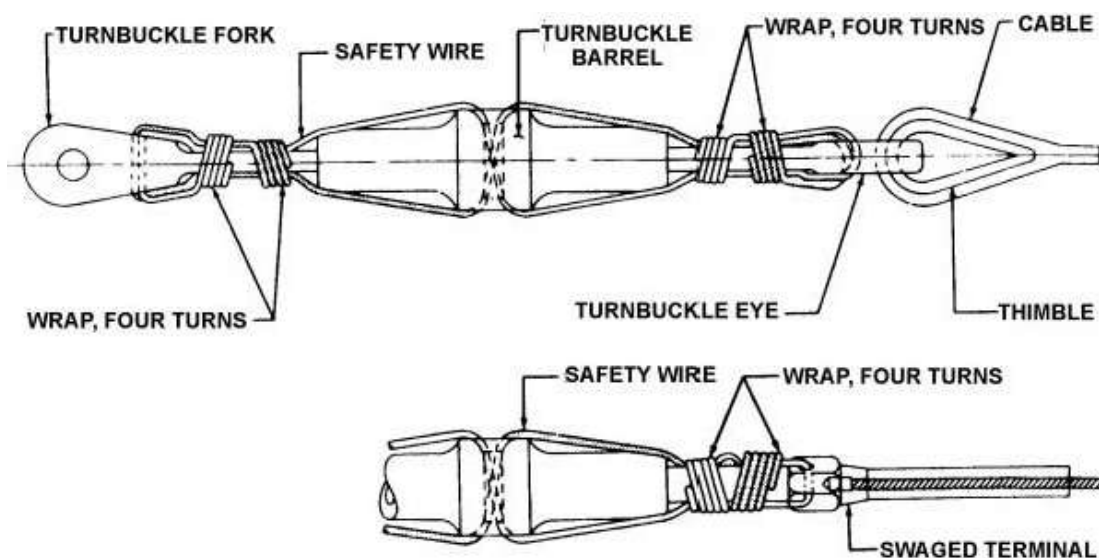
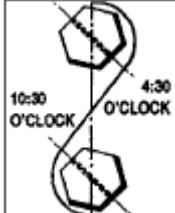
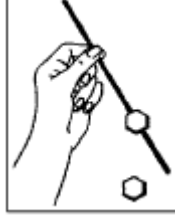
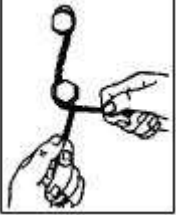
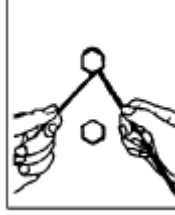
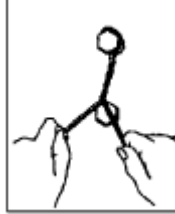
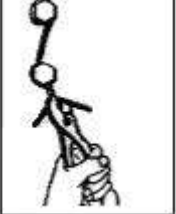
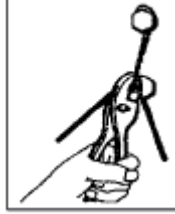


Figure: Safety wire installation to turnbuckles and swaged terminals

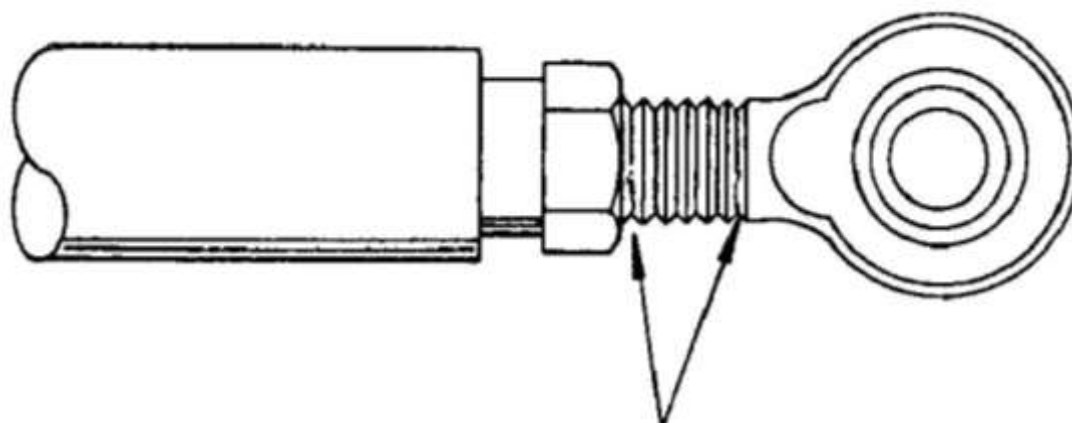
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Safety wire procedures, alignment and installation are shown below:

	1. Adjust the correct position of holes for safety wire.		6. Pull the upper wire through the hole in the other bolt. Hold the wire end by pliers tighten it firm.
	2. Pull the safety wire through the hole in one bolt to be secured.		7. Hold the free end of wire by hand, bend it around the bolt head and along with the other end twist it counterclockwise.
	3. Hold the upper end of the wire and wind it around the bolt head and then by the other end of the wire. Make sure that the wire is properly tightened around the head.		8. Hold the twisted end by pliers and twist it tight.
	4. Twist the wire to the hole in the next bolt as tight as possible.		9. Bend the end of the wire under the bolt head.
	5. Tighten the wire and at the same time continue its twisting until perfectly tightened. The twisted wire can have approximately from 3 to 4 threads on the length of 0,4".		10. Cut off the surplus wire.

3.14.4 Inspection of Rod ends

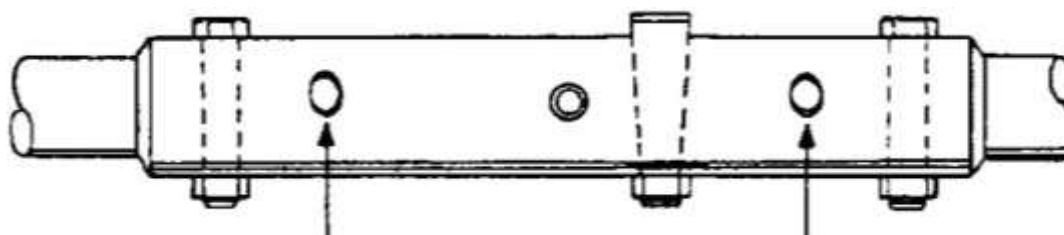
Cracks and subsequent failures of rod ends usually begin at the thread end near the bearing and adjacent to or under the jam nut. (See figure below)



Typical locations for rod end cracks

3.14.5 Inspection of push pull tube connections

Elongated holes are especially prevalent in taper-pin holes and bolt holes or at the riveted joints of torque tubes and push-pull rods. (See figure below)



Typical locations for elongation of insert holes in push pull tubes.

3.15 Cable inspections Swaged Nicopress clamp installation

3.15.1 Cable system Inspections

The aircraft uses cable only for the rudders and trim system. These cables are subject to many environmental exterior and interior conditions which can result in deterioration over of a long period of time. Wire or strand breakages is easy to visually recognize when bent into a curve. See Figure below. Other deterioration, such as wear, corrosion and distortion are not so easily seen. Therefore the control cables and all critical areas of fatigue, fairleads, pulleys and swaged connections should receive a detailed inspection at the annual condition inspection for signs of such deterioration.



Figure: Wire cable strands exposed by bending the cable.

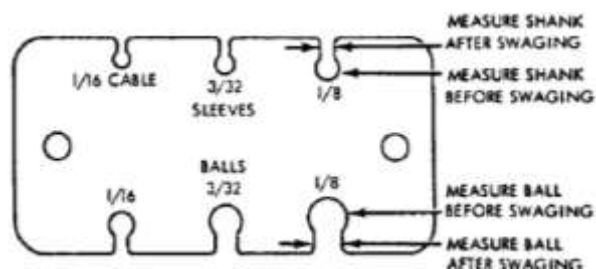
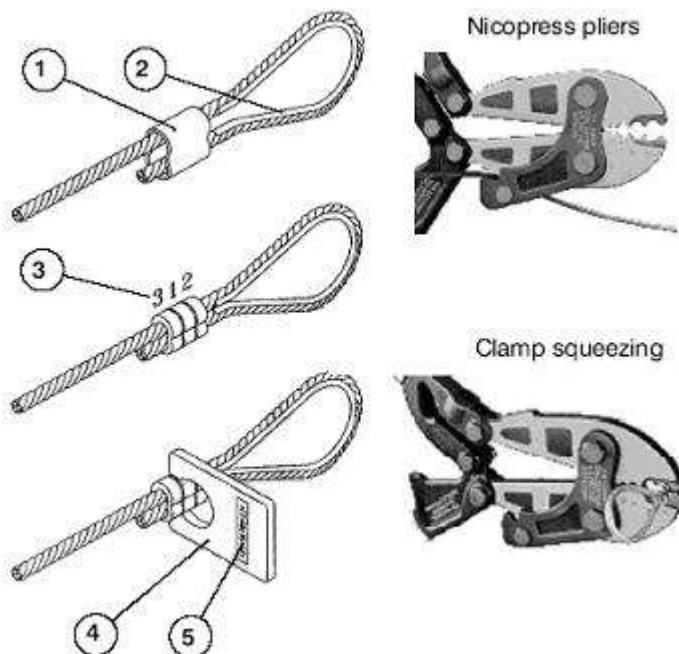


Figure: Swage terminal shank gauge

Nicopress clamp installation procedure is shown below.



Pos.	Part	Part number / Norm
1	Clamp	-
2	Eye	-
3	Sequence of squeezing	-
4	Inspection gauge	-
5	Gauge No.	-

Accomplish all procedures in accordance with the manufacturer directions. First pull the cable through the clamp, make a loop around the eye and pull the cable end back through the clamp. The cable end should overlap by about 1 ¼" from the clamp after its pulling through. The overlapping will ensure that the cable end will not be pulled back into the clamp during the clamp squeezing. Before actual squeezing the clamp it is also necessary to verify which cable terminal will be used, whether thimble or suspension eye, because some terminals must be put into the cable before actual clamp squeezing.