

# Aeropilot LEGEND 600



Serial number: 1531

# Maintenance Manual

Rev. 01  
JULY 7 2016

# TABLE OF CONTENTS

<b>TABLE OF CONTENTS</b> .....	<b>2</b>
<b>Revision Page</b> .....	<b>3</b>
<b>GENERAL</b> .....	<b>5</b>
<b>Equipment List</b> .....	<b>7</b>
<b>Sources to Purchase Parts</b> .....	<b>8</b>
<b>Disposable Replacement Parts</b> .....	<b>8</b>
<b>Engine Specifications</b> .....	<b>9</b>
<b>Weight and Balance Information</b> .....	<b>11</b>
<b>Tire Inflation Pressure</b> .....	<b>14</b>
<b>Approved Oils and Capacities</b> .....	<b>14</b>
<b>General Safety Information</b> .....	<b>15</b>
<b>Reporting possible Safety of Flight Concerns During Inspection</b> .....	<b>15</b>
<b>Inspections</b> .....	<b>15</b>
<b>Inspections Alterations and Repairs</b> .....	<b>19</b>
<b>Trouble Shooting</b> .....	<b>39</b>
<b>Appendix - 1 Inspection Checklists</b> .....	<b>42</b>
<b>Appendix - 2 Flight Acceptance Procedure</b> .....	<b>45</b>

# Revision Page

Subject	Number	Title	Effective Date
English Units and FAA Compliance Data	01	Rev 01	7 July 2016

Complies with ASTM F2483-05

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### **Foreword**

This maintenance manual contains factory-recommended procedures and instructions for ground handling, servicing and maintaining AEROSPORT Legend Series aircraft. Besides servicing as a reference for experienced mechanic, this manual also covers step-by-step procedures for the less experienced man. This book should be kept in a handy place for ready reference. If properly used, it will better enable the mechanic to maintain AEROSPORT Legend 600 Series aircraft and thereby establish a reputation for reliable service.

All information contained is based on data available at the time of publication and is supplemented and kept current by service letters published by AEROSPORT S.R.O.. These are sent to all AEROSPORT Aircraft Dealers so that they have the latest authoritative recommendations for servicing AEROSPORT aircraft. Therefore it is recommended that AEROSPORT owners utilize the knowledge and experience of the factory-trained Dealer Service.

This manual is designed to meet the standard of maintenance manuals for Light Sport Aircraft as prescribed in the ASTM document F2483-12. According to the ASTM standard each task does contain the type of maintenance “***Level of Maintenance***” and the minimum level of certification needed to accomplish the task “***Certification Required***”.

The AEROSPORT Legend 600 complies with the rules of the Light Sport Aircraft airworthiness standards only

# GENERAL

The Legend 600 LSA aircraft is a two-seat, strut high-wing monoplane of all-composite structure designed for sport, recreational or tourist flying. Favorable flight characteristics make the aircraft suitable for flight training. The aircraft features spacious crew and baggage compartments. Large doors provide for comfortable boarding of crew and loading of baggage. Adjustable seats allow the pilots of all heights to find comfortable position. A stiff Kevlar cabin, four-point seat harnesses and rocket assisted rescue system provide maximum safety of crew in emergency situations.

## Aircraft Specifications

Primary specifications of the aircraft, with dimensions based on gross weight, are given below. If these dimensions are used for constructing a hangar or computing clearances, remember that such factors as tire pressure or load distributions may result in some dimensions that are somewhat different from those listed.

<b>Aircraft data</b>				
<b>Model</b>	<b>Airframe LSA 600</b>	<b>Engine</b>	<b>Propeller</b>	<b>RescueSystem</b>
<b>Manufacturer</b>	AEROPILOT S.R.O.	Rotax 912 ULS	Klassic 1700/3	GALAXY 6/473SD
<b>SerialNo.</b>	1531	6.784.889	15182683RM	7471
<b>Place &amp; Year of Manufacture</b>	2016-Čáslav (Czech Republic)	2016	2016	2016
<b>Other Data</b>				

## Data Summary for Legend 600 S-LSA

### Wing

Wing span	29.84 feet
Length	23.13 feet
Height, total	9.59 feet
Wing surface	10.84m <sup>2</sup>
Wing aspect ratio	7.64
Depth of MAC (mean aerodynamic chord)	3.93 feet Wing profile
	MS 313 B
At root	4,27 feet
At tip	3,15 feet
Wing flaps surface	11.83 ft <sup>2</sup>
Flaps deflections	15° / 30° / 40°

### Tail

Horizontal tail plane span	9.19 feet
Horizontal tail plane surface	24.1ft <sup>2</sup>
Vertical tail plane surface	11.2ft <sup>2</sup>

### Weights

Empty weight, per UL-2	739 lbs
Take-off weight, maximum	1320 lbs

### Engine

Type (brief description): Rotax 912ULS 100HP – four-stroke, four-cylinder engine, air-cooled cylinders with water-cooled heads, integrated reduction gearbox, dual electronic ignition and tuned inlet manifold.

Engine Displacement	1400ccm
Take-off power, max.	98.99HP@5800rpm
Cruising power, max.	93.81HP@5500rpm
Dry weight	123 lbs
(Including accessories)	159lbs
Fuel (fuel grade, octane index)	MOGAS 91 Octane min, 100LL AVGAS
Oil (type)	SHELL HELIX H x 7 AV 10 W - 40
Oil capacity	3L
Reduction gear (gear ratio)	2.43:1
Fuel tank volume – main tank	33 gal (130L)
Propeller	
Diameter / pitch at 75%	Woodcomp ‘Klassic’ ground adjustable
Weight	11 lbs (5kg)
Material	Wood/Composite

# Equipment List

A preliminary list of factory-installed equipment is provided. A parachute recovery system is installed from the factory, and is included in the factory weight and balance calculation form.

## Instruments

<b>Instrument</b>	<b>Type</b>	<b>Serial Number</b>
Speed Indicator	Winter	TBD
Altimeter	Winter	TBD
Compass	Winter Model CM24	TBD
Kanardia	Nesis III EFIS	TBD
DIGI Engine Management System	Engine Management System	TBD
GPS	AVMap EKPV	TBD
Radio	GARMIN GTR 225A	TBD
Transponder	GARMIN GTX 328	TBD
-		TBD
Kanardia AH panel	Horis AD-AHRS	TBD

## Parachute Rescue System

Model, manufacturer, serial No.	GALAXY 5/560
Activation	By pulling the handle on central panel
Descent speed, max. (m/s)	6,6m/s
At take-off weight	600 kg
Maximum Speed at activation, max.	170kt (310km/h)

## Battery

Type	508 901
Voltage	12 V
Ah rating	8
Weight	2.9 kg
Location	On firewall, at the highest point of engine compartment

# Sources to Purchase Parts

Sources to purchase spare parts and disposable parts are given. When in doubt, ask your distributor or contact the factory first.

<b>Part Description</b>	<b>Source to buy</b>
Airframe and Engine Components.....	<p>AEROPILOT S.R.O.            2016-Čáslav (Czech Republic)            e-mail:            info@aeropilotcz.com            web: www.light-sport-aircraft.cz</p> <p>AEROPILOT USA, Inc.            3915 W. Commonwealth Blvd.            Fullerton, CA 92833            e-mail:            info@aeropilotusa.com</p>
Engine Components.....	Refer to ROTAX Engine Operator's Manual 912 Series, Section 14

# Disposable Replacement Parts

A list of disposable replacement parts which shall be replaced if necessary at regular servicing intervals is given below. A list where to purchase replacement parts is shown below. When damage is determined to any part of the aircraft please contact your AEROPILOT distributor when in doubt about replacement or repair. No repairs must be done to any of the listed parts due to flight safety!

<b>Part Description or Location</b>	<b>Part Description</b>
Engine Compartment.....	<p>Oil Filter Element            Gasket for Oil Filter            Gasket for Oil Drain Screw            Air Cleaner Element            All Gaskets in General            Exhaust System            Retaining Springs            Self-Locking Nuts in General            Propeller Screws</p>



	Engine Mount Screws Engine Shock Mounts Throttle Control Cables
Other specific Engine Components.....	Refer to ROTAX Engine Maintenance Manual.
Propeller.....	Refer to Woodcomp 'Klassic' Operators Manual
Landing Gear.....	Tires and Tubes Cotter Pins in General Hydraulic Line Fittings Self Locking Nuts in General Brake Pads Brake Discs All Wheel and Landing Gear Components when damaged in General.
Airframe.....	Self Locking Nuts in General

## Engine Specifications

The ROTAX 912 Series engines are 4-stroke, 4 cylinder horizontally opposed, spark ignition engines, featuring one central camshaft with push rods OHV. Cylinder heads are liquid cooled. Lubrication system is a dry sump forced type. It is equipped with dual breakerless capacitor discharge ignition and two constant velocity carburetors. Prop drive is via reduction gear with integrated shock absorber and overload clutch. Specific engine data are shown below.

Description	912 UL/S
<b>Dimensions</b>	
Bore.....	3.31 in
Stroke.....	2.40 in
Displacement.....	82.5 in <sup>3</sup>
Compression ratio.....	10.5 : 1
(without exhaust, radiator, air intake System).....	134 lb
<b>Speed</b>	
Take-off speed.....	5800 rpm
Continuous speed (max.).....	5500 rpm
Idle speed (approx.).....	1700 rpm
Gear Ratio.....	2.43 :1
<b>Performance</b>	
Take-off performance.....	100 hp
Continuous performance.....	92 hp

Max. negative "g" for 5 seconds.....	- 0.5 g
<b>Oil Pressure</b>	
Max. for short period at cold start.....	100 psi
Min. (below 3500 rpm).....	12 psi
Normal (above 3500 rpm).....	29 - 73 psi
Deviation from Bank Angle max.....	40°
<b>Oil Temperature</b>	
Max.....	266° F
Min.....	120° F
Normal.....	190-230° F
<b>Cylinder Head Temperature</b>	
Max. (observation at hottest cylinder, #2 or #3)...	275° F
Normal.....	167-230°F
<b>Engine Start, Operating Temperature</b>	
Max.....	120° F
Min.....	-13° F
<b>Fuel Pressure</b>	
Max.....	5.8 psi
Min.....	2.2 psi
<b>Electric Starter.....</b>	12V, 0.6
<b>Generator.....</b>	kW 12V,

# Weight and Balance Information

To perform a successful weight and balance calculation, the center of gravity "C.G." has to be determined with all installed equipment, including engine oil, cooling liquid and unusable fuel. Method for C.G. determination is shown in this section. All measurements including a listing of all installed equipment have to be noted in the separate weight and balance calculation form, supplied TBD. This form has to be placed in the aircraft, so every pilot will be able to conduct his specific weight and balance calculation prior to each flight.

## Weight and Balance, and Equipment List

The following information will enable operation of the Legend 600 within prescribed weight and balance and center of gravity limitations. The methodology and calculations for the determination of the C.G. limits are shown in the Weight and Balance Record of the Legend 600 Aircraft section. This shows the movement of the C.G. from empty weight to gross weight

Required Tools: Weighing scales, OTHER TBD

Parts required: None

Level of Maintenance: Line

Certification required: A&P Mechanic or LSA Repairman Maintenance

### Weighing for aft center of gravity

Move seats to rearmost position  
Fill baggage compartment with maximum allowed load  
Empty fuel tanks

### Weighing for forward center of gravity

Empty baggage compartment  
Move seats to foremost position  
Full fuel tanks

### Weight and balance record of the aircraft LEGEND 600

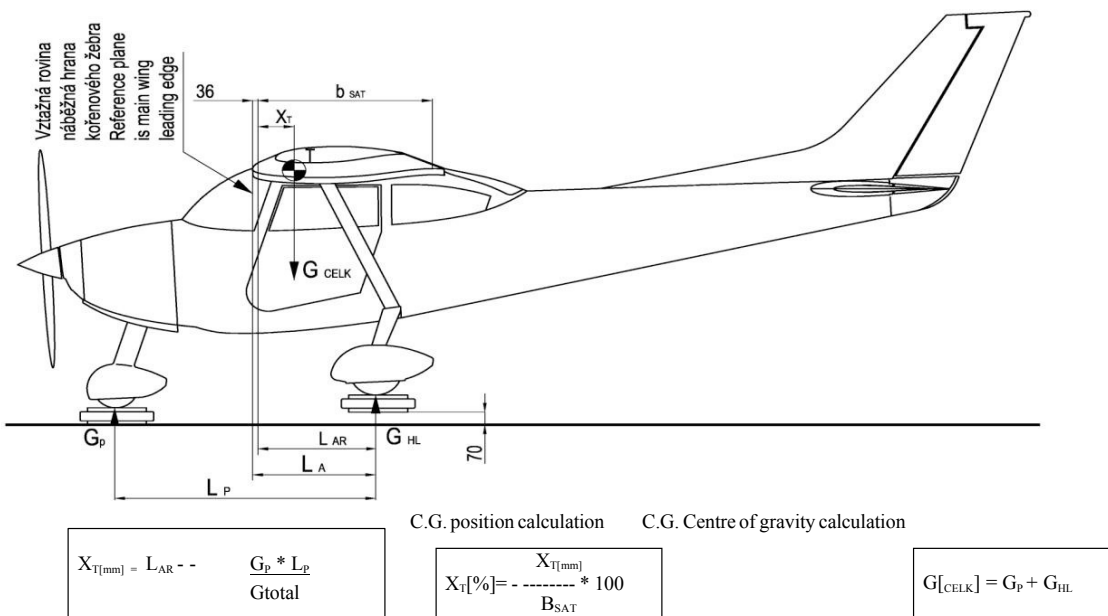
Config uration	Aircraft	Engine	Propeller	Rescue system
<b>TYPE</b>	LEGEND 600	ROTAX 912 ULS	Woodcomp 'Klassic'17013R	Galaxy 6/473SD
<b>Serial number</b>	1531	6785375	16003-683R	7455

### Center of gravity determination

To get the correct values, it is necessary to put the aircraft on three weighing scales placed on a level surface. Before conducting the weighing procedure, it is important to achieve a level wing main chord, TBD

### CG-Calculation

A specific C.G.-calculation recommendation which has to be carried out prior to each flight is provided in the Pilot Operating Handbook.



**LA [mm] = 746                      LAR = 710                      bSAT[mm] = 1200                      bk = 1300 mm**

Load	Nose wheel $G_p$	Main gear $G_{HL}$	Total weight $G_{CELK}$	C.G. from the wing leading edge	
	[lbs]	[lbs]	[lbs]	$X_T$ [inch]	$X_T$ [%]
Crew/Fuel/Baggage	166	574	738.68	13.7	29
Crew/Fuel/Baggage	221	927	1146.60	15.7	33
Crew/Fuel/Baggage	252	1040	1296.54	15.63	33

Calculated position of C.G. is within a permitted range of 21.6-35.6 % bSAT..

To calculate weight and balance for an actual flight, follow the process shown in the Sample Loading Problem shown below.

### Loading Provisions and Calculations

The included table shows the distance or “ARM” from the datum point, (set at the leading edge of the aircraft) for the Pilot/Passenger seats, the Fuel Tank and the Aft Baggage Compartment. (NOTE: Items stored in the armrest will be added to the Pilot/Passenger weight.

	Weight (lbs)	Arm (inches)	Moment (weight x Arm) (Inch-lbs)	Maximum Allowable (inch-lbs)
Pilot and Passenger		21.8		
Baggage		60.8		2128
Fuel		13.2		2614
Aircraft Typical Empty Weight (includes oil and unusable fuel)	739	10.2		7538.7
Total				

Calculation of C.G. Position

$$\text{C.G. (inches)} = \frac{\text{MOMENT}}{\text{TOTAL WEIGHT}}$$

Calculation of Percent of Mean Aerodynamic Chord

$$\%MAC = \frac{\text{C.G.}}{47.244 \text{ (inches)}}$$

The %MAC is then plotted on the Allowable C.G. Envelope chart. If the point on the chart falls within the shaded area, the aircraft is within C.G. Limits and is legal to fly.

Maximum Gross Weight	1320 lbs
Minimum %MAC (Forward C.G.)	21.6 %
Maximum %MAC (Aft C.G.)	35.6 %

# Tire Inflation Pressure

Tricycle landing gear with steerable nose wheel. Main wheels - size 15x6-6 - are provided with hydraulic disc brakes. These are carried on an all-composite leg. The nose wheel is fitted with spring and hydraulic shock absorber. The front wheel has size 12 x 4 – 4. All wheels provided with fairings. Tire inflation of all wheels is for 2.3 bar (33psi) pressure

# Approved Oils and Capacities

In general we recommend referring to the latest ROTAX 912 Series engine operator's manual to check for suitable engine oil. Nevertheless, general recommendations about lubricants are shown below.

If engine is mainly run on AVGAS more frequent oil changes will be required. See ROTAX Service Information SI-18-1997, latest edition. At the selection of suitable lubricants also refer to the ROTAX Service Information SI-18-1997 latest edition.

The use of multi-grade oils is recommended. Multi-viscosity grade oils are less sensitive to temperature variations than single-grade oils. They are suitable for use in all seasons, ensure rapid lubrication of all engine components at cold start and multi- viscosity oils get less fluid at higher temperatures.

## Oil specification

Motorcycle oil of a registered brand with gear additives. No aircraft engine oil should be used.

- Use only oil with API classification "**SF**" or "**SG**"
- Due to high stresses in the reduction gears, oils with gear additives such as high performance motorcycle oils are required.
- Because of the friction clutch incorporated in the gearbox, oils with friction modifier additives are unsuitable as this could result in a slipping clutch during normal operation.
- Heavy duty 4-stroke motorcycle oils meet all the requirements. These oils are normally not mineral oils but semi- or full-synthetic oils.
- Oils primarily for Diesel engines are **generally unsuitable due to insufficient high temperature properties and additives which favor clutch slipping.**

### Table of lubricants

Since the temperature range of neighboring SAE grades overlap, there is no need for change of oil viscosity for a short duration of ambient temperature fluctuation.

<b>Climatic conditions</b>	<b>Multi-grade oils</b>
Tropical.....	SAE 20W-50, SAE 20W-40 SAE 15W-50, SAE 15W-40 SAE 10W-40 SAE 5W-50, SAE 5W-40
Temperate.....	SAE 20W-50, SAE 20W-40 SAE 15W-50, SAE 15W-40 SAE 10W-40 SAE 5W-50, SAE 5W-40
Arctic.....	SAE 10W-40 SAE 5W-50, SAE 5W-40

## General Safety Information

TBD

### Reporting possible Safety of Flight Concerns During Inspection

TBD

## Inspections

### Introduction

This section includes exact procedures for aircraft handling on ground and maintenance recommended by the manufacturer. It defines periodical inspections and prerequisites for the required performance and reliability of aircraft. Passing mandatory inspections required by the manufacturer is one of warranty conditions.

### Periodical Inspections

Regular and thorough maintenance is a prerequisite of reliability and safe handling of the aircraft. Warranty inspection and inspections at 50, 100, 300, and 1000 operating hours must be recorded in

aircraft logbook. For privately operated aircraft, an annual inspection is required on a yearly basis and must be performed by a fully licensed FAA Certified Mechanic. For aircraft operated for hire, the items included in the annual inspection must be conducted every 100 hours, as prescribed by FAA regulations

**Periodical Inspections of Aircraft**

This section describes intervals of aircraft inspections and maintenance, not including the engine and propeller. The intervals and items for maintenance listed below are not to preclude any as needed repairs due to normal wear and tear, unexpected parts degradation or accident. All inspections are cumulative, in that, all 50 hours items will also be conducted at the 100 hour inspection.

Name of inspection	Aircraft hours flown - interval	Managed (controlled by)
Warranty inspection	After the first 25 operating hours	Manufacturer's service facility
50-hour inspection	Every 50 ±5 operating hours	Manufacturer, or aircraft operator trained by the manufacturer
100-hour/Annual inspection	a) Every 100 ± 5 operating hours b) 12 months from most recent Annual inspection	Manufacturer, or aircraft operator trained by the manufacturer

		Fuel System	Performer Level
50 Hr	100Hr / Annual		
*		<ul style="list-style-type: none"> <li>Check Gasculator for sediment or water</li> </ul>	Owner

Inspection Type		Propeller	Performer Level
50 Hr	100Hr / Annual		
*		<ul style="list-style-type: none"> <li>Blades</li> </ul>	A&P, LSA Maint
*		<ul style="list-style-type: none"> <li>Spinner</li> </ul>	A&P, LSA Maint
	*	<ul style="list-style-type: none"> <li>Space (if used)</li> </ul>	A&P, LSA Maint



		<b>Engine</b>	Performer Level
50 Hr	100Hr / Annual		
		(Prior to all inspections, a visual review of the compartment for oil and gas leaks shall be conducted. All engine inspections will be conducted in accordance with procedures specified by the Rotax 912 ULS maintenance	
●		• Oil System Components	Owner
●		○ Oil level	Owner
●		○ Filler cap	Owner
●		○ Cooler	Owner
●		○ Filter	Owner
●		○ Drain plug	Owner
●		○ Oil level	Owner
	●	• Air Filters	Owner
	●	• Engine case and Cylinder heads	A&P, LSA Maint.
	●	• Reduction Drive to include mounts and seals	A&P, LSA Maint
	●	• Plugs and wiring harness	A&P, LSA Maint
	●	• Carburetors	A&P, LSA Maint
	●	• Engine mounts	A&P, LSA Maint
	●	• Controls and linkage	A&P, LSA Maint
●		• Starter	A&P, LSA Maint
●		• Voltage regulator and wiring	A&P, LSA Maint
	●	• Exhaust system	A&P, LSA Maint

		<b>Landing Gear</b>	Performer Level
50 Hr	100Hr / Annual		
•		Wheels and Fairings	Owner
•		Tires	Owner
	•	Brakes and related assemblies	Owner
	•	Struts	LSA Maint.

		<b>Airframe</b>	Performer Level
50 Hr	100Hr / Annual		
•		All exterior and interior structure	A&P
•		Windows, windscreen, doors and seats	
	•	Control yokes and all connecting cables	A&P
	•	Electronic and pneumatic engine and flight instruments	A&P
	•	Magnetic Compass/ADHD calibration	Owner
•		Interior/Exterior Lights	Owner
	•	Electrical system to include breakers and battery	LSA Maint

		<b>Control Systems</b>	Performer Level
50 Hr	100Hr / Annual		
•		Cables and all linkage components	LSA Maint
	•	Electric Trim and indicator	LSA Maint
	•	Flaps to include motors, linkage and indicator	LSA Maint
	•	Rudder Pedals assemblies and linkages	LSA Maint

300-hour inspection	Every 300 ± 5 operating	Manufacturer's service facility
1000-hour inspection (assessment of further operating capability of aircraft)	a) Every 300 ±5 operating hours b) 5 years from date of manufacture c) 5 years from most recent 1000-hour inspection d) Date determined by the manufacturer according to his experience and assessment of current condition, based on previous inspection	Manufacturer's service facility

### Periodical Inspections of Engine

See Engine Operating and Maintenance Manual issued by engine manufacturer.

### Periodical Inspections of Propeller

See Propeller Operating and Maintenance Manual issued by propeller manufacturer.

### Airframe Lifetime

Original airframe lifetime is defined as 8000 hours or 5 years from date of manufacture. It will be corrected based on operating experience and current condition of airframe, assessed during service inspection performed in manufacturer's service facility.

# Inspections Alterations and Repairs

## WARNING:

It is mandatory to contact aircraft manufacturer before any modification; it is also necessary to inform the Federal Aviation Administration (FAA) before any significant modification or repair (impacting airworthiness).

**IMPORTANT NOTICE:** Any modification influencing aircraft weight requires subsequent

**weighing and determining of COG of empty aircraft according to section 6, recording of COG of empty aircraft into the table in section 2.8, updating the weight and COG of empty aircraft in the respective protocol, and updating the information stated on labels within the aircraft.**

### **Repairs of screw connections**

Corroded, bent, cracked, or blistered screws must be replaced immediately. In case of stripped thread, screw and nut must be both replaced. Use replacement screws of the same quality and compliant with the same standard. Nyloc nuts are intended for single use only. All-metal screws may only be used thrice after being compressed with securing ring and pincers.

### **Repairs of riveted connections**

Damaged (loose or cut) rivet must be removed, both surfaces checked for damage, and new rivet fitted. If contact surfaces are damaged, parts must be replaced or possible repair discussed with aircraft manufacturer. Use replacement rivets of the same quality and type.

### **Repairs of control elements**

Linkages, connecting parts, cable bowdens, bearings, and other control elements must not be damaged. Components may only be replaced with originals supplied by the manufacturer. Any significant damage to control elements and/or excess free play must be repaired in manufacturer's service facility. Any repair of control elements must be followed by test flight performed by a test pilot.

## Repairs of airframe

### WARNING:

Wings, struts, tail surfaces, and fuselage are essential design elements. Any modification to essential design elements performed by the user without manufacturer's permission is prohibited.

*NOTE: Deeper damage to fuselage must be repaired by the manufacturer, who will evaluate influence on design rigidity, and will determine proper repair method.*

## Repairs of fuel system

Leaking or blocked fuel system must be repaired immediately. Visible defects, such as damaged hose connecting flange or blockage of fuel filter (with dirt), may be repaired by the user. All other repairs may only be performed in manufacturer's service facility.

## Repairs of engine

Any repairs of engine and its accessories may only be performed in manufacturer's service facility.

## Repairs of electrical installation and instruments

The user may recharge the battery, clean contacts, and reconnect disconnected connectors. All other repairs of electrical installation and instruments may only be performed in manufacturer's service facility.

## Ground Handling

### NOTICE:

Do not place platforms, ladders, hands, or fuel containers on aircraft painting; damage could occur.

### IMPORTANT NOTICE:

Use only containers and filter fillers approved for fuel storage and refueling; do not wear static-charge generating clothing.

## **Ground Handling (continued)**

**Refueling** - The manufacturer recommends the following procedure of safe refueling:

- Do not allow open flames near the aircraft, prohibit smoking in the vicinity.
- Have fire extinguisher ready, suitable for flammable liquids.
- Check that grounding cable attached to right side of main undercarriage leg touches the ground.
- Check that electricity consumers, ignition circuits, and main switch are all switched off.
- Check that fuel supply is closed.
- It is advisable to use elevated platform during refueling, due to the location of fuel tank hose and filling throat.
- Unlock and unscrew filling throat cover.
- Insert approved refueling funnel including velvet filter into filling throat.
- Slowly pour fuel, minimizing spillage onto aircraft.
- When fuel tank is full, remove empty funnel, attach and lock filling throat cover.
- Thoroughly dry aircraft surface.

### **Parking**

- When parking the aircraft, locate it in a hangar or other enclosed space with constant temperature, sufficient air exchange (ventilation), low humidity, and possibly dust-free.
- Check that fuel supply is closed.
- Check that switches are in off position.
- Check that ballistic rescue system is secured.
- Close and lock cabin doors.
- Protect propeller blade using cloth covers, protect Pitot tube similarly.
- Cover cabin using suitable cover.

### **IMPORTANT NOTICE:**

**When parking outside hangar, it is necessary to use anchors, so that the aircraft cannot be damaged by wind gusts.**

## **Anchoring**

When parking outside hangar, it is necessary to use anchors. Use three anchoring lugs on top end of wing strut and bottom part of engine firewall. Use sufficiently strong anchors on the ground. Check that all instruments, switches, and fuel valves are switched off.

- Lock control surfaces against movement.
- Check that ballistic rescue system is secured and locked.
- Close ventilation windows.
- Close and lock cabin doors.
- Anchor the aircraft to anchors on/in the ground.

### *NOTE*

When planning long-term anchoring, it is advisable to cover cabin glazing and/or whole aircraft with suitable covers attached to aircraft structure, especially in unfavorable weather and/or climate.

## **Lifting**

Aircraft can be lifted in the following ways:

Front part of fuselage may be lifted by pressing rear part of fuselage down by front part of fixed vertical stabilizer. Subsequently, front part of fuselage may be supported under designated parts of engine mount. These supporting location are accessible after removal of lower engine cowling.

### **IMPORTANT NOTICE:**

**Chock wheels from both sides when supporting aircraft under designated parts.**

Rear part of fuselage may be lifted by holding fixed vertical stabilizer at bulkhead, and pressing upwards. Subsequently, rear part of fuselage may be supported using bulkhead of rear baggage area.

### **IMPORTANT NOTICE:**

**When lifting rear part of fuselage, do not press the axis (center) of fuselage, nor rear fuselage cover. These parts are not designed for this purpose and could be damaged.**

Wing may be lifted by pressing up on main spar area.

**IMPORTANT NOTICE:**

**Do not lift wing by holding leading edge(s).**

**Transporting Aircraft on Ground**

**Towing**

Aircraft may be towed primarily using tow bar, which may be attached to a hole left by a pin removed from front landing gear leg.

The manufacturer also approves the following handling methods:

- Press front edge of rectangular part of a wing, to move the aircraft.
- Lift front landing gear leg by pressing down rear part of fuselage, to turn the aircraft.

**IMPORTANT NOTICE:**

**It is important to avoid excess pressure on elements of airframe and propeller, especially on wing tops, struts, tail surfaces, etc.**

**NOTE:** Passing through narrow areas requires assistance of trained person at wingtips.



## Disassembly and assembly of aircraft for road transport

Aircraft may be transported on roads, when loaded on trailer. Prior disassembly is necessary.

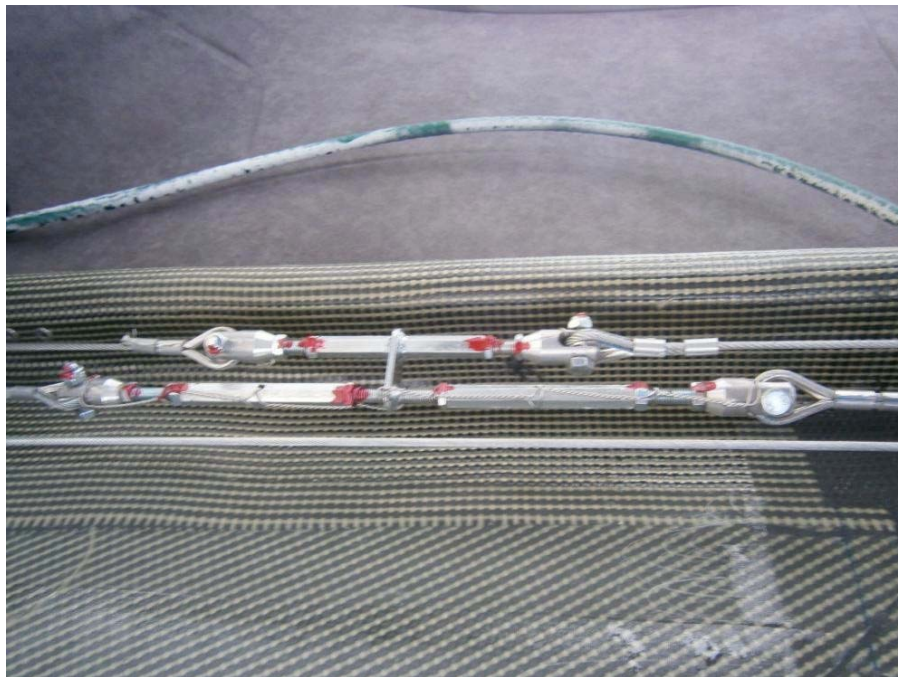
**NOTE:** Disassembly and assembly of aircraft does not require special qualification.

**NOTE:** After removal of lubricant, all connecting parts must be re-lubricated.

### Disassembly procedure

#### Disassembly of wings

- Remove cabin ceiling trim panel.
- Unscrew pins of right and left aileron control cable.



Central tensioner

- Unscrew peg of connecting aileron rope.



- Disconnect Pitot tube hoses.



Connection of airspeed system

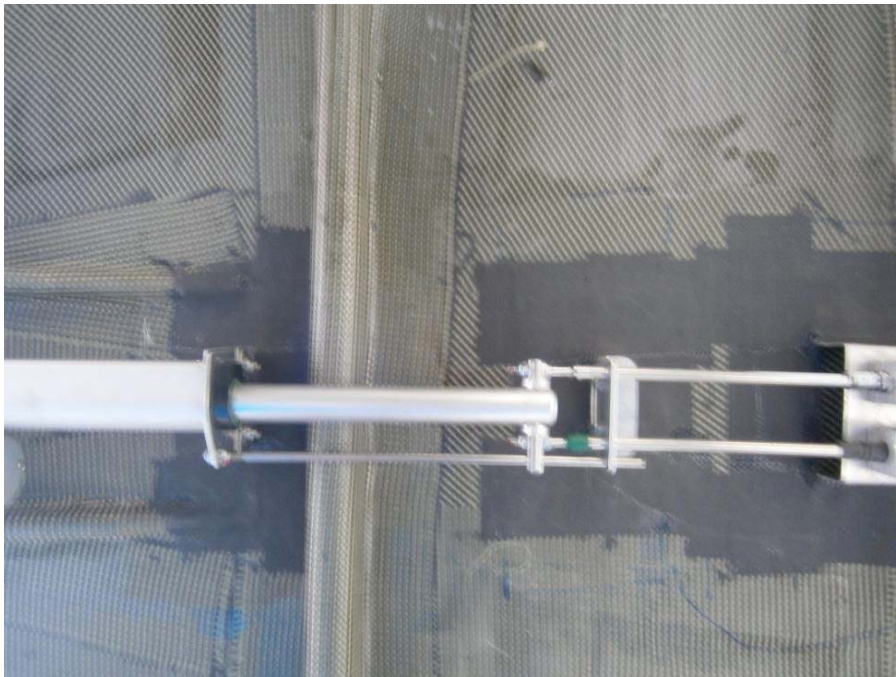
- Disconnect electric wires from the wing.



- Disconnect fuel hoses from the wing.



- Disconnect and remove flap control bowdenns.



- Unscrew main and auxiliary wing connections and strut pins.



- Remove strut pins (wing must be held by a helper).
- Press wing out of fuselage.
- Disassembly of horizontal stabilizer (elevator)
- Disassemble tail section of fuselage.

- Disassemble trim corrector.
- 
- Disassemble elevator linkage.
- 
- Unscrew stabilizer out of rear partition
- 
- Remove tail surface from front hinges by pulling rearward.

**Assembly procedure**

Assembly procedure is the same as disassembly procedure, performed in reverse order.

**WARNING:**

**After assembly of aircraft, it is necessary to check operation of controls, synchronization of flaps, and check electrical, fuel, and other systems.**

**Aircraft Lubrication Plan**

Use only oil specified by engine manufacturer in Engine operating manual. Engine oil is replaced every 100 hours flown.

Virtually any lubricant, engine or transmission oil, may be used on all other parts. To facilitate lubrication of parts which are hard to access (e.g. hinges), fill a syringe with thicker needle with oil. Apply 1 to 2 drops of oil at each location. Oil also protects some parts from corrosion.

<b>Location</b>	<b>Lubricant (grease)</b>	<b>Lubrication frequency</b>
Front landing gear leg	Grease	Once a year
Aileron, flap hinges	Transmission oil	Every 300 hours flown
Elevator hinge, trim surface	Transmission oil	Every 300 hours flown
Control connections (joints)	Transmission oil	Every 300 hours flown
Aileron connections (joints)	Transmission oil	Every 300 hours flown

Some of lubricating locations are accessible after removal of seats from cabin.

## **Cleaning and Care**

This section describes the procedures for cleaning and service of aircraft components.

### **Aircraft skin**

Use lukewarm water to wash aircraft. Parts listed below must be washed and dried. Automotive preparations may be used to remove dead insects.

Treat (protect) aircraft using automotive cleaning and protective preparations approximately once a month.

Wait approx. 1 month before the first treatment to allow aircraft skin paint to cure.

- Propeller blade and spinner
- Wings and tail surfaces
- Wing struts
- Landing gear
- Engine cowling air suction holes
- Fuselage

### **Glazed aircraft parts**

Wash, dry, and polish glazing, using velvet (deer skin), frequently washed in clean water.

**IMPORTANT NOTICE: Do not clean glazing without previous wetting, and do not use chemicals, thinner, nor benzene.**

### **Aircraft interior**

Clean all debris from cabin, remove rubbish from baggage area.

Seats may be removed from cabin, brushed or washed using domestic cleaner (cleaning / washing solution).

## **Assembly and disassembly of LEGEND aircraft**

Assembly of LEGEND aircraft at airfield after transport on a trailer (in a container)

### **Assembly of wings**

- Thread aerodynamic covers onto wing strut.
- Push in and screw in bottom pin of strut (use new Nyloc nut).
- Lift wing and position it on its attachments. At the same time, thread aileron control cables, flap Bowden, and Pitot-static system hoses into fuselage.
- Insert main and rear wing attachment pin.

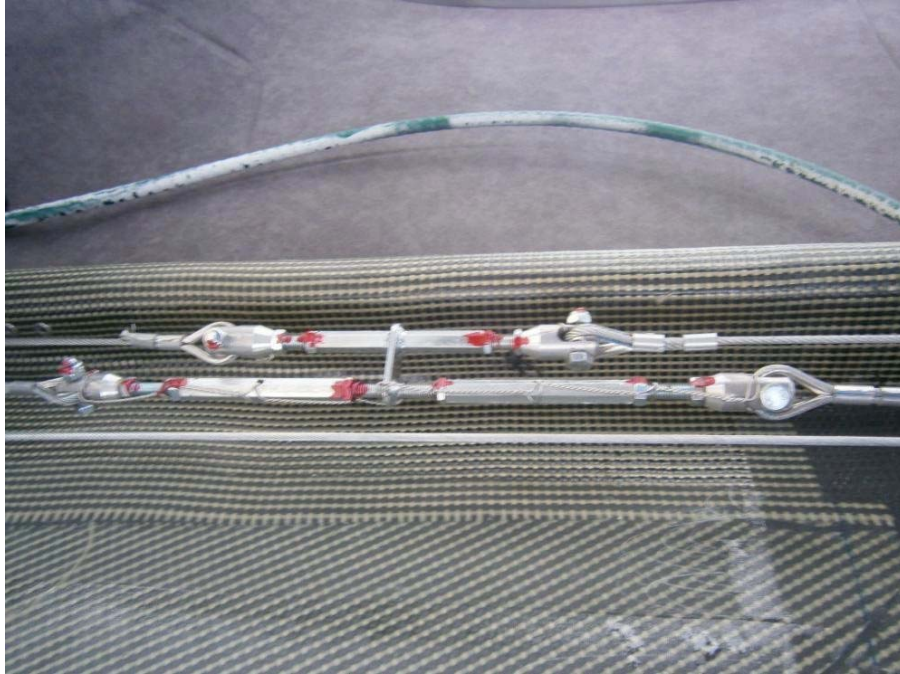


- Turn strut upwards into position and insert its main pin.
- Thread and tighten nuts on wing pins and upper pin of strut.



- Repeat the procedure with the other wing.

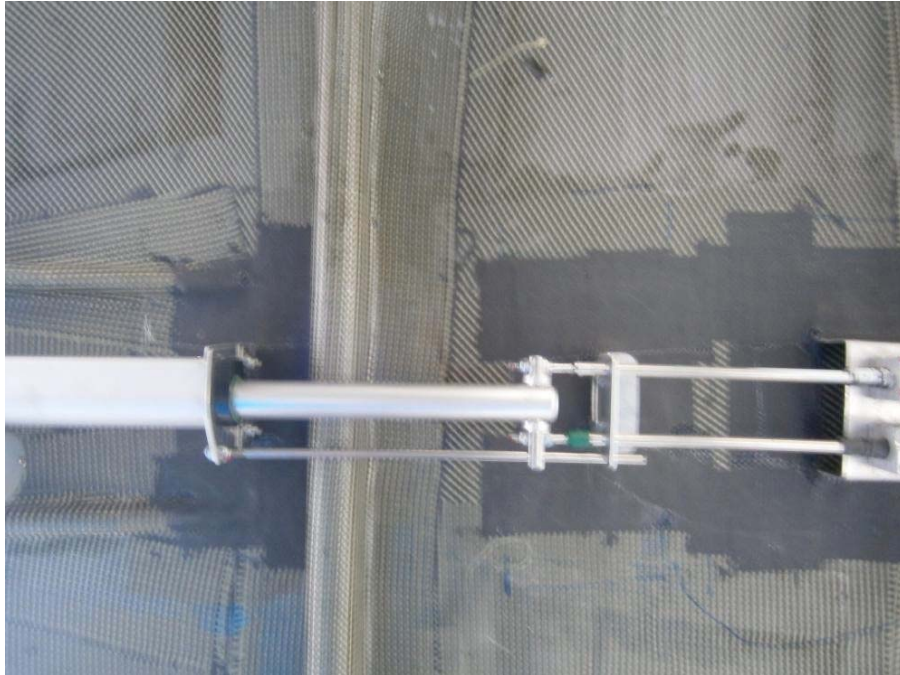
**Connect aileron control cables.**



Central tensioner



- Check that cables are taut, and check free movement of aileron control.
- Connect flap bowdens and check operation of flaps in all positions.



- Connect connectors of electrical equipment in wings and connectors of fuel senders.





- Connect Pitot-static system hoses.



Connection of airspeed system

- Connect suction hoses of fuel tanks.



- Install aerodynamic covers onto wing struts.
- Install cabin ceiling trim.

#### **Assembly of horizontal stabilizer (elevator)**

- Insert horizontal stabilizer from side into center of fuselage.
- When in center of fuselage, slide horizontal stabilizer forward onto its pins.
- Tighten attachment baffle screws and secure them using locking wire.
- Connect control link.
- Connect trim connector.
- Check free movement of controls, between end stops.
- Check trim operation.
- Thread rear cover of fuselage into its place.

#### **Disassembly of LEGEND aircraft for transport on trailer (in container)**

##### **Disassembly of wings**

Drain fuel from wing tanks. Disconnect fuel hoses downstream electrical fuel pump. Install drain hose onto fuel pump and pump all fuel from tanks into jerry cans.

- Remove ceiling trim.
- Disconnect aileron cables.
- Disconnect flap bowdens.
- Disconnect wing fuel tanks suction hoses.
- Disconnect wing electrical installation connectors.
- Disconnect fuel level sender connectors.
- Disconnect Pitot-static system connectors.
- Unscrew aerodynamic covers of wing struts.
- Unscrew nuts from strut pins.
  - Unscrew nuts from wing pins.

- Support (hold) wingtip.
- Remove upper pin from strut, turn strut towards ground.
- Use puller to remove wing pins.
- Remove wings from attachments by pulling away from the fuselage.
- Pull wing away from the fuselage, carefully remove control cables and bowden from the fuselage, store wing on stand or in transport cover.
- Pull bottom pin from strut and store wing strut in transport cover.
- Repeat the procedure with the other wing.

### **Disassembly of horizontal stabilizer**

Horizontal stabilizer is removed and transported complete with both halves of elevator, including mounting baffle).

- Remove rear part of the fuselage.
- Disconnect trim connector.
- Remove securing wire from mounting bolts.
- Disconnect control link.
- Disconnect rudder control cables.
- Unscrew bolts from mounting baffle.
- Pull horizontal stabilizer rearwards to loosen front pins.
- Carefully pull horizontal stabilizer sideways.
- Store horizontal stabilizer on stand or in transport cover.

### **Inspection**

#### **Inspection Requirements**

As required by Federal Aviation Regulations, all civil aircraft of U.S. registry must undergo a complete inspection (annual) each twelve calendar months. In addition to the required Annual Inspection, aircraft operated commercially (for hire) must also have a complete aircraft inspection every 100 hours of operation.

#### **Trouble Shooting**

Refer to Rotax 912 UL/S Maintenance Manual, latest issue. This table should be understood as a general guide to locate engine failures.

## **Cleaning**

The engine may be cleaned with a suitable solvent, then dried thoroughly.

### **Caution**

Particular care should be given to electrical equipment before cleaning. Solvent should not be allowed to enter magnetos, starter, alternator and the like. Hence, protect these components before saturating the engine with solvent. Cover any fuel, oil and air openings on the engine and accessories before washing the engine with solvent. Caustic cleaning solutions should be used cautiously and should always be properly neutralized after their use.

## **Accessories Removal**

Removal of engine accessories for overhaul or for engine replacement involves stripping the engine of parts, accessories, and components to reduce the engine assembly to the bare engine. During removal, carefully examine removed items and tag defective parts for repair or replacement by a new part.

### **Note**

Items easily confused with similar items should be tagged to provide a means of identification when being installed on a new engine. All openings exposed by the removal of an item should be closed by installing a suitable cover or cap over the opening. This will prevent entry of foreign particles. If suitable covers are not available, tape may be used to cover the opening.

## **Inspection**

For specific items to be inspected refer to engine manufacturer's manual.

- Visually inspect the engine for loose nuts, bolts, cracks and fin damage.
- Inspect brackets for cracks, deterioration and breakage.
- Inspect all hoses for internal swelling, chafing through protective plys, cuts, breaks, stiffness, damaged threads and loose connections. Excessive heat on hoses will cause them to become brittle and easily broken. Hoses and lines are most likely to crack or break near the end fittings and support points.
- Inspect for color bleaching of the end fittings or severe discoloration of the hoses.

All flexible fluid carrying hoses in the engine compartment should be replaced at engine overhaul or every five years, whichever occurs first.

For major engine repairs, refer to the manufacturer's overhaul and repair manual.

# Trouble Shooting

## Introduction

All checks in accordance with the Maintenance Manual (current issue/revision).

The following listing should be understood as quick reference guide to locate particular trouble which may occur to the engine oil system. For detailed information refer to the engine manufacturers Maintenance Manual.

## Starting problems Engine does not start

Possible cause	Remedy
Ignition off.	Switch on.
Closed fuel valve or clogged filter.	Open valve, clean or renew filter, check fuel system for leaks.
No fuel in tank.	Refuel.
Starting speed too low, faulty or discharged battery.	Fit fully charged battery.
Starting speed too low, start problems on cold engine.	Use top quality, low friction oil; allow for sufficient cooling period to counter for performance drop on hot starter; pre-heat engine.
Wrong fuel (Jet fuel or Diesel).	Change of fuel.

## Engine run Engine idles rough after warm-up period, smoky exhaust emission

Possible cause	Remedy
Starting carb (Choke) activated.	Close starting carb (Choke).

## Engine keeps running with ignition off

Possible cause	Remedy
Overheating of engine.	Let engine cool down at idling at approx. 2000 rpm.

## Knocking under load

Possible cause	Remedy
Octane rating of fuel too low.	Use fuel with higher octane rating.

## Oil pressure

### Low oil pressure

Possible cause	Remedy
Not enough oil in oil tank.	Refill oil.
Too hot oil.	Cool down oil.

### High oil pressure

Possible cause	Remedy
Too cold oil.	Cover oil cooler or install thermostat.
Wrong viscosity of oil.	Change oil to lower viscosity.

**Oil level    Oil level is increasing**

Possible cause	Remedy
Oil too cold during engine operation.	Cover oil cooler surface, observe the operating limits.
Contamination with diesel fuel.	Check fuel

**Cold engine start Engine hard to start at low temperature**

Possible cause	Remedy
Starting speed too low.	Preheat engine.
Low charge battery.	Fit fully charged battery.
High oil pressure.	At cold start a pressure reading of up to around 7 bar (102 psi) does not indicate a malfunction.
Oil pressure too low after cold start.	Too much resistance in the oil suction system at low temperatures due to cold oil. Stop engine and preheat oil. After a cold start the oil pressure must be observed and should be above 1.5 bar (22 psi). Otherwise, the speed must be lowered again, because not enough cold oil can be sucked. If oil pressure is lower than 1 bar (15 psi) oils with lower viscosity have to be used. See SI-912-016, current issue.
NOTE:	Oil pressure must be measured at idle at an oil temperature of minimum 50 °C (120 °F).  Be sure the oil pressure does not go below minimum at idle.



**Safety**

Safety Directives are issued by AEROPILOT S.R.O., to ensure the safe operation of the aircraft if required. Safety Directives are issued in accordance to the applicable ASTM continued airworthiness specification. Service Directives are considered as mandatory tasks in order to maintain a condition of safe operation and compliance with the applicable original ASTM design specification.

**Notice of Corrective Action**

When corrective action is determined to be warranted, AEROPILOT S.R.O.. will issue a notice to the known owner/operators of the affected aircrafts. These notices are titled by one of the following uppercase letters:

"SAFETY ALERT"	Notifications that require immediate action.
"SERVICE BULLETIN"	Notifications that do not require immediate action but do recommend future action.
"NOTIFICATION"	Notifications that do not require necessarily recommended future action but are primarily for promulgation of continued airworthiness information.

**Safety Directive, Structure**  
**TBD**

# Appendix – 1 Inspection Checklists

## 100 Hour / Annual Inspection Checklist Inspection Checklist Related to FAR 43, Appendix D

Aircraft Identification SN:	1531
Engine	Rotax 912 ULS
Date	
Total Time Airframe	
Total Time Engine	

### Inspection Preparation Steps (General Review)

- Each person performing an annual or 100-hour inspection shall, before that inspection, remove or open all necessary inspection plates, access doors, fairing, and cowling. They shall thoroughly clean the aircraft and aircraft engine after initial visual inspection for oil, exhaust, or other leaks as applicable is completed.
- Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the fuselage and hull group:
  - Skin—for deterioration, distortion, other evidence of failure, and defective or insecure attachment of fittings.
  - Systems and components—for improper installation, apparent defects, and unsatisfactory operation.

### Initial Steps (General Inspection)

Step	Inspection	Completion Date
	Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the cabin and cockpit group:	
	Generally—for uncleanliness and loose equipment that might foul the controls.	
	Seats and safety belts—for poor condition and apparent defects.	
	Windows and windshields—for deterioration and breakage.	
	Instruments—for poor condition, mounting, marking, and (where practicable) improper operation.	
	Flight and engine controls—for improper installation and improper operation.	
	Batteries—for improper installation and improper charge.	
	All systems—for improper installation, poor general condition, apparent and obvious defects, and insecurity of attachment.	

### Steps (Engine and Nacelle Inspection)

Step	Inspection	Completion Date
	Each person performing an annual or 100-hour inspection shall inspect (where applicable) components of the engine and nacelle group as follows:	
	Engine section—for visual evidence of excessive oil, fuel, or hydraulic leaks, and sources of such leaks.	
	Studs and nuts—for improper torque and obvious defects.	
	Internal engine—for cylinder compression and for metal particles or foreign matter on screens and sump drain plugs. If there is weak cylinder compression, for improper internal condition and improper internal tolerances.	
	Engine mount—for cracks, looseness of mounting, and looseness of engine to mount.	
	Flexible vibration dampeners—for poor condition and deterioration.	
	Engine controls—for defects, improper travel, and improper safetying.	
	Lines, hoses, and clamps—for leaks, improper condition and looseness.	
	Exhaust stacks—for cracks, defects, and improper attachment.	
	Accessories—for apparent defects in security of mounting.	
	All systems—for improper installation, poor general condition, defects, and insecure attachment.	
	Cowling—for cracks, and defects.	

### Steps Landing Gear Inspection

Step	Inspection	Completion Date
	Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the landing gear group:	
	All units—for poor condition and insecurity of attachment.	
	Shock absorbing devices—for improper spring tension.	
	Linkages, trusses, and members—for undue or excessive wear fatigue, and distortion.	
	Hydraulic lines—for leakage.	
	Electrical system—for chafing and improper operation of switches.	
	Wheels—for cracks, defects, and condition of bearings.	
	Tires—for wear and cuts.	
	Brakes—for improper adjustment and wear	

### Steps Wing, Fuselage and Empennage Inspection

Step	Inspection	Completion Date
	Each person performing an annual or 100hour inspection shall inspect (where applicable) all components of the wing and center section assembly for poor general condition, skin deterioration, distortion, evidence of failure, and insecurity of attachment.	
	Each person performing an annual or 100-hour inspection shall inspect (where applicable) all components and systems that make up the complete empennage assembly for poor general condition, skin deterioration, distortion, evidence of failure, insecure attachment, improper component installation, and improper component operation	

### Steps Propeller Inspection

Step	Inspection	Completion Date
	Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the propeller group:	
	Propeller assembly—for cracks, nicks and binds.	
	Bolts—for improper torque and lack of safetying.	
	Anti-icing devices—for improper operations and obvious defects.	

### Steps Avionics Inspection

Step	Inspection	Completion Date
	Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the aircraft avionics to include radios and all electronic displays:	
	Radio and electronic equipment—for improper installation and insecure mounting.	
	Wiring and conduits—for improper routing, insecure mounting, and obvious defects.	
	Bonding and shielding—for improper installation and poor condition.	
	Antenna including trailing antenna—for poor condition, insecure mounting, and improper operation.	

### Steps Miscellaneous Inspection

Step	Inspection	Completion Date
	Each person performing an annual or 100hour inspection shall inspect (where applicable) each installed miscellaneous item that is not otherwise covered by this listing for improper installation and improper operation.	

# Appendix – 2 Flight Acceptance Procedure

## Flight Acceptance Procedure

Kontrolní list letounu Legend 600 v.č. 1531

Checklist of the Legend 600 aircraft serial No.:

### 1. Řízení Control

#### 1.1 Podélné řízení Longitudinal control

Datum /podpis  
Date/Signature

-kontrola lepených spojů konzol vahadel  
-control of glued joints of consoles rocker

1.4.2016 *[Signature]*

-kontrola šroubového spoje vahadla č. 1  
-control of screw connection or rocker

5.4.2016 *[Signature]*

-kontrola šroubových spojů uložení vahadel  
-control of screw connections of rocker deposition

7.4.2016 *[Signature]*

-kontrola šroubových spojů táhel  
-control of screw connections of ties

20.5.2016 *[Signature]*

-seřízení táhel a dotažení kontra matic  
-rods adjustment and tightening of nuts

20.5.2016 *[Signature]*

-označení všech šroubových spojů červenou barvou  
-indication of all screw connections by red colour

20.5.2016 *[Signature]*

-kontrola uložení výškového kormidla a stabilizátoru  
-control of adjustment of elevator and stabilizer

5.6.2016 *[Signature]*

-kontrola uložení serva a seřízení vyvažovací plošky výškovky  
-control of adjustment of servo and setting of elevator trim tabs

5.6.2016 *[Signature]*

## Kontrolní list letounu Legend 600 v.č. ....

1531









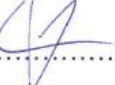
Checklist of the Legend 600 aircraft serial No.:

### 1.2 Příčné řízení Transverse control

	Date/signature
-kontrola sloupku řízení - steering column control	12.4.2016 <i>[Signature]</i>
-kontrola šroubových spojů kladek - bolting roller control	12.4.2016 <i>[Signature]</i>
-kontrola lepeného spoje kladky č. 2 -control of glued joint pulley No. 2	10.5.2016 <i>[Signature]</i>
- kontrola kladek na volnost otáčení - control of pulleys on the free rotation	19.5.2016 <i>[Signature]</i>
- kontrola zápisků lan - control of ropes inserts	19.5.2016 <i>[Signature]</i>
- kontrola seřízení volantů proti sobě ( přetočení ) - control of adjusting the steering wheel facing each other (flip)	4.6.2016 <i>[Signature]</i>
- kontrola napnutí lan - lashing control	4.6.2016 <i>[Signature]</i>
- kontrola centrálního napínačku zajištění kontra matic a zajištění vázacím drátem - control of central tensioner securing nut counter and secure with wire	4.6.2016 <i>[Signature]</i>
- kontrola seřízení dorazů (s nasazeným křídlem ) - adjustment stops control (with mounted wing)	10.6.2016 <i>[Signature]</i>

# Kontrolní list letounu Legend 600 v.č. 1531

## 1.3 Směrové řízení Directional control

	datum/podpis date/signature
- kontrola pedálů - pedals control	11.4.2016 
- kontrola šroubového spojení kladek - control of screw connection rollers	9.5.2016 
- kontrola kladek na volnost otáčení control of pulleys on the free rotation	9.5.2016 
- kontrola šroubových spojů a seřízení táhel řízení předního kola - control of screw connections and adjustment control rod front wheel	12.5.2016 
- kontrola zápisků lan - control of ropes inserts	1.6.2016 
- kontrola uložení směrovky - control of store signs	1.6.2016 
- kontrola napnutí lan - lashing control	1.6.2016 
- kontrola seřízení dorazů - control of stops adjustment	1.6.2016 
- kontrola seřízení pružinového zatěžovače (s odlehčeným příďovým kolem) - control of spring load adjustment (with a lightweight nose wheel)	1.6.2016 

# Kontrolní list letounu Legend 600 v.č. ....1531

## 2. Palivová soustava Fuel system

datum/podpis  
date/signature

- kontrola těsnění sacího koše a kapacitního snímače hladiny paliva
- control of seal strainer and capacitive fuel lever sensor

18.5.2016 J

- kontrola uložení křídlových nádrží
- control of wing tanks deposition

3.6.2016 J

- kontrola spojů potrubí
- control of pipe joints

3.6.2016 J

- kontrola upevnění potrubí
- control of mounting pipe

3.6.2016 J

- kontrola funkčnosti zapojení
- control of functionality involvement

3.6.2016 J

- kalibrace palivoměrů
- fuel gauge calibration

10.6.2016 J






- kontrola správné funkce palivoměrů
- control of correct operation of the fuel gauge

10.6.2016 J



# Kontrolní list letounu Legend 600 v.č. 1531 .....

## 3. Elektrická instalace Electrical installation

- |   | datum/podpis<br>date/ signature   |
|---|---|
| - vizuální kontrola spojů ( konektory)<br>- visual control of joints (connectors)   | 11.6.2016    |
| - kontrola uložení a upevnění kabelů<br>- control of deposition and fastening of cables                                       | 11.6.2016   |
| - kontrola upevnění elektrických zařízení<br>- control of mounting of electrical equipment                                    | 11.6.2016  |
| - kontrola funkčnosti systému<br>- control of functionality of the system   | 11.6.2016  |
| - kontrola rozvaděče – montáž záložek spínačů,<br>magnet<br>- control of switchboard – mounting of<br>switches valves, magnet | 11.6.2016  |

## Kontrolní list letounu Legend 600 v.č. ....1531

### 4. Podvozek Undercarriage

- |   | datum/podpis<br>date/signature |
|---|--------------------------------|
| - kontrola uložení hlavních kol podvozku (volnost otčení)<br>- control of imposition of main landing wheels (free rotation)   | ..25.5.2016 J                  |
| - kontrola upevnění brzdy<br>- control of brake fixing  | 5.6.2016 J                     |
| - kontrola uložení hlavního podvozkových noh a<br>dotažení šroubového spoje<br>- control of imposition of undercarriage main legs and<br>tightening of screw connection | 5.6.2016 J                     |
| - zaplavení a odvzdušnění hydraulických brzd<br>- inundation and bleeding of hydraulic brakes   | 5.6.2016 J                     |
| - kontrola těsnosti brzdového systému<br>- control of tightness of the brake system   | 5.6.2016 J                     |
| - kontrola funkčnosti brzd<br>- control of brake functionality  | 6.6.2016 J                     |
| - kontrola uložení předního kola (volnost otáčení)<br>- control of front wheel imposition (free rotation)   | 6.6.2016 J                     |
| - kontrola uložení přední podvozkové nohy<br>(volnost otáčení)<br>- control of imposition of undercarriage front leg<br>(free rotation)                                 | 6.6.2016 J                     |
| - kontrola upevnění tlumiče pérování<br>- control of shock absorber mounting  | 6.6.2016 J                     |
| - montáž aerodynamických krytů kol<br>- assembly of aerodynamic wheel covers  | 10.6.2016 J                    |

# Kontrolní list letounu Legend 600 v.č. ....1531

## 5. Křídlo Wing

datum/podpis  
date/signature

### 5.1. Kontrola křídla před jeho slepením Check of wing before its bonding

- kontrola zápisků lan
- control of inserts ropes

10.4.2016 J

- kontrola uložení vahadla
- control of rocker deposition

11.4.2016 J

- kontrola uložení bowdenu vztlakové klapky
- control of deposition of bowden flaps

11.4.2016 J

- kontrola uložení hadic pittot – statického systému
- control of deposition of hose pittot – static system

11.4.2016 J

- kontrola uložení vzdušnění nádrže
- control of deposition of aeration tanks

11.4.2016 J

- kontrola upevnění závěsného kování
- control of fixing of hanging fittings










11.4.2016 J

- kontrola všech lepených spojů
- controls of all glued joints

11.4.2016 J

# Kontrolní list letounu Legend 600 v.č. 1531

## 5.2. Kontrola kompletního křídla Check of complete wing

	datum/ podpis date/signature
- kontrola uložení vztlak. klapek - control of flap deposition	4.6.2016 
- kontrola náhonu vztlak. klapek - control of take-off flap power	4.6.2016 
- kontrola uložení křidélek - control of aileron deposition	5.6.2016 
- kontrola táhla křidélek - control of aileron rod	5.6.2016 
- kontrola zapojení pittot-stat. trubice - control of connection of pittot – static tube	12.6.2016 
- kontrola zapojení osvětlení - control of lights connection	12.6.2016 
- kontrola uložení palivové nádrže - control of fuel tank deposition	11.6.2016 
- kontrola zapojení vzdušnění - control of aeration connection	11.6.2016 
- montáž bezpečnostních krytů vtlak. klapek - mounting of security flap covers	11.6.2016 

Kontrolní list letounu Legend 600 v.č. ....

1531

**6. Motor**

Engine

- kontrola spojů palivového potrubí
- control of connections of fuel tubes
  
- kontrola uložení a upevnění palivového potrubí
- control of deposition and fixing of fuel tubes
  
- kontrola uložení a upevnění hadic mazací a chladicí soustavy
- control of deposition and fixing of hoses of lubricating and cooling system
  
- kontrola dotažení a upevnění výfuku
- control of tightening and fixing of exhaust
  
- kontrola uložení a upevnění elektrické instalace
- control of deposition and fixing of electrical installation
  
- kontrola dotažení a zajištění šroubového připojení motoru
- control of tightening and security of screw connection of engine
  
- kontrola seřízení karburátorů (plynová lanka)
- control of carburetor adjustment (gas cables)
  
- kontrola dotažení vrtule
- control of propeller tightening
  
- kontrola motorového krytu  
(vůle kolem výfuku a přední podvozkové nohy)
- control of engine cowling  
(clearance around the exhaust and undercarriage front leg)


datum/podpis  
date/signature

13.6.2016 


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

13.6.2016 

13.6.2016 

## Kontrolní list letounu Legend 600 v.č. ....1531

### 7. Konečná montáž křídla na letišti

Final wing assembly in an airport

	datum/podpis date/signature
-kontrola hlavních a zadních čepů křídla a dotažení samojistných matic .....	12.6.2016 
- control of main and back wing pins and tightening of self-locking nuts	
- kontrola čepů vzpěry a datažení samozistných matic - control of strut pins and tightening of self-locking nuts	12.6.2016 
- kontrola zapojení bowdenů vztlak. klapkek - control of connection of flap bowdens	12.6.2016 
- seřízení zasunutí vztlakových klapkek - adjustment of flaps insertion	12.6.2016 
- kontrola dotažení všech šroubových spojů uložení bowdenu a serva vztlakových klapkek - control of tightening of all screw connections of bowden insertion and flap servo	12.6.2016 
- seřízení křídélek - aileron adjustment	12.6.2016 
- kontrola zajištění centrálního napínáku (kontra matice, vázací drát) - control of central turnbuckle security (control of nuts, binding wire)	12.6.2016 
- kontrola připojení sací benzínové hadice - control of petrol suction hose connection	12.6.2016 

- kontrola připojení pittot- statického systému
- control of pittot-static system connection
  
- kontrola připojení elektrické instalace křídla
- control of electric wing installation connection
  
- montáž aerodynamických krytů vzpěr
- mounting of aerodynamic strut covers
  
- montáž stropního krytu
- mounting of roof panel
  
- montáž zaslepení manipulačních otvorů konců křídel
- mounting of blinding of wingtips handling holes

12.6.2016 J

12.6.2016 J

12.6.2016 J

12.6.2016 J

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# Kontrolní list letounu Legend 600 v.č. ....1531

## 8. Dveře Doors

Datum/podpis

Date/signature

- kontrola funkčnosti zámků
- control of locks functionality

8.6.2016 [Signature]

- kontrola zamykání kliky
- control of handle locking

8.6.2016 [Signature]

- kontrola zavírání dveří
- control of door closing

8.6.2016 [Signature]

- kontrola těsnosti dveří
- control of door tightness

8.6.2016 [Signature]







- kontrola loketní opěrky a kapsy
- control of armrest and door pocket

8.6.2016 [Signature]



# Kontrolní list letounu Legend 600 v.č. ....1531

## 9. Interiér Interior

	datum/podpis
	date/ signature
- kontrola palubních desek (dotažení všech spojů) - control of dashboards (tightening of all connections)	9.6.2016 
- kontrola šroubových spojů bezpečnostních pasů - control of screw connections of safety belts	9.6.2016 
- kontrola spojů interiérových prvků control of interior elements connections	9.6.2016 
- kontrola nátěrů interiéru control of interior paintings	9.6.2016 
- kontrola funkčnosti všech ovladačů - control of functionality of all drivers	9.6.2016 
- kontrola zasklení kabiny (škrábance, čistota) - control of cabin glazing (scratches, purity)	9.6.2016 

**Kontrolní list letounu Legend 600 v.č. .... 1531**

**10. Padák  
Parachute**

datum/podpis  
date/signature

- kontrola uložení kontejneru padáku a upevnění rakety
- control of parachute container insertion and racket fixing

4.6.2016 [Signature]

- kontrola upevnění popruhů v podvozkové přepážce
- control of belts fixing in an undercarriage bulkhead

4.6.2016 [Signature]

- kontrola upevnění ovladače v palubní desce
- control of driver fixing in a dashboard

4.6.2016 [Signature]

- kontrola uložení popruhů v zavazadlovém prostoru
- control of belts insertion in a luggage space

4.6.2016 [Signature]

- odstranění přepravní pojistky
- removal of transportation safety

4.6.2016 [Signature]