10

PARKING, MOORING, STORAGE AND RETURN TO SERVICE

LIST OF EFFECTIVE PAGES

CHAPTER	PAGE	DATE	CHAPTER	PAGE	DATE
10-LEP (BA)	1	NOV 09			
	2	JUN 01			
10-TC (BA)	1	JUN 01			
	2	JUN 01			
10-00-00 (BA)	1	JUN 01			
	2	JUN 01			
10-10-00 (BA)	1	JUN 01			
	2	JUN 01			
10-10-00 (BA)	201	SEP 04			
	202	NOV 09			
	203	NOV 09			
	204	JUN 01			
	205	JUN 01			
	206	JUN 01			
10-20-00 (BA)	1	JUN 01			
	2	JUN 01			
10-20-00 (BA)	201	JUN 01			
	202	JUN 01			
10-30-00 (BA)	1	JUN 01			
	2	JUN 01			
10-30-00 (BA)	201	NOV 09			
	202	JUN 01			

CHAPTER	PAGE	DATE	CHAPTER	PAGE	DATE

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TABLE OF CONTENTS

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PARKING, MOORING, STORAGE AND RETURN TO SERVICE

DESCRIPTION AND OPERATION

1. GENERAL

This chapter provides the procedures to be performed for aircraft parking and return to service :

- parking and storage - refer to 10-10-00,
- mooring - refer to 10-20-00,
- return to service - refer to 10-30-00.

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PARKING AND STORAGE

DESCRIPTION AND OPERATION

1. GENERAL

This section provides the procedures recommended when the aircraft is not in use for a short period (parking) and a long period (storage).

2. DESCRIPTION

The aircraft is normally parked and moored on a hard surface apron where mooring accomodations are available.

Under normal weather conditions, the aircraft may be parked :

- headed into the wind,
- wheel chocks installed,
- parking brake applied,

NOTE : If the wheels of the main gear are chocked, the parking brake may be left released.

- control surfaces locking device installed inside the aircraft,
- parking kit installed.

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PARKING AND STORAGE

MAINTENANCE PRACTICES

1. SERVICING - PARKING AND STORAGE

A. Tools and consumable materials

- Cabin protective cover

S / N 1 - 587

- Control surfaces locking device

S / N 588 - 9999

- Control wheel locking pin

All

- 2 static port plugs
- Non heated pitot tube protective cover
- Heated pitot tube protective cover

B. Parking procedure (Figures 201 and 201A)

CAUTION : IF THE AIRCRAFT IS PARKED MORE THAN 10 DAYS, DISCONNECT THE EMERGENCY LIGHTING BATTERY (IF INSTALLED).

1) Park the aircraft headed into the wind.
2) Do not set the parking brake when the brakes are overheated or during cold weather when accumulated moisture may freeze the brakes.
3) Care should be taken when using the parking brake for an extended period of time during which an air temperature rise or drop can cause difficulty in releasing the parking brake or damage the brake system.
4) For long term parking, blanking plugs and covers (static ports, pitot tube), cockpit cover, mooring ropes, wheel chocks and control wheel locking device are recommended.
5) In severe weather and high wind conditions, moor the aircraft - refer to 10-20-00.

C. Short term storage (less than 6 months)

WARNING : PRIOR TO ANY OPERATION, ENSURE THAT THE KEY IS REMOVED FROM MAGNETO SELECTOR AND THAT "MAIN SWITCH" IS OFF.

IF AIRCRAFT IS EQUIPPED WITH DISCONNECT PLUG ON FIREWALL, DISCONNECT "MAGNETO DISCONNECT" PLUG AND CONNECT IT TO "GROUND MAGNETO FOR SERVICING" PLUG.

CAUTION : IF THE AIRCRAFT IS PARKED MORE THAN 10 DAYS, DISCONNECT THE EMERGENCY LIGHTING BATTERY (IF INSTALLED).

THE AIRCRAFT SHALL BE STORED WITH FULL TANKS TO AVOID EXCESSIVE CONDENSATION.

1) If the aircraft cannot be stored in a hangar, park it correctly and moor it - refer to 10-20-00.

2) Aircraft stored for a maximum period of 30 days or those which are intermittently flown during the first 25 hours are considered in short term storage with flight possibility.

WARNING : CHECK THAT THE MAGNETO SWITCH IS SET TO "OFF", THE THROTTLE IS CLOSED, THE MIXTURE CONTROL IS IN THE IDLE CUT-OFF POSITION, AND THE AIRCRAFT IS CORRECTLY MOORED BEFORE ROTATING THE PROPELLER BY HAND. DO NOT STAND WITHIN THE ROTATION AXIS OF THE PROPELLER BLADES WHILE ROTATING THE PROPELLER.

CAUTION : DO NOT ROTATE THE PROPELLER IN THE REVERSE DIRECTION TO AVOID DAMAGING THE VACUUM PUMP FINS.

3) Every seven days during these periods, the propeller shall be hand-rotated several revolutions. This makes oil circulate and thus prevents accumulation of corrosion on engine cylinders walls.

4) After 30 days storage, the aircraft shall be flown for at least 30 minutes, or a ground runup shall be performed until the oil temperature reaches the lower green arc range. Avoid prolonged runups.

5) Engine runup helps eliminate excessive accumulations of water in the fuel system and other air spaces in the engine. Keep fuel tanks full to minimize condensation in the tanks. Keep the battery fully charged to prevent the electrolyte from freezing in cold weather.

6) Every two weeks, rotate the wheels in order to prevent permanent deformation of the tires.

   a) On the side of the tire, mark with a chalk the part of the tire in contact with the ground.

   b) Pull the aircraft over a few meters, then put it back in its previous place so that another part of the tire comes into contact with the ground (the opposite part, if possible).

D. Long term storage (more than 6 months)

WARNING : PRIOR TO ANY OPERATION, ENSURE THAT THE KEY IS REMOVED FROM MAGNETO SELECTOR AND THAT "MAIN SWITCH" IS OFF.

IF AIRCRAFT IS EQUIPPED WITH DISCONNECT PLUG ON FIREWALL, DISCONNECT "MAGNETO DISCONNECT" PLUG AND CONNECT IT TO "GROUND MAGNETO FOR SERVICING" PLUG.

1) Preserve the engine : refer to engine maintenance handbook - refer to Service Letter L180 published by LYCOMING (latest current revision).

2) Blank off the carburettor air inlets and the exhaust pipes.

CAUTION : THE AIRCRAFT SHALL BE STORED WITH FULL TANKS TO AVOID EXCESSIVE CONDENSATION.

3) Top up the fuel tanks to prevent condensation - refer to 12-11-01.

4) Jack up the aircraft if stored in a hangar - refer to 07-10-00.

5) If the aircraft is stored outside, moor it - refer to 10-20-00, and rotate the wheels every two weeks in order to prevent permanent deformation of the tires.

   a) On the side of the tire, mark with a chalk the part of the tire in contact with the ground.

   b) Pull the aircraft over a few meters, then put it back in its previous place so that another part of the tire comes into contact with ground (the opposite part, if possible).

6) Remove and store the battery - refer to 24-30-02, and the emergency lighting battery (if installed).

7) Install the control surfaces locking device.

8) Lubricate all control surface pins - refer to 12-21-03.

9) Safely and efficiently ground the aircraft - refer to 12-00-01.

10) Install protective covers on the seats.

11) Close all doors.

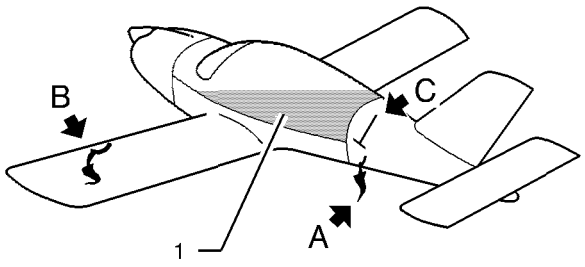
12) Install the static port plugs, the pitot tube protective cover and the cabin protective cover.

13) Periodically check the tires for correct pressure - refer to 12-14-01, and rotate the wheels every two weeks in order to prevent permanent deformation of the tires.

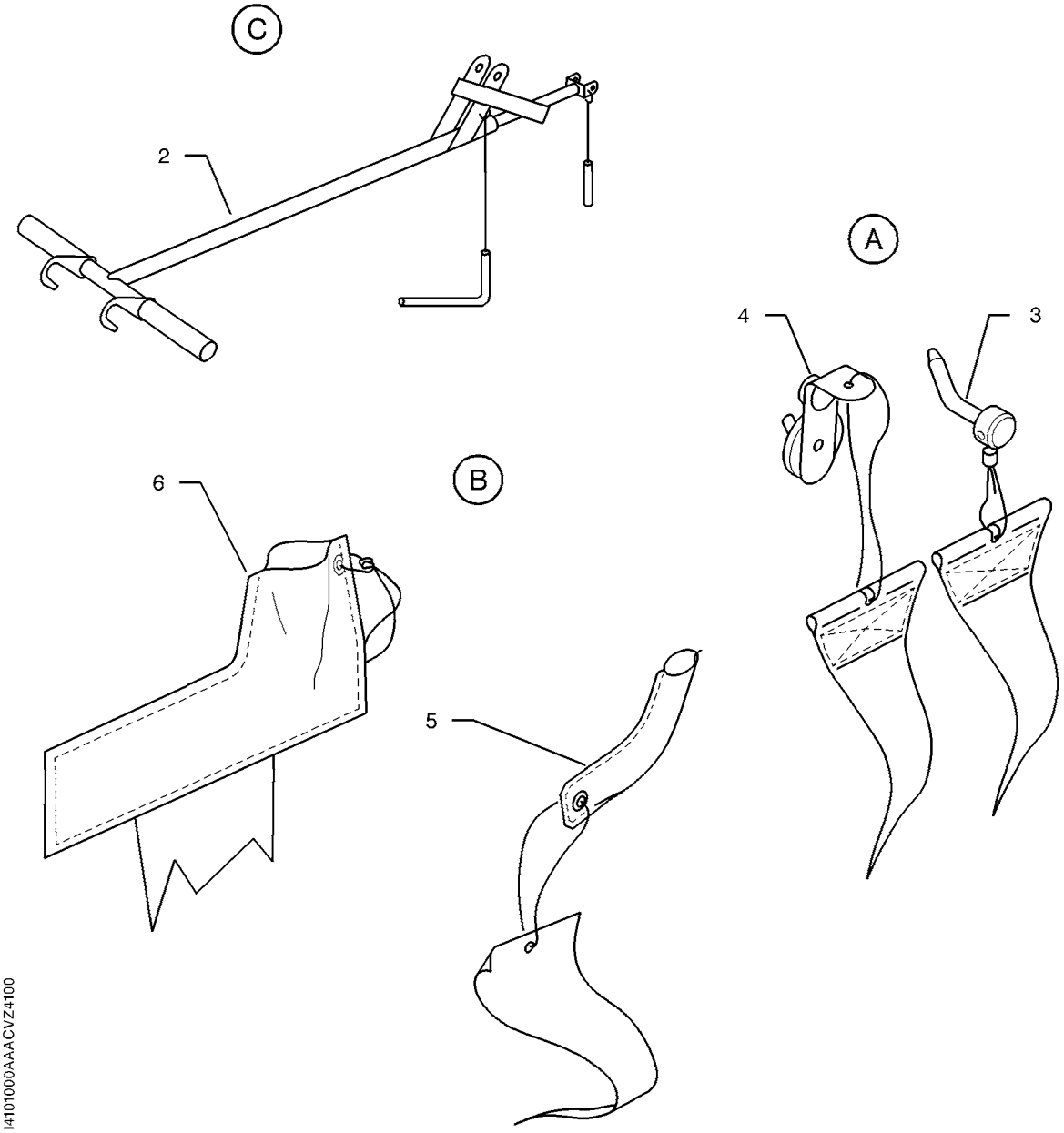
14) Optional equipment (radio, navigation, etc...) : store according to relevant equipment handbook.

E. Use of "SILICAGEL" spark plugs for storage

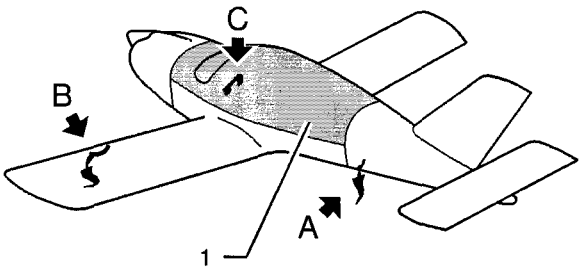
CAUTION : WHEN "SILICAGEL" DEHYDRATOR PLUGS ARE INSTALLED IN THE ENGINE, DO NOT ROTATE THE PROPELLER, AS COMPRESSION MAKES "SILICAGEL" DEHYDRATOR PLUGS BURST.



1 - Cabin protective cover
2 - Control surfaces locking device
3 - Static port plug
4 - Static port plug
5 - Non heated pitot tube protective cover
6 - Heated pitot tube protective cover



Parking and storage
Figure 201 - S / N 1 - 587



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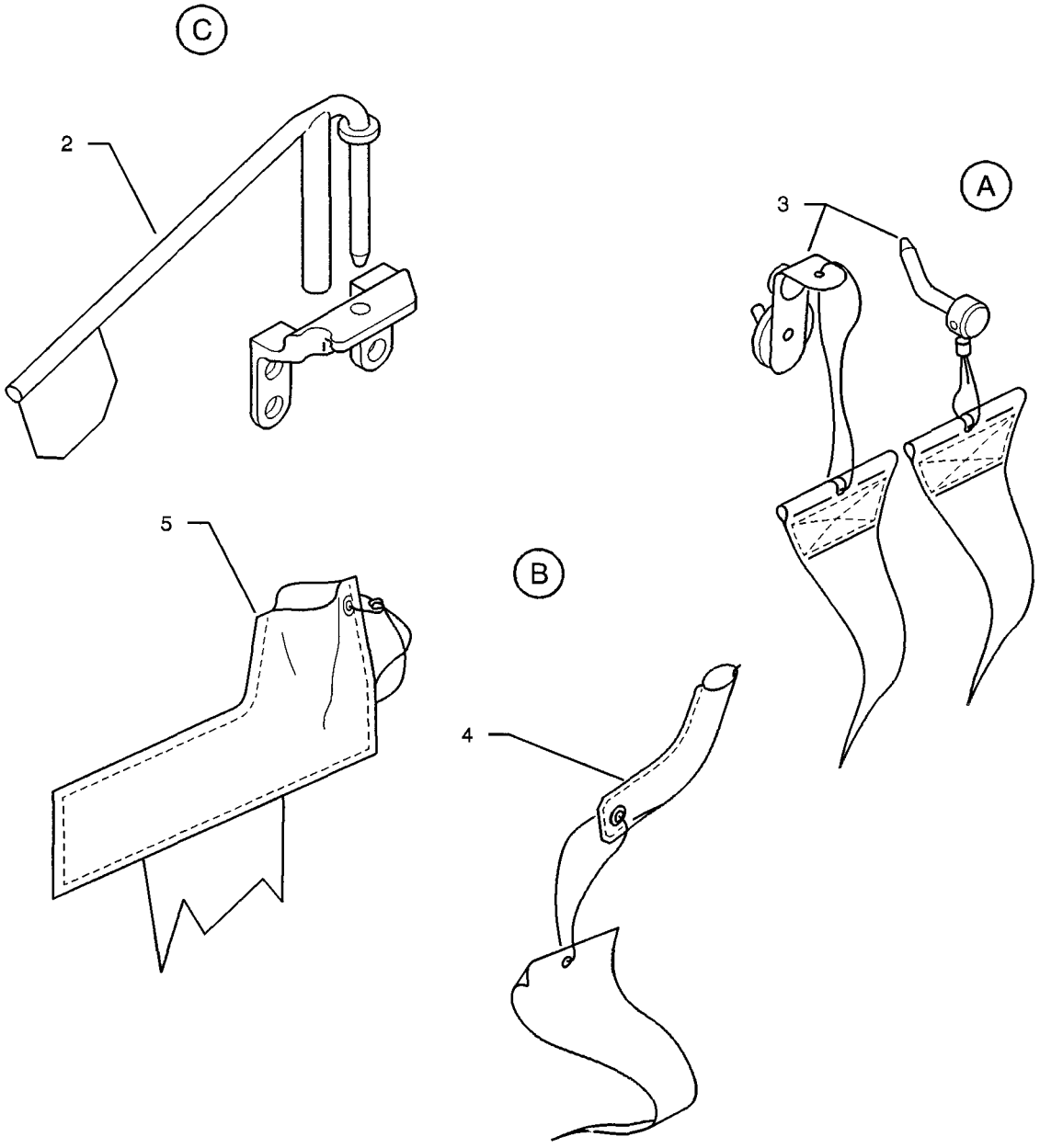

Parking and storage
Figure 201A - S / N 588 - 9999

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MOORING

DESCRIPTION AND OPERATION

1. GENERAL

The aircraft is normally moored on a hard surface apron where mooring accomodations are available.

The aircraft must be moored during existing or expected bad weather or when the aircraft is to be parked for an extended period of time.

2. DESCRIPTION

5 mooring points are provided on the aircraft :

- 1 mooring hole on each one of the 4 wing flap hinge arms,
- 1 mooring fitting located under the horizontal stabilizer.

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MOORING

MAINTENANCE PRACTICES

1. SERVICING - MOORING

A. Tools and consumable materials

- Wheel chocks
- Ropes

B. Mooring procedure

A correct mooring procedure is the best protection against damage to parked aircraft by gusty or strong winds. To moor the aircraft securely, proceed as follows :

1) Install the control surfaces locking device - refer to 10-10-00.

2) Place chocks against all wheels.

3) Use sufficiently strong ropes or chains to tie down the aircraft ; insert a rope in each mooring hole located on the wing flap hinge arms and in the hole of the rear mooring fitting located under the horizontal stabilizer ; tie each rope to a mooring point or post.

4) Make sure the doors are closed and locked.

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RETURN TO SERVICE

DESCRIPTION AND OPERATION

1. GENERAL

This section briefly deals with the operations to be carried out to return the aircraft to service after a storage period.

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RETURN TO SERVICE

MAINTENANCE PRACTICES

1. SERVICING - RETURN TO SERVICE

A. Tools and consumable materials

- Wheel chocks

B. Destorage procedure

CAUTION : BEFORE RETURNING THE AIRCRAFT TO SERVICE AFTER A LONG-TIME STORAGE (MORE THAN 6 MONTHS), THE AIRCRAFT MUST BE DESTORED AND AN OVERALL INSPECTION CARRIED OUT IN ACCORDANCE WITH THE PERIODIC INSPECTIONS PROTOCOL, 100-HOUR INSPECTION - REFER TO 05-20-04, OR THE MAJOR INSPECTION PROTOCOL - REFER TO 05-20-05, DEPENDING ON STORAGE DURATION AND CONDITIONS.

1) Untie the mooring ropes - refer to 10-20-00.
2) If the aircraft is stored in a hangar, lower the aircraft to ground and remove the jacks - refer to 07-10-00. Install the wheel chocks.
3) Remove all protective covers and blanking plugs.
4) Clean the aircraft if necessary - refer to 12-20-03.
5) Lubricate the aircraft - refer to 12-21-00.
6) Bleed the fuel tanks and the fuel system - refer to 12-11-02.
7) Check the fluid level of the brake reservoir - refer to 12-13-01.
8) Apply the parking brake. Check for hydraulic fluid leaks or oozing.
9) Remove the control surfaces locking device - refer to 10-10-00.
10) Check the shock-absorbers - refer to 12-14-02.
11) Check the tires - refer to 12-14-01.
12) Install the battery - refer to 24-30-02.
13) Place the aircraft on a compensation area, check the values and, if necessary, perform a compensation - refer to 34-23-00.
14) Destore the radio-navigation equipment in accordance with the relevant user's manuals.
15) Depreserve the engine - refer to the manufacturer's maintenance manual.

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