

## 2021 LSA TRANSITION COURSE PRE-ARRIVAL

### LESSON ONE :: PRE-FLIGHT

1. Face the plane into the wind prior to opening the canopy or doors and starting the engine.
2. If the plane does not fly for a few days, the engine needs to be BURPED!
3. BURPING THE ENGINE: While facing the plane, turn the propeller counterclockwise about 20 times. This will bring the oil back into the oil canister for a proper oil reading. Turning the prop clockwise can damage the gear box.
4. Oil must be on flat part of stick. Never add a full quart since the Rotax only holds three quarts total.
5. COOLANT: The coolant bottle should be about one half full. Occasionally, remove the top cowl and add coolant by removing the coolant cap. Place a drop of engine oil on the brass center ring to prevent damage to the oil cap gasket. Inspect and replace the oil cap gasket every few years. Coolant is 50/50 distilled water and GM Dexcool.
6. TIRE PRESSURE: Main tires-26 lbs., Nose tire-20 lbs. (Brake Linings-1/16th inch or more.)
7. Drain the sumps. Activating the electric fuel pump will allow more fuel flow and better draining of the engine sump. Examine fuel for contamination such as dirt or water. If you find water in the sump, it will be clear, on the bottom of the strainer, and separate from the fuel above.
8. Follow the pre-flight instructions in the AOI.

#### STARTING

1. Follow the instructions on the checklist.

#### TAXIING

Rotax wants the idle set at 1800 RPM to protect the gearbox. This high idle will result in fast taxi speeds. Apply brakes to bring the plane almost to a stop, then resume normal taxi. This technique will cause the brake pads to last longer. The idle may be as low as 1400 RPM for one minute. This low idle is only used for seaplanes so they will not hit the dock. You will taxi all over the airport and get comfortable with steering, braking to slow down, and braking to come to a stop.