

ALLEGRO 2007 SW

Ultralight Aircraft

Type Certificate DEAC e.V.Germany No.61173 and 1249 from December 23.1999
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CHECK AND MAINTENANCE MANUAL

FANTASY AIR s.r.o
Kollárova 511
397 07 Písek
Czech Republic

Tel.: 00420/777 112 144 Fax: 00420/382 212 962
e-mail: info@fantasyair.com

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NOTICE: The first inspection is obligatory at reaching 25 hours of flying and has to be performed by the producer directly or at an authorized maintenance company.

If the first inspection is not done and not listed in the aircraft documentation the manufacturers guarantee will be considered void !!!

Maintenance intervals time toleration

Minus 5 hours

THE 5 HOURS CANNOT BE ADDED !

For example: 100 hour's maintenance executed at 95 hours

200 hour's maintenance at 195 hours - 5 hours and not at
200 hours +/- 5 hours

In case of a shortened 100 hour's interval:

For example: 100 hours maintenance executed at 85 hours already

Next maintenance has to be executed at 185 hours max.

NOTICE:

Even if less than 100 hours were flown in the last 12 months a regular 50 hour technical inspection and the 100 hour inspection has to be done.

1. Engine Installation & Engine Area

		Inspect After			
		50h	100h	200h	500h
1.0	Engine compartment inspection – cleanliness	■			
1.1	Cooling system pressure test, hose inspection	■			
1.2	Coolant inspection - point of freezing - or at least		■		
			once a year before winter		
1.3	Fuel system hose pressure test		■		
1.4	Oil system pressure test, hose inspection	■			
1.5	Coolant replacement			once every two years	
1.6	Inspection of exhaust flange nut tightness at point where exhaust is attached to engine block		■		
1.7	Exhaust and exhaust weld pressure inspection - cracks	■			
1.8	Exhaust spring inspection	■			
1.9	Tightening of exhaust silencer clamps	■			
1.10	Fuel system hose replacement			once every two years	
1.11	Fuel filter cleaning	■			
1.12	Fuel tank drain	■			
1.13	Cleaning of main intake filter in tank		■		
1.14	Tank vent inspection - obstructions	■			
1.15	Rubber engine blocks inspection - cracks				■
1.16	Rubber engine blocks tightening		■		
1.17	Engine mount inspection – main welding junctions	■			
1.18	Check tension engine block and engine mounting		■		
1.19	Throttle cable lubrication and operation inspection – cockpit and engine compartment				■
1.20	Choke cable lubrication and operation inspection – cockpit and engine compartment	■			
1.21	Rubber carburettor flange inspection - cracks		■		
1.22	Oil cooler mounting inspection and cleaning of outside dirt	■			
1.23	Oil tank mounting clip inspection	■			
1.24	Manual fuel pump inspection		■		
1.25	Oil cooler to engine bulkhead - inspection	■			
1.26	Electric fuel pump filter – inspection and cleaning	■			

Important

In addition to the above maintenance the engine inspection and maintenance must to be conducted as specified in engine manufacturer's service manual.

2. Centre-section

		Inspect After			
		50h	100h	200h	500h
2.0	Main junctions of wings – airframe integrity inspection		■		
2.1	Main pin brace – centre section tightness inspection		■	■	■
2.2	Main pin dismounting, pin check, mounting inspection			■	
2.3	Fuselage brace mounting – inspect without brace dismounting	■			
2.4	Fuselage brace mounting after brace dismounting, also below cockpit upholstery			■	
2.5	Brace case rivet inspection	■			

3. Wing

		Inspect After			
		50h	100h	200h	500h
3.1	Rivet connection inspection main beam – metal wing cover	■			
3.2	Suspension inspection		■	■	■
3.3	Ailerons suspension lubrication	■			
3.4	Ailerons control lever rivet inspection	■			
3.5	Control stops inspection		■	■	■
3.6	Flap suspension inspection	■			
3.7	Flap dismounting, pin and case inspection				■
3.8	Control lubrication in wing hatch	■			
3.9	Control clearance inspection	■			
3.10	Wiring inspection in wing tip arcs			■	

4. Horizontal tail surface (HTS) and aerodynamic trim

		Inspect After			
		50h	100h	200h	500h
4.1	Elevator pins and control pin lubrication	■			
4.2	HTS third point bolt tightness inspection		■		
4.3	Main pin (bolt) tightness inspection		■		
4.4	Dismounting of HTS, bolt and fitting inspection			■	
4.5	Rivet inspection	■			
4.6	Aero. trim wire inspection	■			
4.7	Aero. trim hinge inspection on HTS	■			
4.8	Aero. trim rod linkage inspection	■			
4.9	Aero. trim clevis fitting lubrication		■		
4.10	Dismounting of HTS and fuselage inspection – HTS junction – pin lubrication		■	■	
4.11	Aero. trim full travel and indicator inspection	■			

5. Rudder=Vertical tail surface (VTS) and forward undercarriage

		Inspect After			
		50h	100h	200h	500h
5.1	VTS hinge-pin lubrication	■			
5.2	Lubrication of VTS control pin and wires	■			
5.3	VTS drain outlet and stabilizer inspection	■			
5.4	VTS wires pin control dismounting and surface inspection			■	
5.5	VTS dismounting – pin and fitting inspection				■
5.6	Lubrication of noseleg leg bearing – inspection	■			
5.7	Screw tightening: noseleg – engine bulkhead		■		
5.8	Front wheel tyre and tyre-casing inspection – inflation	■			
5.9	Fitting inspection – rear fuselage and brace fitting at tank	■			
5.10	Noseleg control rod and lever inspectio	■			
5.11	Noseleg leg bearing lub	■			
5.12	Front leg dismounting, main tube wear inspection at main case				■
5.13	Silentblock doughnut inspection – cracks, replace if necessary	■			
5.14	Hinge pin lubrication - pedals		■		
5.15	Hinge pin dismounting – pedals – surface inspection				■
5.16	Pedal hinge lubrication	■			

6. Main fibreglass undercarriage and brakes

		Inspect After			
		50h	100h	200h	500h
6.1	Undercarriage seating stiffness inspection		■		
6.2	Central screw tightening		■		
6.3	Fibreglass status inspection – under cockpit upholstery		■		
6.4	Tyre and tyre-casing inspection – replace if necessary		■		
6.5	Tyre pressure check		■		Or Monthly
6.6	Brake lining inspection replace if necessary, brake lubrication, cleaning		■		
6.7	Bearing operation inspection + brake adjustment		■		
6.8	Axle tightening at the point of fastening to undercarriage leg			■	
6.9	Aerodynamic wheel cover clamp inspection		■		
6.10	Aerodynamic wheel cover inspection		■		
6.11	Brake coupler lubrication, wire inspection		■		
6.12	Braking effectiveness inspection and adjustment		■		
6.13	For hydraulic brakes – system tightness inspection – event. fluid replenishment		■		
6.14	Brake fluid change				Once Every Two Years

7. Flap control

		Inspect After			
		50h	100h	200h	500h
7.1	Flap control junction inspection – flap attachment to wing		■		
7.2	Control junction needle dismounting – surface control			■	
7.3	Rubber cover lubrication		■		
7.4	Torsion tube seating lubrication - bulkhead		■		
7.5	Drive unit bearing lubrication		■		
7.6	Rod disassembly and control lever inspection				■
7.7	Fibreglass; inspect below drive unit, if cracked – consult manufacturer		■		
7.8	Servo drive spiral lubrication		■		
7.9	Servo drive carbon check – only by manufacturer				■
7.10	Flap pin suspension lubrication – wing (see 3.6)		■		
7.11	Flap dismounting – pin suspension inspection (see 3.7)				■

8. Wiring and instruments

		Inspect After			
		50h	100h	200h	500h
8.1	Battery test and recharge		■		
8.2	Battery main clamp tightness inspection		■		
8.3	All instruments functionality - inspection	■			
8.4	Inspect, starter lead-in, engine chassis		■		
8.5	Top panel cover /type A only/disassembly – inspect				■
8.6	Dashboard removal /typ A+B/ – hoses, mains inspection				■
8.7	Inspect, lines around control stick (wear)		■		
8.8	Static and dynamic systems tightness inspection	■			
8.9	Instrument calibration				Once Every Two Years
8.10	Compass compensation				Annually

9. Control

		Inspect After			
		50h	100h	200h	500h
9.1	Slide case and bearing lubrication	■	Or Monthly		
9.2	Control stick pin inspection (main pin disassembly)				■
9.3	Control stops - check tight			■	
9.4	Rudder deflection inspection and control stick stop adjustments		■		

