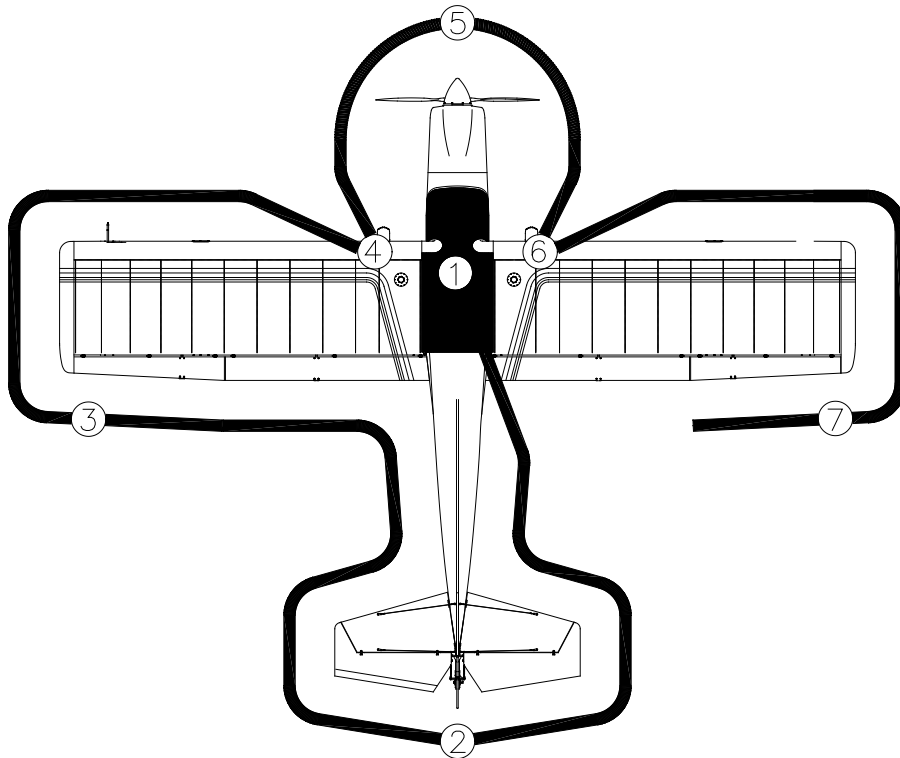


S-7S COURIER

PRE-FLIGHT INSPECTION

The following checklist is provided for guidance only. It is suggested that the owner of the aircraft adds items he deems necessary.

Visually inspect the aircraft for its general condition during the walk around. In addition to the items listed on the preflight checklist, look for signs of visible ice if applicable. The presence of ice on the aircraft wings and tail will adversely affect the aircraft's performance. In all cases, remove the ice **BEFORE** beginning any flight operations. Always exercise due care and good judgment. It is also recommended to remove visible moisture (water) from at least wings and tail surfaces because of its negative effects on performance of the aircraft.



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The entire outer surface of the AC should be inspected for damage of any kind during the preflight inspection. This is especially important due the fact that the AC is fabric covered.

1 Cabin

- (1) Parking brake – SET
- (2) Ignition switch -OFF
- (3) Master switch -OFF
- (4) Avionics Master - OFF
- (5) Circuit Breakers - CHECK IN
- (6) Fuel Selector Valve – ON
- (7) Fuel Quantity Indicator – CHECK QUANTITY
- (8) Throttle Lever – MOVEMENT - free
- (9) Seats – ADJUST POSTION – CHECK PINS
- (10) Cabin – CHECK FOR FOREIGN ARTICLES
- (11) For Solo flight – SECURE rear seat belts

Check fuselage.

2 Empennage

- (1) Tail brace rods and attach hardware - CHECK
- (2) Horizontal stabilizer and vertical fin - CHECK
- (3) Control surfaces – CHECK freedom of movement and security
- (4) Tail gear and attach, cable and springs – CHECK freedom of movement
- (5) Tail Tie Down – DISCONNECT
- (6) Fabric (Surface) - CHECK - for rips, tears, damage

Check fuselage.

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3 Left Wing- Trailing Edge

- (1) Fuel quick drain valve on bottom of fuselage (behind rear seat); - DRAIN at least a cupful of fuel (using sampler cup) to check for water, sediment and proper fuel grade before first flight of day and after each refueling. If water is observed, take further samples until clear, and then gently rock the wings to move any additional contaminants to the sampling points. Take repeated sampling from all points until no contamination is found.
- (2) Flap – CHECK security
- (3) Aileron – CHECK freedom of movement and security
- (4) Rear strut and jury strut attach – CHECK security, dents, nicks
- (5) Fabric (Surface) - CHECK - for rips, tears, damage

4 Left Wing

- (1) Wing tip – CHECK security
- (2) Pitot tube – CHECK security
- (3) Leading edge – CHECK condition, dents, nicks
- (4) Wing Tie Down - DISCONNECT
- (5) Forward lift strut and jury strut - CHECK security, dents, nicks
- (6) Fuel quantity – CHECK visual for desired level
- (7) Fuel filler cap – CHECK secure
- (8) Main wheel tire – CHECK for proper inflation
- (9) Main Wheel – CHECK security, brake
- (10) Fabric (Surface) - CHECK - for rips, tears, damage

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5 Nose

- (1) Fuel quick drain valve on bottom of cowling (left side); - DRAIN at least a cupful of fuel (using sampler cup) to check for water, sediment and proper fuel grade before first flight of day and after each refueling. If water is observed, take further samples until clear, and then gently rock the wings to move any additional contaminants to the sampling points. Take repeated sampling from all points until no contamination is found
- (2) Engine oil dipstick/ filler cap- CHECK oil level, then check filler cap secure. Prior to oil check turn the propeller several times by hand to pump oil from the engine into the oil tank, or let the engine idle for 1 min. This process is finished when air is returning back to the oil tank and can be noticed by a murmur from the open oil tank. **WARNING** – Do not stand within the arc of the propeller, check ignition off, throttle closed and park brake set before rotating the propeller by hand.
- (3) Carburetor and air filter – CHECK security
- (4) Radiator fluid over-flow bottle – CHECK fluid level
- (5) Propeller and spinner – CHECK for nicks, dents and security
- (6) Engine cooling air inlets and oil cooler – CHECK of obstructions
- (7) Engine cooling air outlet, radiator – CHECK of obstructions
- (8) Exhaust – CHECK – loose, damage

6 Right Wing

- (1) Main wheel tire – CHECK for proper inflation
- (2) Main Wheel – CHECK security, brake
- (3) Fuel quantity – CHECK visual for desired level
- (4) Fuel filler cap – CHECK secure
- (5) Forward lift strut and jury strut- CHECK security, dents, nicks
- (6) Wing Tie Down - DISCONNECT
- (7) Leading edge – CHECK condition, dents, nicks
- (6) Wing tip – CHECK security
- (7) Fabric (Surface) - CHECK - for rips, tears, damage

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7 Right wing- Trailing Edge

- (1) Aileron – CHECK freedom of movement and security
- (2) Flap – CHECK security
- (3) Rear strut and jury strut attach – CHECK security, dents, nicks
- (4) Fabric (Surface) - CHECK - for rips, tears, damage