

KSFC Spring Wash & Wax Notes & Reminders

- Before your flight - always verify and record the starting hobbs/tach times in the usage slip in case the previous pilot made a mistake. Please note any discrepancies on your usage slip.
- Please remember to fill out each usage slip **completely** and **legibly**, including the N-number and destination(s). Use a ball point pen. Other pen types do not transfer the carbon copy well. Keep in mind to apply pressure to make a good copy.
- After your flight and the usage slip is completed, take the white copy for your records and leave the yellow copy exactly in its place in the booklet. (Don't move the ticket order!).
- Always enter your planned destination in Aircraft Clubs for all reservations whether they are local or cross-country.
- Do not pump the throttle on fuel injected engines during start! Always reference the checklist when starting!

Aircraft fueling

- 521KS and 917MA use 100 or 100LL only. Fuel only to the bottom of the filler necks (tabs) after your flight unless the next scheduled pilot requests otherwise.
- 9519S uses MOGAS or 100LL. Use MOGAS (never with ethanol) when it's available. This aircraft should be fueled by the pilot BEFORE each flight as needed for the flight. We ask that you not fill the tanks after your flight since the next pilot may need more payload than fuel.
- ALL AIRCRAFT – As you fuel do NOT let the nozzle be supported by the tank filler neck and do not let the nozzle rest on the bottom of the tank. You must support the weight of the fuel nozzle yourself.

Aircraft ground handling

- Never move the aircraft by pushing on the propeller spinner. This will damage the spinner mounts, which are at least \$600 to replace (2016 price).
- Never leave the towbar attached to the nosewheel. The towbar is a hand tool (not part of the aircraft) and should be left as a chock under the nosewheel, not attached to it. Doing this 100% of the time will ensure you never leave the towbar attached when starting up and have a prop strike against the towbar.
- From Spring W&W until the fall W&W we do not use the engine heaters unless below freezing temperatures are expected.
- When pushing the aircraft back into the hangar always watch to make sure the vertical stabilizer is centered in the hangar as you push, keeping the tail centered in the narrow section of the hangar. Watching only the nosewheel will get you into trouble fast!
- Park aircraft facing into the wind whenever possible to avoid accidentally letting the wind catch the doors. Always inform passengers to get a firm grasp on the door when opening especially if it's windy. Letting the wind catch the door and slamming it is a very expensive repair!
- Clean the windscreen when you return the aircraft to the hangar!