

2. Fuelling up etc.

2.1 Fuelling up

The engine runs on unleaded normal petrol with a minimum ROZ of 90 for the ROTAX 912 A and unleaded super grade with a minimum ROZ of 95 for the ROTAX 912 S, or AVGAS 100LL. The following petrol types can be used: those meeting the EN228 specification, (from unleaded normal for the ROTAX 912 A and from unleaded Super for ROTAX 912 S, unleaded Super-Plus and all leaded petrols.

Δ Warning:

***Before fuelling up at a fuel pump
there must be a ground connection
between the petrol pump & the aircraft
(clip the grounding lead to the exhaust bracket).***

The same applies when filling up with fuel from metal or plastic containers. Before pouring the fuel, ensure that any potential between the container and the aircraft is grounded.

Δ This procedure is essential as it reduces the risk of fire or explosion Δ

The fuel should be filtered through a leather filter. Ensure absolute cleanliness. If you have to fuel up when it is raining, protect the fuel inlet with an umbrella. Cover the fuel filler inlet. Never smoke or allow a naked flame near the open fuel tank. Use only the original vented filler cap. (The filler cap is labelled "Patent blau" or "mit Lüftung").

2.2. Topping up with oil

The oil level is to be checked (under the inspection panel on the right hand side of the top cowling) every one or two engine hours and before every long flight. The oil should be topped up to the upper dipstick mark. The oil filler position is accessible after removal of the upper cowling section and is marked yellow. For approved oils see p. 6 of the Flight Manual.

Prior to oil check, turn the propeller by hand several times to pump oil from the engine into the oil tank, or let the engine idle for 1 minute.

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.

Difference between max. and min.- mark = 0,75 litre (1,6 liq pt)

2.3 Checking coolant level

The coolant level must be checked daily. This can be done through the inspection panel on the right hand side of the top cowling. The coolant in the overflow reservoir must be between the two marks when the engine is cold. The filler cap on the coolant overflow reservoir is marked red. Remove the top cowling section before topping up.

The coolant is 50% antifreeze with anticorrosion additives and 50% water.