

EZT Care and Usage Notes

Instruments and GPS Settings

- Please don't mess with Dynon settings under any circumstances.
- Its fine to adjust the GPS declutter / terrain to your liking but please DO NOT start changing the aircraft configuration, GPS to Dynon interface settings, delete way-points, etc.
- Please do not erase any information from the GPS any other Aircraft Systems
- If you have a suggestion or think something should be changed tell the committee (committee@uniflying.org.au) don't start changing things yourself.
- If you notice something is not right with the settings please bring it to the committee's attention.

Maintenance Release

- Please remember to correctly fill out the maintenance release. In a recent check the landings had gone from 900 to 100.
- A reminder that Flight Time comes from the Garmin GPS not the Dynon D120 EMS.

5	(Pilot, LAME, MA)		Flight Time		Progressive Total		Landing Start Pressurisation
	Signature	Licence no.	Hrs	Min	Hrs	Min	L TOTAL LANDINGS
Brought Forward:							
20.4.	KK	535537	0	8	285	2	1 408 905
22/4/13	[Signature]	766519	0	9	286	1	2 907
23/4/13	[Signature]	753930	5	0	291	1	2 909 910
24/4/13	[Signature]	753939	5	8	294	9	1 1008 911
25/4	KK	535537	0	8	295	7	1 911
25/4	[Signature]	796216	0	7	296	4	2 913
Flight Time This Flight (from GARMIN GPS)							
Cumulative Flight Time							
Landings this Flight							
Cumulative Landings							

Commonly Reported Issues

The following items are commonly reported – please make sure you remember to carry out the correct procedure:

- Please make sure the master switch is off - double triple check - use the checklist.
 - If you leave the master switch on you can damage the instruments and will be liable for their repair costs.
- Please make sure you turn the fuel off after your flight - use the checklist. By the same token remember to check the previous pilot actually turned the fuel off before 'burping' the engine.
- Please clean the windscreen if it is dirty - there is a plexi-glass cleaner and canopy safe cloths in the maintenance box. We will move some cloths/cleaner to the aircraft to enable easier access. The only reason the plexi cleaner isn't currently in the aircraft is because it's not safe to have in the cockpit. We will look at getting a small bottle of a different compound that is safe to leave in the basket.
- The prop should be in a Y configuration when you pack up the plane. This is safeguard against water damage.



- The orange tow device needs to be tied down in the back of the aircraft - not left sitting on top of the cushions as it can smash the windows in flight if left loose. If you use it you must tie it back down when you are finished.
- Please look after the club headsets. Don't just throw them in the back of the plane when you are done. Make sure they are wound up and secured in the basket.
- The fuel dipstick and fuel drainer live in the file holder with the POH. Don't put them in the basket or let them roll around on the floor in the back of the aircraft. This is so that pilots can easily locate them before a flight.

Take care of your plane and it will take care of you. Happy flying!