

# Pilot's Guide for EZT – Stow and Secure

## Inside the Aircraft

1. Complete the stow and secure section of the checklist.
2. Ensure all switches are OFF
3. Check the **Master is OFF** – make sure all the instruments have powered down before leaving the aircraft.
4. Ensure the throttle is closed and the fuel is off.
5. Ensure that the **control lock is on**
6. Install the gust lock around the rudder pedals and control stick.
7. Make sure the cabin air vents are closed



Figure 1 - Control Lock

## Checklists, Fuel Drain, Dipstick, Decalin

- Checklists placed in pilots side pocket
- Fuel drainer & Dipstick in centre console
- Make sure that storage container is closed and that decalin bottle is closed and upright so it does not leak

## Brakes

- At Jandakot, tied down with cables, secured with wheel chocks – **Brakes OFF**
- Away from Jandakot – **Brakes ON**

## Outside the Aircraft

1. **Make sure the aircraft is locked with the key (check the handle).**

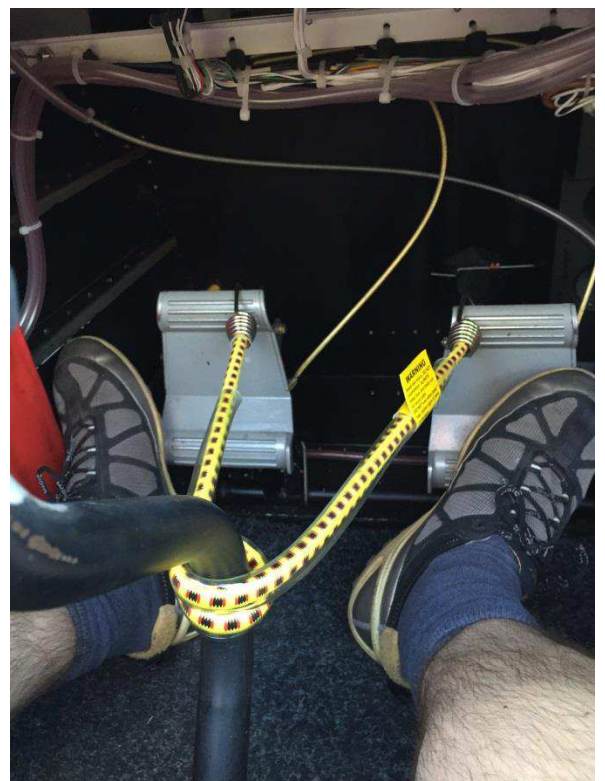
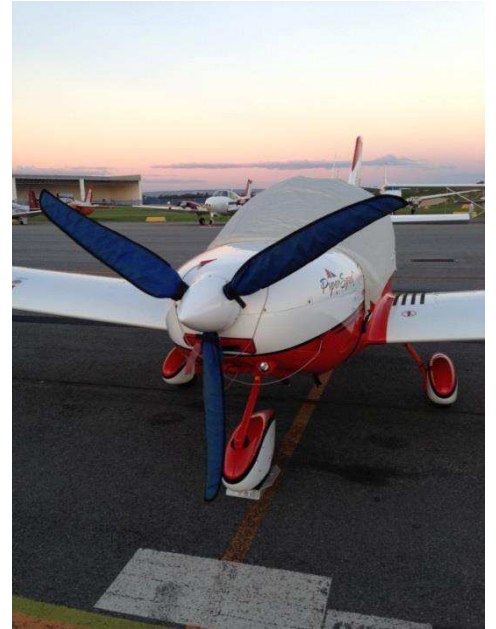


Figure 2 Gust Lock

If you are stowing the aircraft at a remote airstrip it's also highly advisable to lock the fuel tanks to avoid fuel theft or contamination (the key is on the aircraft key ring).



## 2. Ensure propeller is in the Y position.

First ensure master ignition and fuel are off. ALWAYS turn in the correct (anti-clockwise) direction. This helps avoid water collecting in the base of the spinner

## 3. Wheel Chocks

- EZT has a castoring nose wheel **all three wheels must be braced**. If not the aircraft will turn into wind while parked in the bay.
- Brace the mains with red aluminium wheel chocks and the bungee cord should be attached to keep them in place.
- Brace Nosewheel with the big aluminium wheel chock

4. Attach the gust locks to the wings

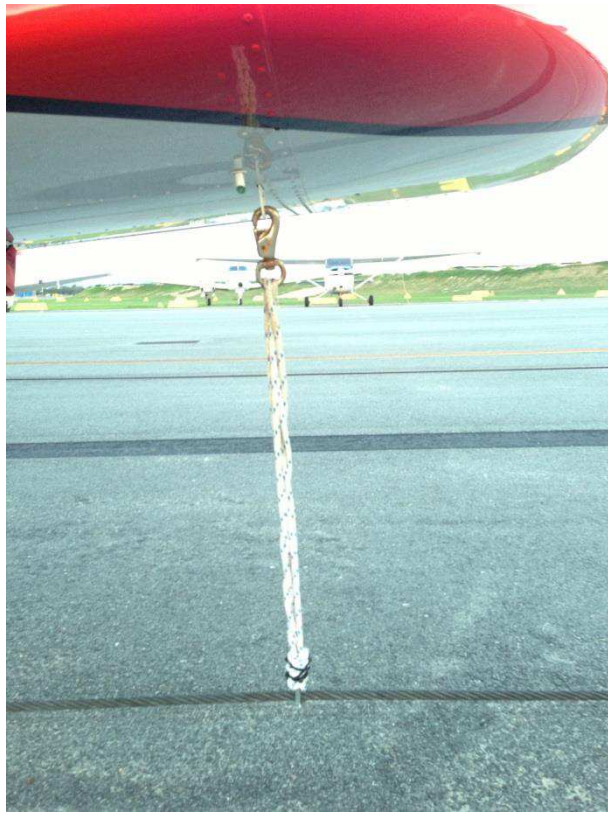


5. Make sure the pitot cover is on





6. Ensure the wings tie-downs are connected.



7. Ensure the tail rope is tied off.



8. Put the cover on the aircraft. Be very careful not to drag the cover on the ground or on any sharp parts of the aircraft. The cover is fragile and very expensive. When securing the front end of the aircraft cover make sure the oil drain pipes and exhaust are sticking out (through their pre-cut holes) to avoid oil damaging the cover.
  
9. Secure the strap at the back of the cover to the tail tie down rope.







**10. Complete payment and return the book to the lockbox**

Put the aircraft book and high-vis jacket back in the lockbox after you have made your flight payment and completed any paperwork. Ensure the book is inside the plastic protective cover to protect from weather (the lockbox sometimes gets wet).

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