

## **Chapter 10**

# **Parking, Mooring, Storage and Return to Service**

## TABLE OF CONTENTS

Chapter	Title	
<b>10-00-00</b>	<b>GENERAL .....</b>	<b>3</b>
<b>10-10-00</b>	<b>PARKING / STORAGE .....</b>	<b>4</b>
<b>10-20-00</b>	<b>MOORING .....</b>	<b>5</b>
<b>10-30-00</b>	<b>RETURN TO SERVICE .....</b>	<b>6</b>

## **10-00-00**

## **GENERAL**

This chapter provides the procedures recommended to park or to moor the aircraft so that the likelihood of ground damage is minimized.

## 10-10-00

## PARKING / STORAGE

When parking the aircraft, set the nose in the wind. Additionally both main wheels must be chocked fore and aft to prevent movement of the aircraft.

### CAUTION

**When chocking the wheels, ensure that the chocks used are not too large to come in contact with the wheel farings. The use of chocks that are too large may damage the farings.**

### NOTE

**For maximum protection, hangar the aircraft during severe weather and strong winds.**

The outdoor storage requires adequate mooring and tie-down facilities. The following precautionary measures are recommended for keeping the aircraft serviceable and ready-to-fly.

1. Refer to Chapter 10-20-00 "Mooring" for mooring instructions.

### DANGER

**Do not rotate the propeller with the master switch on and the battery connected. The engine could start unintentionally and may cause serious injuries or death.**

2. Maintain an oil film on internal engine parts, frequently pull the propeller through. Run the engine for 15 minutes at 1500 RPM (or until oil temperature normalizes) once every two weeks.
3. After the engine run, pressurize the fuel system, push the mixture control to RICH, and open throttle half way to fill the fuel injector with fuel.
4. Install protective covers over pitot tube, engine cowling openings, canopy, etc.
5. Maintain a good wax finish on all exterior surfaces.

## 10-20-00

## MOORING

This section provides the procedures recommended for a normal tie-down of the aircraft.

Proper tie-down procedure is the best precaution against damage to the aircraft by gusty or strong winds. To tie-down the aircraft securely, proceed as follows:

1. Head the aircraft into the wind
2. Place chocks fore and aft of each main wheel.

### CAUTION

**When chocking the wheels, ensure that the chocks used are not too large to come in contact with the wheel fairings. The use of chocks that are too large may damage the fairings.**

3. Drive stakes into the ground approximately three feet outboard of each wing tip and to either side of tail wheel.
4. Install one tie-down ring in each wing tip rib.
5. Tie a sufficiently strong rope to each wing tie-down ring and anchor to the ground stakes. Allow a little slack in each tiedown rope.
6. Tie the center of the rope to the tail wheel fork and anchor the rope ends to the ground stakes at either side of the tail wheel.
7. Ensure that the canopy is closed waterproof and locked.

## **10-30-00**

## **RETURN TO SERVICE**

If the aircraft has been storage for an extended period of time, it is advisable to perform a 50-hour periodic inspection. Refer to Chapter "05-20-04 Scheduled Maintenance Checks".