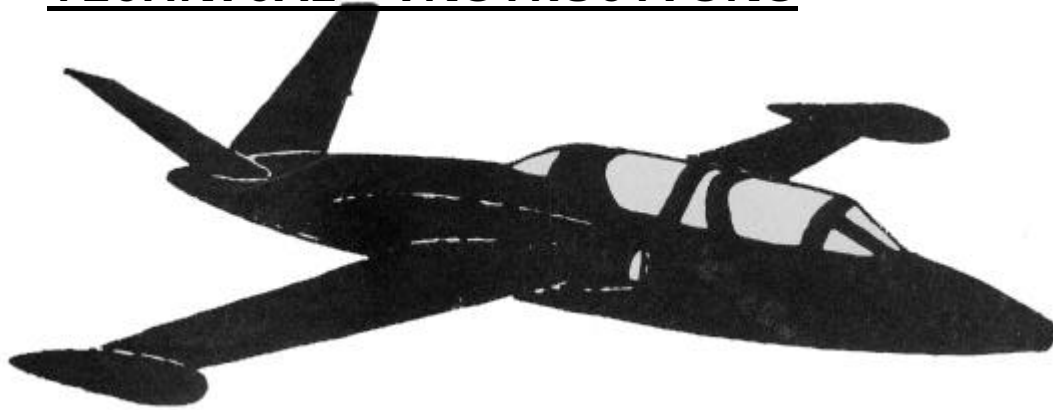


FOUGA CM 170

TECHNICAL INSTRUCTIONS



FOR PILOTS

FOUGA CM 170**A.SERVICING SPECIFICATIONS****1. FUEL**

Wait until min 5 minutes before refueling. (engine t°)

Check for ground line.

NORMAL

| French | Nato | Usaf | Raf | Int Serv. |
|------------|------|-------------|--------------|------------------|
| AIR 3407A | F40 | P 4 (J4) | D. ENG. D.R. | AVTAG (E4/SJP-4) |
| TR 4 | | MIL T 5642G | 2486 ISS.5 | |
| AIR 3405 B | F34 | JP8(JA1) | D.ENG D.R. | AVTUR (EID/S650) |
| | F44 | JP5 (J5) | | |
| TR5 | | | | |

ALTERNATE

| French | Nato | Usaf | Raf | Int Serv. |
|------------|------|-------------|-------------|---------------|
| AIR 3401 G | F 22 | A | D.ENG. D.R. | 115/145 AVGAS |
| 115/145 | | MIL G 5572D | 2485 ISS.6 | |
| Air 8401 g | F 18 | A | D.ENG. D.R. | 100/130 AVGAS |
| 100/130 | | MIL G 5572G | 2485 ISS.6 | |
| AIR 3401 G | F 12 | C | | 80/87 AVGAS |
| 80/87 | | MIL G 5572D | | |

- NOTE'S** :
1. When using Alt. Fuel ADD 1% of ENG OIL (0-136)
 1. Be careful with the throttles and watch closely your EGT ;
 2. Write in the form 781.A. the fuel used.
 3. 1 IMP. GAL = 4,5 L – 1 US GAL = ± 3,8 2 L

B. HANDLING OF THE AIRCRAFT

1. Cockpit – outside opening and Cocking system.

The opening key is located in the outside power recept compartment (access door behind the right engine “PRISE de PARC” or “E”

2. Ground securing of the aircraft.

Below each wing a pivoting door exists. When pushing door, a securing hook will appear. A third hook exists at the nose, below “cadre 1”.

ATTENTION : NEVER tend the ropes, they will be tented by the humidity of the air.

C. FORMS TO CARRY BEFORE DEPARTING TO A STRANGE AIR FIELD

- a copy of the F 781 part 1 of the a/c
- a copy of the F 781 part 2 of the a/c
- a part 1 & 2 of the F 781 for use at landing

NOTE : - ask for those forms at the hanger and fill them in carefully just as the original form.

- fill in the F 871 properly EX : (copy's part : 1 & 2 of the a/c)

D. INSPECTIONS

a. BETWEEN FLIGHTS : to be done after each flight.

b. P.P.V. : after the last flight of the day. Is good for 24 hours
(from the time marked in the form 781 part 2).
During that period only a “ENTRE VOL” is sufficient before
Each flight.

“X” servicing FOUGA

- Check and eventually refill the oil tank of the engine.
- Check and eventually refill the hydraulic.

Check

1. Check all covers in position and locked.
2. Landing light plexi cover.
3. Right wing skin, no bird strike, FOD.
4. All doors fuselage locked, no leaks under the fuselage.
5. Check the rail skin, no bird strike, FOD, all doors extrados and intrados closed.
6. Check the tail point and door + Nav lights.
7. Anti spin and door check.
8. Left wing idem as right wing.
9. Windschild check end clean if necessary.
10. Before solo or taxi
 - Fresh air scoop closed.
 - Emergency knife locked.
 - Harness tight and locked.
 - Oxygen hose secured.

- Map case locked.
- Cockpit seal on. (the cockpit seal OFF button must be OUT)
- Oxygen 100% (emergency button en NORMAL).
- Backseat canopy closed and locked.

HYDRAULIC NOSE WHEEL

1. Gear door checked.
2. During winter all snow, ice and FOD must be out of gearstruts and compartments.
3. Length of strut (10 mm) No leak + clear of FOD.
4. State of wheel and tire on entire surface.
Keep FOD out of the tire by use of screw MEDIUM size. Don't damage the tire more.

MAIN GEAR: (right and left)

- Doors
- During winter keep out all snow, ice and FOD from struts and compartment.
- Strut length (min 53 mm) No leak, strut clean.
- Check gear compartment for FOD, leak and screw.
- Check tire (state) and FOD, if necessary take FOD away from tire without making more damage.
- Check the brake bloc well fixed.
- Parking brake on push successively forward and backward on the tiptank looking that the brake bloc doesn't move.

ENGINE CHECK

- Locks closed
- Nothing in the air intake, screw well in.
- Compressor state no oil leak in the air intake.

EQUIPMENT CHECK

1. Check the pressure on oxy, manomètre. Refilled if below ½.
2. Check the position of the selection 1. 100%
2. Normal (EMGY closed)
3. Oxy hose fixed.
4. No FOD in the static lines and dynamic lines (pilot)
5. If emergency de-iced was used the flight before, refilled.
6. Activate the deicing pump until fluid comes out. Clean up the liquid after the check.
7. Check “G’s” limit.

ELECTRICAL CHECK

1. Put battery on (verify 25.5V min)
Battery off.

RADIO CHECK : Check antenna’s

- FUEL** :
- Refill the fuel fuselage tank and tiptanks.
 - Check no leaks, no bird strike.
 - Before the last refueling of the day, activate the vide-vite on off for check.
 - If during refueling fuel goes on tires, move the aircraft and clean the tire ASAP.

COVERS PLACEMENT

1. pitot covers on

During rain weather, drain the fuselage by opening the crank with the canopy key and place cockpit covers.

BRAKE FIRE AND WHEEL FIRE :

If excessive braking action was made:

- Wait 15 min min. Before placing aircraft into hanger.
- Don't work to close of brake when it is to hot.
- Don't pull parking brake.

2. ENGINE OIL NORMAL

| French | Nato | Usaf | Raf | Int. Serv. |
|------------|-------|------|--------------|-------------|
| AIR 3515 A | O-136 | - | D.ENG. R.D. | OEP 71/59 B |
| | | | 2479/1 ISS.3 | |
| | | | ISSUE 3 | |

- CONSUMPTION \pm 1L PER HOUR

Gage:

- EACH $\frac{1}{2}$ EN BELOW THE MAXI MEANS 1 L LESS (THAN 6 L)

ALTERNATE

| | | | | |
|----------|-------|---|--------------|-------|
| AIR 3512 | O-138 | - | D.ENG. R.D. | OM 71 |
| | | | 2479/0 ISS.3 | |
| | | | ISSUE 3 | |

NOTE : When O-138 is added write it down in the form 781.A.

3. Hydraulic fluid

Tank located after main fuel tank : HYD QUANT

NORMAL

| French | Nato | Usaf | Raf | Int. Serv. |
|----------|-------|-------------|---------------|------------|
| AIR 3520 | H-515 | MIL-0-5606A | DTD-585 AND 2 | OM 15 |

4. DEFROSTING FLUID

| French | Nato | Usaf | Raf | Int. Serv. |
|----------|-------|------------------|-----|------------|
| AIR 3660 | S-737 | ITT 735 A AM2 | - | AL 11 |

Check : 250/250 HPZ –OPEN HYD. GAGE – THE CONE INSIDE MUST BE AT MAX. L
OUT OF OIL.

5. Schock absorbers (struts)

A. Main wheels

Length of the visible part of the jack must be min 53 mm
(aircraft fuel tanks full)

Check if the brakes unit are still in position.

B. Nose wheel

Schimmy damper pin must be at least 10 mm out.

6. Tire press

a. Nose wheel 2,8 KG.

b. Main wheels DUNLUP TIRE 6,5 KG

7. Batterie

MIN VOLT. 25.5V at the front cockpit Voltmeter

ATTENTION : -When the voltage is less than 25.5 V the engines must be started with an
AUX. POWER UNIT. OF 24 VOLT D.C.

- The outside power recept is situated behind the right engine.
The access door is marked "PRISE de PARC" or "E"

8. Oxygen

- Spec. H POX – High press oxyg. Serv.
- Min QUAT ½ fuel (ind. front cockpit)
- Oxyg. Filter cap is situated in the aircraft at the right side, between the two cockpits.

ATTENTION : NEVER FILL up the oxygen system at the same time that the refueling is done.

9. LUGGAGE COMPARTEMENT

When going to a strange base check that it contains :

- a GCE manual “Service courant”
- a cockpit opener with screwdriver
- cover for the static and dyn. Press
- eventually
 - engine covers
 - control locks
 - engine oil

NOTE : before departure, ask those items in the hanger.