



## Standard Operating Procedures (SOP) SONEX 19-8656

### Preparation for flying the Sport Aircraft Club Sonex:

- Bookings for flying the Sonex can be made only by persons who are members of the Sport Aircraft Club (SAC) and who are registered in the flying group.
- Join the Sport Aircraft Club.
- Make sure that you have the correct qualifications and ratings as ruled by the club council prior to applying to fly the Sonex. Current requirement is full RA Aus licence, total a time of 100hours and a check ride.
- Register with the flying group and obtain access to the SAC hanger at Murray Bridge by asking a council member to send Chris Dearden an email authorising him to add your login to the club website and provide you with the hanger access code for your mobile telephone.
- Arrange for a check ride in the Sonex with a council approved pilot.
- Download the Pilot operating Handbook and other documents from the SAC website and learn the operating requirements of the aircraft.

### Booking the Sonex 19-8656:

- Book the Sonex using the booking facility on the club website. Once you have joined the flying group you will be given access to the booking page on the website. You will need to book the aircraft with just enough time either side of the booking to allow for returning the aircraft ready for the next customer.
- The SAC will generate a confirmation of the booking which will be emailed to you.
- Flying to club events takes priority.

### Paying for your flying:

- After flight fill in the log book from the aircraft using the Hobbs meter time from the iEFIS display in the cockpit note any AVGAS fuel that you have added to the aircraft. Fuel purchased at Murray Bridge now needs to be paid by credit card at the bowser.
- Photograph or scan any fuel receipts and email them as an attachment via the website to the SAC Treasurer (Greg Tabe) for reimbursement.
- As soon as possible after the flight go to the SAC website and enter your logged time and any fuel purchased during the flight.
- An account will be automatically generated and emailed to you. Pay this account immediately by funds transfer to the SAC. Payment details will be on the email.

### Hanger Access:

- Access to the club hanger is via your smart phone. The app is available from the club website on the Sonex page.
- Entry is via the personal access door.
- Main hanger doors need to be closed and locked whenever you are not there.
- Make sure the aircraft is returned to the same hanger position and in the condition as you found it with the park brake off and flaps down. Wash and wipe down the Sonex on the hanger apron as required. Plug in the float charger.

## Flight Operations

### Prior to Flight:

- Read and understand the flight manual prior to flying the Sonex.
- Remove the float charge plug and wiring from the right hand side fuselage.
- Make sure that the aircraft is aligned so that dust and grass does not blow into any open hanger doors.
- When refueling use only **Avgas**. Be carefull not to splash fuel as **Avgas will cause cracking damage to the windscreen**. Use a rag (found in luggage bay) around the filler and immediately wash any spillage. From the 20<sup>th</sup> August 2016 Avgas can only be purchased at Murray Bridge by credit card. Any fuel purchased will be reimbursed by Sport Aircraft Club treasurer. Fuel level can be physically checked by comparing the level in the tank visually against the scale - visible under the instrument panel.
- When the oil is perfectly clean after servicing it may be hard to see on the dipstick-use a cotton rag or paper towel against the scale to see the oil level. Each mark on the dipstick represents about 250 ml. Use the tube and squeeze bottle supplied to add oil via the dipstick hole thus avoiding removal of the engine cowl.

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- A bicycle pump, inflation gauge and a valve extension is provided and this is the easiest way to inflate the tyres should they need it.
- Rudder can be secured with the gusset lock. The ailerons and elevator can be secured with the seat belts.
- A tie down kit including, canopy lock, fuel knob lock and rudder gusset lock is provided in the hanger cabinet should you be needing to tie down the aircraft when away from the hanger. Cabinet key and spare fuel bowser key is in the top right hand draw above the bench.
- Make sure the **canopy is fully closed and locked** at all times other than for entry or exit (as a wind gust can blow the canopy open and break it).
- With two 85Kg adults the aircraft cannot take full fuel and still be within the weight and balance envelope.
- The weight and balance moves to the rear of the aircraft during fuel burn and needs to be considered during load planning.

### Starting:

- When starting, if the engine is not running and the fuel is on and mixture set to rich, **avgas will flow through the injector body into the air intake and then onto the ground**. If the engine does not immediately start, turn off the fuel by pulling the centrally located black fuel knob out.
- There is a security master switch to the left and behind the pilot airvent which needs to be **up** for master power.
- After start up observe the oil pressure which should not exceed 80 psi do not overspeed the engine when cold.

### Taxiing:

- Taxiing is best controlled by using the left hand on the hand brake and right hand on the throttle.
- The engine will run smoother if it is leaned at idle and for taxiing –move to full rich for take off.
- The propeller does not have much ground clearance - avoid stones and obstacles.
- Engine oil temperature should be in the green band (40°C) and oil pressure around 40 psi at 1500 RPM before take off.

### Take Off:

- Take off with a right crosswind is more limiting than left crosswind due to opposite propeller rotation.

### Climb Out:

- Engine should make approximately 3000 RPM on the take off roll.
- During climb out keep an eye on the CHT and EGT - if necessary lower the nose to increase speed and maintain the temperatures in the green band.

### Level Flight:

- Normal cruise setting of around 3000 rpm seems to give about 110 to 115 knots airspeed.
- If necessary to keep the engine temperatures in the green band reduce the power setting as required.

### Landing:

- Most times using full flap is unnecessary, it creates too much drag and is difficult to retract in a go round.
- When going around try to get the flaps retracted by 65 knots otherwise any faster makes it difficult to move the flap lever.
- Reminder - differential braking is not available for crosswind operation.

### Shutting Down:

- After pulling the mixture to idle cutoff it is important to switch the fuel off by pulling out the centrally located black fuel knob. This prevents fuel from running onto the floor should the mixture control not be in lean cutoff position. There is no carburettor float switch to automatically stop the fuel flow.
- Switch the both ignition switches to off down. Ignition 2 will flatten the battery if left on.
- Switch the security master found to the left and behind the pilot airvent **down** to reduce the risk of unauthorised use.
- The tiedown kit includes a combination padlock for the fuel knob and the also one for the canopy - both padlock codes are 8656.
- Pul the aircraft into the hanger and plug in the float charger to the right hand side fuselage.

### Radio Operation:

- If the squelch requires adjustment it is most easily achieved via the iEFIS –touch the radio icon and the second knob from the top on the right hand side becomes the squelch knob.
- The push buttons on the control columns operate the radio transmitter via both microphones.
- Avoid accidently entering the radio menu settings as the set up is complex and requires the radio manual.