OWNER'S HANDBOOK

INSPECTION
LUBRICATION

4-46

CANUCK

FLEET AIRCRAFT LIMITED ... FORT ERIE, CANADA

Description of the Aircraft

The Fleet Canuck is a high wing monoplane of all metal construction, with fabric covering on the fuselage, wing and tail surfaces. The wing is of two spar, aluminium alloy construction, with metal leading edge and fabric cover. The aileron covering is metal. Tail surfaces are welded steel, fabric covered. Fin and Stabilizer are wire braced. The elevator has a tab controlled from the cabin. The fuselage is a welded steel tube structure with wood former strips, fabric covered. Panels behind the firewall and the front decking are aluminium alloy. The landing gear is welded from steel tubing, fabric covered, with chock cord rings for shock absorption.

Two conventional stick controls are interconnected by a push-pull rod, and connected to the elevators and ailerons by belleranks and cables. Rudder pedals are mounted on torque tubes and connected to the rudder by a push-pull tube, bellecranks, and cables. The elevator tab is controlled by a flexible shaft operated by a handle rounted on the roof of the cabin. The throttle, cabin heat control, fuel shut-off and parking brake are all operated by push-pull flexible controls on the instrument panel.

The windshield and windows are Plexiglass, the skylite of Cellulose Acetate. Doors are aluminium alloy. The seat is welded from steel tubes and is adjustable fore and aft. Two jacking points are provided at the firewall, two lift or tiedown handles on the rear fuselage. Steps for entrance to the cabin are welded to the fuselage.

The power plant is a Continental 4 cylinder opposed C-85 series 12j engine, with fuel injection. The crankshaft is one piece forged steel, dynamically balanced. Aluminium alloy cylinder heads are fitted to steel barrels which can be replaced. Inserts for spark plugs are also replaceable, as are the main and connecting rod bearings. The overhead type valves are actuated by zero-lash hydraulic tapetts. Easily replaceable rubber mounts cushion vibration. The large number of replaceable and exchangeable parts in the engine make it possible to return the engine to new condition on overhaul. Fuel injection eliminates icing in the fuel system, eliminates the necessity for heat control, and reduce fire hazards. The engine operates on 73 octane fuel, and there are several premium grades of automobile fuel that may be used. The engine has complete twin ignition, with two impulse magnitos and eight spark plugs.
Compression ratio is 6.3 : 1. The engine can be equipped with radio shielding.

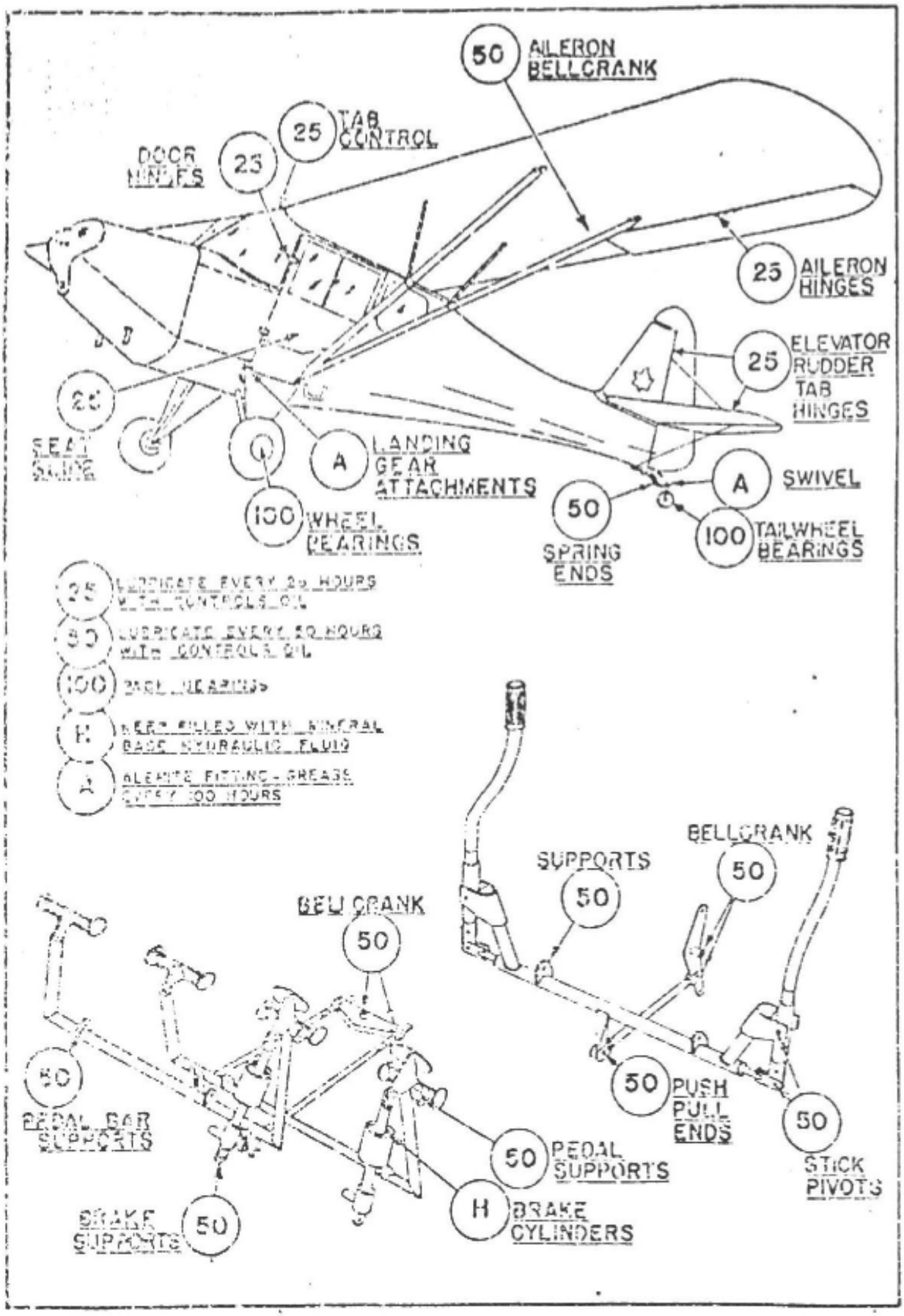
Inspecting the Aircraft.

Careful attention to regular inspection will add greatly to the safety of flying, and will add to the life of the aircraft. The purpose of regular inspection is to detect signs of wear or improper working of parts before they become serious. The inspection and lubrication instructions which follow are intended to guide the owner and systematically checking and lubricating the aircraft. It is strongly recommended that the fifty hour and hundred hour inspection be made by licensed aircraft mechanics. The small charges usually made for the service will be more than repaid in savings on later repair bills, and the satisfaction in knowing that your aircraft is in perfect condition.

It is important that the engine be inspected by a Continental Motors Service Station after the first 25 hours of operation.

Lifting and Towing

The airplane is provided by two jacking points at the firewall. Two lifting handles are wilded to the aft fuselage. Towing rings are provided on the landing gear. For undercarriage repairs, or tire changing, the aircraft may be jacked one side only, but should not be left unattended, either on one jack or two, without tying it down. The aircraft may be hoisted by a rope under the two top engine mount members at the front.


50 AILERON BELLCRANK
25 TAB CONTROL
DOOR HINGES 25
25 AILERON HINGES
25 ELEVATOR RUDDER TAB HINGES
25 SEAT SLIDE
A LANDING GEAR ATTACHMENTS
100 WHEEL BEARINGS
A SWIVEL
50 SPRING ENDS
100 TAILWHEEL BEARINGS
25 LUBRICATE EVERY 25 HOURS WITH CONTROLS OIL
50 LUBRICATE EVERY 50 HOURS WITH CONTROLS OIL
100 BALL BEARINGS
H KEEP FILLED WITH MINERAL BASE HYDRAULIC FLUID
A ALEMITE FITTING - GREASE EVERY 100 HOURS
BELLCRANK SUPPORTS 50
BELLCRANK 50
50 PEDAL BAR SUPPORTS
50 PEDAL SUPPORTS
BRAKE SUPPORTS 50
H BRAKE CYLINDERS
50 PUSH PULL ENDS
50 STICK PIVOTS

LUBRICATION

(25) Lubricate every 25 hours with Controls Lubrication Oil. Motor oil of the grade being used in the engine maybe used. Use excess oil to wash out accumulated dirt, wipe off excess oil. Do not mix oils. If a different type of oil is to be used, clean with gaseline before lubricating.

1. Aileron Hinges
2. Elevator Hinges
3. Rudder Hinges
4. Tab Hinges
5. Door Hinges
6. Seat Slide Supports
7. Tab Control Screw
8. Change Engine Oil - drain while engine is warm

(50) Lubricate every 50 hours. (Remove bottom fairings)

1. Rudder Pedal Hangers
2. Control Stick Connections
3. Control Bellcranks
4. Airleron Bellcrank
5. Cable ends
6. Spring ends

(100) Lubricate every 100 hours with High Temperature Grease. (Best quality automobile front wheel packing grease)

1. Main Wheels
2. Tailwheel

(A) Lubricate Alemite fittings with Low Temperature Grease.

1. Landing Gear Attachments
2. Tailwheel Swivel

(H) Keep filled with Hydraulic Fluid (Mineral Base)

Note : Cils and Greases must be kept in closed containers.
Avoid over-lubrication of wheel bearings.