Taxi

Taxi Area	free
Landing Light	on
Power	ca. 1000 RPM (Bremsen schonen)
Parking brake	released

Taxi Check

Brakes	checked (kurz nach dem Anrollen)
Steering	checked
Attitude Indicator	erected & stable
Directional Gyro / Compass	indicating left/right turn (increasing/decreasing)
Turn Coordinator	indicating left/right turn
Slip Indicator	left/right deflection

Stop

Power	1000 RPM
Parking Brake	set
Landing Light	off

Line up

Approach sector, runway	free
Lights	on
Wind	checked
Runway	identified (richtige Piste ?)
Runway- / Gyro-heading	compared
Transponder	set 7000 or according ATC

Start

Brakes / Full power	RPM checked
Brakes release	Bremsen ganz los lassen !
Speed rising	rising, 30, 40 Kts, … checked (ready sein für einen Startabbruch)

Climb out

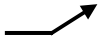
Attitude	positive ROC, speed > Vx (64 Kts)
Flaps	up (slowly retract)

When reaching safety altitude (300 ft AAL)

Speed	accelerate to vy (76 Kts)
Fuel pump	off, pressure checked
Landing light	as desired

Cruise climb above 2000 ft (AGL)

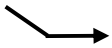
Speed	90 Kts

Climb 

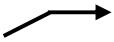
Mixer	rich / unter 75% Leistung (~ > 5000 ft)= 2 cm oder 125°F rich of peak
Power	full
Attitude	gleichzeitig mit dem Power setzen die Steigfluglage einnehmen
Trim	

Descend 

Mixer	je nach Flughöhe, den Mixer kontinuierlich reicher einstellen
Attitude	Sinkfluglage (nose down) einnehmen
Power	ev. Leistung reduzieren
Trim	

Level Off 

Level off einleiten	Start ca. 10 % ROD vor der Höhe (also 50ft bei 500ft/min)
Power	65% Reiseleistung
Attitude	
Trim	
Mixer	unter 75% Leistung (~ > 5000 ft)= 1 cm oder 50°F rich of peak

Level Off 

Level off einleiten	Start 10 % ROC vor der Höhe (also 50ft bei 500ft/min)
Attitude	
Power	Reduktion auf 65% Reiseleistung
Trim	
Mixer	unter 75% Leistung (~ > 5000 ft)= 1 cm oder 50°F rich of peak

Go around

Throttle	full power (power nicht zu schnell setzen, ca. 2 Sekunden)
Carburetor heater	off
Attitude	rotate to positive ROC (when speed established > 60 Kts)
Flaps	up (slowly retract)

Touch and Go

Throttle	full power
Attitude	rotate and accelerate to Vx (64 Kts)
Flaps	up (slowly retract) *(keine Manipulation an den Klappen während des Rollens)*

Speed increment for landing

if wind speed or gust are > 10% of Vfinal	add 1/2 of the headwind component to Vfinal
	z.B bei 10 Kts = 66 + 5 = 71 Kts