

Flight checklist for normal operations

Massgebend ist das AFM (parameters, restrictions, emergency, etc.)

Cockpit preparation before starting engine

1	Magnetos	<i>off</i>	1
2	Fuel Selector	<i>cruise</i>	2
3	Mixture	<i>lean</i>	3
4	g-indicator	<i>in limit, back to 1g</i>	4
5	Com- and Intercom-connections	<i>checked</i>	5
6	Fuel quantity	<i>as required, tank safe</i>	6
7	Oil quantity	<i>checked, cover safe</i>	7
8	Engine cover	<i>safe</i>	8
9	Propeller	<i>turn 4x</i>	9
10	Oil- and fuel-loss	<i>checked</i>	10
11	Landing Gear	<i>checked</i>	11
12	Pitot tube	<i>checked</i>	12
13	Wings, Fuselage, Controls	<i>checked</i>	13
14	Wing-wires	<i>checked</i>	14
15	Flight time counter and aircraft log	<i>checked</i>	15
16	Baggage compartment	<i>safe; for Aerobatics empty</i>	16

Front seat if single command

1	Stick and headset	<i>removed</i>	1
2	Parachute and cushion	<i>removed</i>	2
3	Seat belts	<i>arrested</i>	3
4	Magnetos	<i>1+2, key arrested</i>	4

Before engine start

1	Controls	<i>free and easy</i>	1
2	Fuel selector	<i>cruise</i>	2
3	Trim	<i>set for T/O</i>	3
4	Tail wheel	<i>fixed</i>	4
5	Battery	<i>on</i>	5
6	Circuit breaker	<i>in checked</i>	6

Starting engine (cold engine)

1	Throttle	<i>open 2cm</i>	1
2	Mixture	<i>rich</i>	2
3	Fuel pump	<i>prime and check pressure</i>	3
4	Propeller area	<i>free</i>	4
5	Magnetos	<i>1+2</i>	5
6	Brakes	<i>apply</i>	6
7	Stick	<i>fully back</i>	7
8	Starter	<i>engage</i>	8
9	Mixture	<i>rich</i>	9
10	Throttle	<i>1000 - 1200 RPM</i>	8
11	Oil pressure	<i>green arc after 15"</i>	9

Motorfluggruppe Langenthal	Checklist Bü-131/150 Bucker	v1.2 JAN14	2
Starting engine (warm engine)			
1	Mixture	<i>lean</i>	1
2	Starter	<i>engage</i>	2
3	Mixture	<i>slowly to rich</i>	3
Run up (only with chocks set)			
1	Com and Intercom	<i>set, checked</i>	1
2	Brakes	<i>apply</i>	2
3	Stick	<i>fully back</i>	3
4	Throttle	<i>1800 RPM</i>	4
5	Magnetos	<i>max. drop 175 RPM /max. diff. 50 RPM</i>	5
6	Mixture	<i>checked</i>	6
7	Engine instruments	<i>checked</i>	7
8	Throttle	<i>fully idle (600-700 RPM)</i>	8
9	Throttle	<i>1000 - 1200 RPM</i>	9
Taxi check			
1	Brakes, steering	<i>checked</i>	1
2	Compass, Turn & Bank indicator	<i>checked</i>	2
Departure check			
1	Fuel quantity	<i>checked</i>	1
2	Fuel selector	<i>cruise</i>	2
3	Mixture	<i>rich</i>	3
4	Engine instruments	<i>checked</i>	4
5	Flight instruments	<i>checked, set</i>	5
6	Flarm	<i>checked, 3 green lights</i>	6
7	Trim	<i>set for T/O</i>	7
8	Tail wheel	<i>fixed</i>	8
9	Parachute	<i>checked</i>	9
10	Seat belts	<i>checked and secured</i>	10
11	Passenger	<i>ready</i>	11
12	Controls	<i>free and easy</i>	12
Departure Briefing			
1	Surface wind, climb speed 120 km/h		
2	Routing, Altitudes, Restrictions		
3	Emergency procedures, Best glide 120 km/h		
Line-up			
1	Approach sector, runway	<i>checked free</i>	1
2	Wind	<i>checked</i>	2

Take off

1	Power	<i>RPM checked</i>	1
2	Speed	<i>rising</i>	2

Climb check

1	Mixture	<i>rich</i>	1
2	Throttle	<i>full power</i>	2
3	Speed	<i>max. 140 km/h</i>	3

Cruise check

1	Flight- / Engine instruments	<i>checked</i>	1
2	Cruise power	<i>2400 RPM</i>	2
3	Mixture / Fuel	<i>checked</i>	3

Before Aerobatics

1	Fuel selector	<i>AKRO</i>	1
2	Seat belts	<i>fastened</i>	2
3	Passenger	<i>ready</i>	3
4	Airspace	<i>clear</i>	4

Descent check

1	Mixer	<i>adjust</i>	1
2	Throttle	<i>max. 2400 RPM</i>	2
3	Fuel selector	<i>cruise</i>	3

Approach Briefing

- 1 Runway in use
- 2 Routing, Altitude, Restrictions
- 3 Missed approach procedure
- 4 Surface wind, Final approach speed

Approach preparation

1	Altimeter	<i>set</i>	1
2	Fuel quantity	<i>checked</i>	2
3	Fuel selector	<i>cruise</i>	3
4	Mixture	<i>rich</i>	4

Final check

1	Brakes	<i>released</i>	1
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Motorfluggruppe Langenthal	Checklist Bü-131/150 Bucker		v1.2 JAN14	4
Engine shut down				
1	Throttle	1000 - 1200 RPM		1
2	Mixture	lean		2
3	Magnetos	off, key removed		3
4	Avionics	no signal 121.5 / off		4
5	Battery	off		5
6	Tail wheel	free		6
7	g-indicator	recorded		7
8	Seat belts	detach with care		8
9	Parachute	detach with care		9
10	Flight time counter	noted		10
Speeds for operation at maximum take off mass (MTOM)				
	Climb speed V_x	120 km/h		
	Medium cruise speed	150 km/h		
	Max speed V_{ne}	350 km/h		
	Max rough air speed V_{on}	280 km/h		
	Initial approach	130 km/h		
	Final approach	120 km/h		
	Stall speed V_{so}	95 km/h		
	Best glide	120 km/h		
Limits				
	Zelle:	+5g/-3g, V_{ne} 350 km/h		
	Motor:	max. 2700 RPM, je nach Temperatur bei $V_{195-210}$ km/h erreicht! max. 105° C Öltemperatur		
Operation				
	Take off:	Immer Tail wheel fixed und brakes released		
	Landing:	Wenn immer möglich auf Gras, brakes released		
	Taxi:	Immer mit ganz angezogenem Knüppel		
	Climb performance:	Ca. 4-5 m/sec, je nach Zuladung und Höhe		
	Cruise performance:	75% = 2450 RPM: Fuel Flow 38l/h und 0,34l/h Öl 65% = 2350 RPM: Fuel Flow 33l/h und 0,31l/h Öl		
Loading HB-UUV				
	MTOM	670 kg		
	MTOM aerobatic	610 kg		
		Max. load remaining		
		normal	aerobatic	
	Empty	447 kg	223 kg	163 kg
	Fuel, main 88lt, unusable max. 20lt	63 kg	160 kg	100 kg

Technische Daten:

- Abmessungen:** Spannweite: 7,4m; Länge: 6,6m
- Motor:** Lycoming
4-Zyl-Einspritzmotor, zugelassen für
Akrobatik ohne Einschränkungen
max. 150 PS bei 2700 RPM
Verbrauch max. 40l/h, 0,34l Öl
- Fahrwerk:** Festfahrwerk
Heckrad für Start und Landung fest mit
Seitenruder, sonst frei
- Treibstoff:** Benzin AVGAS 100 LL
88l, alles ausfliegbar auf Stellung Reiseflug
max. 65l für Akro, in Stellung Akro nicht ausfliegbar:
20lt in Rückenfluglage
12lt in Normalfluglage
- Öl:** min. 7qts, max. 8qts
- Gewichte:** max. Startgewicht: 670kg
max. Startgewicht für Akro: 610kg
max. Gewicht im Gepäckraum: 30kg, für Akro 0kg

Flight checklist for emergency

Massgebend ist das AFM

ENGINE FAILURE IN CRUISE

- | | |
|---|----------|
| 1 Check fuel quantity and fuel selector CRUISE | 1 |
| 2 Check fuel pressure; if low use fuel pump | 2 |

ENGINE FAILURE IN AEROBATICS

- | | |
|---|----------|
| 1 Resume to normal flight, proceed as for engine failure in cruise | 1 |
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EMERGENCY LANDING

- | | |
|--|----------|
| 1 Best glide speed 120 km/h, direction emergency field | 1 |
| 2 Join a higher glide path and proceed for a GLISSADE (130km/h) | 2 |
| 3 Fuel selector close and magnetos off | 3 |

ACHTUNG:

- 1 Tankwählschalter immer mit Sichtkontakt betätigen (Problem Schüler - Lehrer)
- 2 Ein Anflug für eine Notlandung ist mit dem Bückler (fast) nie zu hoch.
Korrekturen erfolgen mit GLISSADEN und sind einfach auszuführen!!!