Flight Checklist for Normal Operations

Massgebend ist das AFM (Parameters, Restrictions, Emergency, etc.)

COCKPIT PREPARATION BEFORE STARTING ENGINE

1	Aircraft + Cockpit Inspection	COMPLETED	1
2	Seats	ADJUSTED + LOCKED	2
3	Seat Belts, Shoulder Harnesses	ADJUSTED + FASTENED	3
4	Parking Brake	SET	4
5	Electric Switches	OFF	5
6	Aspen Switch	OFF	6
7	Avionics Power Switch	OFF	7
8	Battery, Alternator	ON	8
9	Circuit Breakers	IN	9
10	Annunciator Light	CHECKED ON	10
11	Fuel Quantity	CHECKED	11
12	Fuel Selector	BOTH	12
13	Mixture	RICH	13
14	Carburetor Heater	OFF	14
15	Elevator Trim	SET for TAKE-OFF	15
16	Flaps	UP	16

STARTING ENGINE

1	Priming	AS REQUIRED	1
2	Throttle	0,5 CM OPEN	2
3	Propeller Area	FREE	3
4	Starter	ENGAGED	4
5	Oil Pressure	RAISED	5
6	Throttle	1000 - 1200 RPM	6
7	Primer	SECURED	7

AFTER ENGINE START CHECK

1	Oil Pressure	CHECKED	1
2	Alternator Output	CHECKED	2
3	Annunciator Light	OFF	3

BEFORE TAXI

1	Ventilation, Heater	AS REQUIRED	1
2	Aspen + Flarm Switches	ON	2
3	Avionics Power Switch	ON	3
4	Avionics	SET + PRESELECTED	4
5	Flight Instruments	SET	5
6	Taxi Light	ON	6

TAXI CHECK

1	Brakes, Steering	CHECKED	1
2	Gyro Instruments	CHECKED	2

RUN-UP

1	Parking Brake	SET	1
2	Taxi Light	OFF	2
3	Engine Temperature	GREEN	3
4	Throttle	1700 RPM	4
5	Alternator Output	CHECKED	5
6	Engine Instruments	CHECKED GREEN	6
7	Annunciator Light	CHECKED OFF	7
8	Magnetos	CHECKED (Drop RPM < 125 / Diff < 50)	8
9	Carburetor Heater	CHECKED	9
10	Mixture	CHECKED	10
11	Throttle	IDLE (500 - 700 RPM)	11
12	Throttle	1000 RPM	12

DEPARTURE CHECK

1	Seat Belts, Shoulder Harnesses	FASTENED	1
2	Fuel Quantity	CHECKED	2
3	Fuel Selector	BOTH	3
4	Mixture	RICH / AS REQUIRED	4
5	Carburetor Heater	OFF	5
6	Magnetos	BOTH	6
7	Primer	SECURED	7
8	Throttle Friction Lock	SET	8
9	Avionics	SET	9
10	Flight Instruments	SET	10
11	Elevator Trim	TAKE-OFF	11
12	Flaps	SET, 1st STEP	12
13	Controls	FREE and CORRECT	13
14	Doors, Windows	CLOSED	14

DEPARTURE BRIEFING

1	Surface Wind, V_x 60 KIAS V_y 76 KIAS
2	Routing, Altitude, Restrictions
3	Emergencies, Best Glide 65 KIAS

LINE-UP

1	Approach Sector, Runway	CHECKED FREE	1
2	Lights (Landing Light, Rotating Beacon)	ON	2
3	Wind, Runway Heading	CHECKED	3
4	Transponder	SET 7000 or ACCORDING ATC	4

TAKE-OFF

1	Brakes	RELEASED	1
2	Power	FULL OPEN, RPM CHECKED	2
3	Speed	RISING	3

CLIMB CHECK

1	Flaps	UP (> 60 KIAS)	1
2	Power	CHECKED	2

CRUISE CHECK

1	Flight / Engine Instruments	CHECKED	1
2	Cruise Power Setting	ACCORDING AFM	2
3	Mixture Setting / Fuel	CHECKED	3

DESCENT CHECK

1	ATIS	RECEIVED	1
2	Flight Instruments, Avionics	SET	2
3	Cabin	CHECKED	3

APPROACH BRIEFING

1	Runway in Use
2	Routing, Altitude, Restrictions
3	Missed Approach Procedure
4	Surface Wind, Final Approach Speed

APPROACH PREPARATION

1	Altimeters	SET	1
2	Landing Light	CHECKED ON	2
3	Fuel Quantity	CHECKED	3
4	Fuel Selector	BOTH	4
5	Mixture	RICH	5
6	Carburetor Heater	AS REQUIRED	6
7	Flaps	AS REQUIRED Flaps 1 < 110 KIAS Flaps 2/3 < 85 KIAS	7

FINAL CHECK

1	Flaps	SET	1
2	Final Approach Speed	ESTABLISHED	2
3	Brakes (pressure)	CHECKED	3
4	Carburetor Heater	OFF	4

GO AROUND

1	Throttle	FULL POWER	1
2	Carburetor Heater	OFF	2
3	Attitude	ROTATE (> 60 KIAS)	3
4	Flaps	UP (slowly retract)	4

AFTER LANDING

1	Landing Light, Rotating Beacon	OFF	1
2	Flaps	UP	2

ENGINE SHUT DOWN

1	Electrical Consumers	OFF	1
2	Avionics	121.500 CHECKED	2
3	Aspen Switch	OFF	3
4	Avionics Power Switch	OFF	4
5	Mixture	CUT OFF	5
6	Ignition	OFF	6
7	Alternator, Battery	OFF	7
8	Flight Time Counter	NOTED	8

SPEEDS FOR OPERATION AT MAXIMUM TAKE-OFF MASS (MTOM)

Rotate / Lift Off		Flaps 1	(45) / 54 KIAS
Best Angle v_x	(Sea Level / 10000 ft)	Flaps up	60 / 65 KIAS
Best Rate v_y	(Sea Level / 10000 ft)	Flaps up	76 / 71 KIAS
Cruise Climb	(above 2000 ft AGL)	Flaps up	90 KIAS
Approach		Flaps 1	80 KIAS
Final Approach	(Short Field / Normal)	Flaps 3	61 / 65 KIAS
Go Around / Touch And Go	before	Flaps up	> 60 KIAS
Best Glide		Flaps up	65 KIAS
Best Glide		Flaps 1	60 KIAS
Maneuvering Speed v_A			99 KIAS
Max. Demonstrated Crosswind			15 KT

POWER SETTINGS

Take-Off and Climb	Full Power
Cruise and Descend up to 5000 ft AMSL	2300 RPM
Cruise and Descend above 5000 ft AMSL	2400 RPM
Approach Descend	2200 RPM
Circuit	2000 RPM

LOADING HB-CIA

MTOM	1089 kg	
		Max. Cabin Load remaining
Empty (including 4 USG unusable fuel)	711 kg	=> 378 kg
Usable Fuel, 50 USG	136 kg	=> 242 kg

PRIMING TABLE

Engine Cold	-10 °C	0 °C	+10 °C	+20 °C	+30 °C
Primer Pump	3-4	1-2	0	0	0
Throttle	0	0	2	1-2	1

Engine Hot	-10 °C	0 °C	+10 °C	+20 °C	+30 °C
Primer Pump	0	0	0	0	0
Throttle	1-3	1	0-1	0	0

Flight Checklist for Emergency
Massgebend ist das AFM

FIRE ON GROUND

1	Starter	CRANKING ENGINE	1
	IF ENGINE STARTS		
2	Power	1700 RPM for a few minutes	2
3	Engine	SHUT DOWN and inspect	3
	IF ENGINE FAILS TO START		
4	Throttle	FULL OPEN	4
5	Mixture	IDLE CUT OFF	5
6	Starter	CRANKING continue	6
7	Fire Extinguisher	OBTAIN	7
8	Battery, Alternator	OFF	8
9	Ignition	OFF	9
10	Fuel Selector Valve	OFF	10
11	Pax and Crew	EVACUATE	11

FIRE IN FLIGHT

	ELECTRICAL FIRE (Smoke in cabin)		
1	Battery, Alternator	OFF	1
2	Vents/Cabin Air/Heat	CLOSED	2
3	Fire Extinguisher	ACTIVATE (if available)	3
4	All Other Switches (except ignition)	OFF	4
	ENGINE FIRE		
1	Mixture	IDLE CUT OFF	1
2	Fuel Selector Valve	OFF	2
3	Battery, Alternator	OFF	3
4	Cabin Heat and Air	OFF (except overhead vents)	4
5	Airspeed	100 KIAS (try to find an airspeed which provides an incombustible mixture)	5
	PREPARE FOR POWER OFF EMERGENCY LANDING		

ENGINE POWER LOSS IN FLIGHT

RESTART PROCEDURES

1	Attitude	65 KIAS	1
2	Carburetor Heater	ON	2
3	Fuel Selector Valve	BOTH	3
4	Mixture	RICH	4
5	Magnetos	BOTH	5
6	Primer	IN and LOCKED	6

EMERGENCY LANDING

TRIM FOR BEST GLIDE 65 KIAS (FLAPS UP) 60 KIAS (FLAPS DOWN)
LOCATE SUITABLE FIELD
WHEN THE LANDING FIELD CAN EASILY BE REACHED

1	Seat Belts, Shoulder Harnesses	FASTENED	1
2	Mixture	IDLE CUT OFF	2
3	Fuel Selector Valve	OFF	3
4	Ignition	OFF	4
5	Flaps	AS DESIRED	5
6	Battery, Alternator	OFF	6
7	Doors	UNLATCH prior touchdown	7
8	Touchdown	SLIGHTLY TAIL LOW	8

RADIO FAILURE

1	Radio	ON	1
2	Volume	TEST	2
3	Frequency	CHECKED	3
4	Headset / Mike Plugs	CHECKED	4

IF NO RADIO CONTACT

5	Transponder	7600 (if necessary)	5
6	Procedure	ACCORDING AIP	6