

Motorfluggruppe Langenthal	Checklist Robin DR40	v1.6 Sept.25	1
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 Harness	ADJUSTED + FASTENED		3
4 Parking Brake	SET		4
5 Electric Switches	OFF		5
6 Aspen Switch	OFF		6
7 Avionic Master Switch	OFF		7
8 Battery, Alternator	ON		8
9 Circuit Breakers	IN		9
10 Annunciator Lights	CHECKED ON		10
11 Fuel Quantity	MAIN, AUXILIARY CHECKED		11
12 Fuel Selector	MAIN OPEN, AUXILIARY CLOSED		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 Fuel Pump	ON, PRESSURE CHECKED		1
2 Priming	AS REQUIRED		2
3 Throttle	1 CM OPEN		3
4 Propeller Area	FREE		4
5 Ignition	MAGNETO LEFT		5
6 Starter	ENGAGED		6
7 Ignition	MAGNETOS BOTH		7
8 Oil Pressure	RAISED		8
9 Fuel Pump	OFF, PRESSURE CHECKED		9
AFTER ENGINE START CHECK			
1 Oil Pressure	CHECKED		1
2 Alternator Output	CHECKED		2
3 Annunciator Lights	CHECKED OFF		3
BEFORE TAXI			
1 Ventilation, Heater	AS REQUIRED		1
2 Aspen + Flarm Switches	ON		2
3 Avionic Master Switch	ON		3
4 Avionics	SET+ PRESELECTED		4
5 Flight Instruments	SET		5
6 Taxi Light	ON		6

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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	2000 RPM	4
5	Alternator Output	CHECKED	5
6	Engine Instruments	CHECKED GREEN	6
7	Annunciators	CHECKED OFF	7
8	Magnetos	CHECKED (Drop RPM < 175 / Diff < 50)	8
9	Carburetor Heater	CHECKED	9
10	Mixture	CHECKED	10
11	Throttle	IDLE (600 - 700 RPM)	11
12	Throttle	1000 RPM	12
DEPARTURE CHECK			
1	Seat Belts, Shoulder Harness	FASTENED	1
2	Fuel Pump	ON, PRESSURE CHECKED	2
3	Fuel Quantity	CHECKED	3
4	Fuel Selector	MAIN OPEN, AUXILIARY CLOSED	4
5	Mixture	RICH / AS REQUIRED	5
6	Carburetor Heater	OFF	6
7	Magnetos	BOTH	7
8	Avionics	SET	8
9	Flight Instruments	SET	9
10	Elevator Trim	TAKE OFF	10
11	Flaps	SET, 1st STEP	11
12	Controls	FREE and CORRECT	12
13	Canopy	CLOSED	13
DEPARTURE BRIEFING			
1	Surface Wind, V _x 70 KIAS V _y 81 KIAS		
2	Routing, Altitude, Restrictions		
3	Emergencies, Best Glide 78 KIAS		
LINE-UP			
1	Approach Sector, Runway	CHECKED FREE	1
2	Lights	ON	2
3	Wind, Runway Heading	CHECKED	3
4	Transponder	SET 7000 or ACCORDING ATC	4

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TAKE OFF				
1	Brakes	RELEASED		1
2	Power	FULL POWER, RPM CHECKED		2
3	Speed	RISING		3
CLIMB CHECK				
1	Flaps	UP (> 65 KIAS)		1
2	Power	CHECKED		2
3	Fuel Pump	OFF, PRESSURE CHECKED		3
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 Pump	ON, PRESSURE CHECKED		3
4	Fuel Quantity	MAIN / AUXILIARY CHECKED		4
5	Fuel Selector	AUXILIARY CLOSED		5
6	Mixture	RICH		6
7	Carburetor Heater	AS REQUIRED		7
8	Flaps	AS REQUIRED		8
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 (> 65 KIAS)		3
4	Flaps	UP (slowly retract)		4

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AFTER LANDING						
1	Landing Light, Rotating Beacon	OFF				1
2	Fuel Pump	OFF				2
3	Flaps	UP				3
ENGINE SHUT DOWN						
1	Electrical Consumers	OFF				1
2	Avionics	121.500 CHECKED				2
3	Aspen Switch	OFF				3
4	Avionic Master Switch	OFF				4
5	Mixture	CUT OFF				5
6	Ignition	OFF				6
7	Alternator, Battery	OFF				7
8	Flaps	DOWN				8
9	Auxiliary Tank	CLOSED				9
10	Flight time Counter	NOTED				10
SPEEDS FOR OPERATION AT MAXIMUM TAKE OFF MASS (MTOM)						
Rotate / Lift Off		Flaps 1	45 / 54	KLAS		
Best Angle		Flaps up or 1	70	KLAS		
Best Rate (up to 2000 ft AGL)		Flaps up	78	KLAS		
Cruise Climb (above 2000 ft AGL)		Flaps up	90	KLAS		
Approach (Flaps 1 max 92 kts)		Flaps 1	80	KLAS		
Final Approach (Flaps 2 81 kts)		Flaps 2	62	KLAS		
Go Around / Touch And Go		Flaps up	> 65	KLAS		
Best Glide		Flaps up	78	KLAS		
Max. Demonstrated Crosswind			22	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-KCJ						
MTOM		1000	kg			
					Max. cabin load remaining	
Empty (including 10 Liter unusable fuel)		624	kg =>	376	kg	
Usable Fuel, Main 100 Liter		72	kg =>	304	kg	
Usable Fuel, Auxiliary 50 Liter		36	kg =>	268	kg	
PRIMING TABLE						
	-10 °C	0 °C	+10 °C	+20 °C	+30 °C	
Engine Cold	6-7	4-5	2	1-2	1	
Engine Hot	1-3	1	0-1	0	0	

Flight Checklist for Emergency

Massgebend ist das AFM

FIRE ON GROUND

1 Starter	CRANKING ENGINE (if not running)	1
2 Mixture	IDLE CUT OFF	2
3 Throttle	FULL OPEN	3
4 Fuel Pump	OFF	4
5 Fuel Selector	OFF	5

IF FIRE DOES NOT STOP

6 Battery / Alternator	OFF	6
7 Magnetos	OFF	7
8 Pax and Crew	EVACUATE	8

FIRE IN FLIGHT

1 Source of Fire	IDENTIFY	1
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ELECTRICAL FIRE (Smoke in cabin)

1 Vents	OPEN (if smoke reduced CLOSE)	1
2 Battery / Alternator	OFF	2
3 Cabin Heat	OFF	3

LAND AS SOON AS PRACTICAL**ENGINE FIRE**

1 Fuel Selector	OFF	1
2 Mixture	IDLE CUT OFF	2
3 Throttle	FULL OPEN until engine stops then CLOSED	3
4 Fuel Pump	OFF	4
5 Alternator	OFF	5
6 Cabin Heater and Defroster	OFF	6
7 Elevator Trim	BEST GLIDE 78 KIAS	7

PREPARE FOR POWER OFF EMERGENCY LANDING

Motorfluggruppe Langenthal	Emergency Checklist Robin DR40	v1.5 Jan 18	6
<i>ENGINE POWER LOSS IN FLIGHT</i>			
1 Attitude	BEST GLIDE 78 KIAS	1	
2 Fuel Selector	OPEN MAIN and AUX	2	
3 Fuel Pump	ON	3	
4 Mixture	RICH	4	
5 Carburetor Heater	ON	5	
6 Throttle	2 to 3cm OPEN	6	
7 Ignition	BOTH	7	
8 Engine Gauges	CHECK CAUSE OF POWER LOSS	8	
WHEN POWER IS RESTORED			
9 Carburetor Heater	OFF	9	
10 Fuel Pump	OFF	10	
WHEN POWER IS NOT RESTORED			
11 Elevator Trim	BEST GLIDE 78 KIAS	11	
PREPARE FOR POWER OFF			
<i>EMERGENCY LANDING</i>			
TRIMM FOR BEST GLIDE 78 KIAS			
LOCATE SUITABLE FIELD			
WHEN THE LANDING FIELD CAN EASILY BE REACHED			
1 Seat Belts / Shoulder Harness	FASTENED	1	
2 Fuel Pump	OFF	2	
3 Mixture	IDLE CUT OFF	3	
4 Throttle	CLOSED	4	
5 Ignition	OFF	5	
6 Fuel Selector	OFF	6	
7 Battery / Alternator	OFF	7	
8 Canopy (When Turning Final)	UNLOCK	8	
9 Flaps	AS DESIRED	9	

ALTERNATOR FAILURE

NO ALTERNATOR OUTPUT

- | | | | |
|---|----------------------------|------------|---|
| 1 | Alternator Switch | CHECKED ON | 1 |
| 2 | Alternator Circuit Breaker | CHECKED IN | 2 |

WHEN CHECKED AND STILL NOT OUTPUT

- | | | | |
|---|----------------------|---------------------|---|
| 3 | Alternator Switch | OFF | 3 |
| 4 | Electrical Consumers | OFF AS PRACTICABLE | 4 |
| 5 | Alternator Switch | ON (after > 10 sec) | 5 |

IF STILL NO OUTPUT

- | | | | |
|---|----------------------|--------------------|---|
| 6 | Electrical Consumers | OFF AS PRACTICABLE | 6 |
|---|----------------------|--------------------|---|

LAND ON THE NEAREST AIRPORT AS PRACTICABLE

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 |