

DR 400-120

G-BKDI

INTERNAL

- Aircraft documents.....Valid and complete;
- Tachometer.....Note reading;
- Seat.....Adjusted, harnesses secure;
- Fuel selector.....On fullest tank;
- Parking Brake..... On;
- Carb. Heat.....Exercised, Set Cold;
- Mixture.....Exercised, Set Rich;
- Battery/Alternator switch..... On, alternator warning light on;
- Circuit breakers..... All in;
- Nav aids and unnecessary electrics.....OFF;
- Warning lights..... Position 'day' and tested;
- Anti-collision beaconOn;
- Canopy..... Closed and locked;
- Passenger brief. The fire extinguisher is here and the medical kit here. This is where your seat harness buckle is. This is where the canopy lock is. Here is how you open it. To get out in a hurry exit to the rear and meet me 50 yards in front of the aircraft. In an emergency take up the brace position with arms across your face;

STARTING

- Electric pumpOn;
- Throttle.....PUMP 5 TO 7 TIMES, TWICE IF HOT;
- Throttle..... Set ¼”;
- Magnetos.....Left;
- Area clear.....Shout “clear prop”;
- Starter.....Operate and release as soon as engine fires;
- Magnetos.....Both;

AFTER STARTING

- Power Set 1200 RPM;
- Oil pressure..... Rising within 30 seconds, if not shut down;
- Alternator..... ON, charge checked;
- Electric pump..... OFF;
- DISynchronised;
- Altimeters.....QFE/QNH, errors noted;
- Belts..... Secure;
- RadioCall ‘Request taxi VFR for local flight’

TAXIING

- Brakes.....Test;
- Turn to the right TC indicates turn right, ball out to the left, DI increases, compass also; TC indicates turn left, ball out to the right, DI decreases, compass also; AI steady, altimeter steady.

POWER CHECKS

- NoseInto wind, nose wheel straight;
- Parking Brake..... ON;
- Engine.....Temperatures and Pressures in the green;
- Area..... Clear behind;

- Power.....1800 RPM;
- Magnetosdrop 125 RPM, Max. difference 50 RPM;
- Carb HeatOn for at least ten seconds;
- Suction.....5"± 0.1";
- Charge.....In the green arc;
- Idle check.....500- 700 RPM then 1200 RPM;

VITAL ACTIONS

- Trimmer.....Set take-off;
- Fuel..... ON, contents sufficient, electric pump on;
- Flaps..... 15°;
- Mixture.....Rich, Carb. Heat set cold;
- Magnetos.....BOTH;
- Gyros.....AI erect, DI synchronised;
- Hatches.....Canopy closed locked;
- Harnesses Secure;
- Flying controls..... Full and free movement in correct sense;
- Ancillaries..... Transponder 7000 mode C, landing lights as required;
- Captain's brief This will be a normal take off with a noise abatement turn to the left/right.

If there is an engine failure before Vr, I shall close the throttle, apply brakes and vacate the runway if possible. If there is an engine failure after take off I shall assess the situation and make a decision asking you for assistance as necessary.

- Radio..... Call 'Ready for departure'

RUNWAY CHECKS

- DIAligned with Runway;
- Power >2200 RPM;
- Warning lights.....No alarms;
- ASI needle..... Active;
- Rotation..... 50 - 54 kt.

AFTER TAKE-OFF

- Best angle climb.....70 kt;
- Pump electric.....OFF;
- Fuel Pressure..... Checked;
- Flaps.....Up;
- Speed 75 - 80 kt.

FEMDO

- Fuel..... Check contents gauge;
- Engine..... Temperatures and Pressures in the green;
- Mixture.....Lean to best power;
- DISynchronised;
- Orientation.....Select reference point;
- Altimeters.....Set.

AIRFIELD APPROACH

- Fuel.....Check contents gauge, mixture set;
- Radios.....Tuned, correct frequency and volume;
- Engine.....T's & P's in the green, carb. Heat for 10 seconds;
- DISynchronised;
- Altimeter..... Set QFE.

DOWNWIND

- Brakes.....Off;
- Undercarriage.....Down and locked;
- Mixture.....Rich and carburettor heat on;
- Fuel.....On, sufficient for go around, fuel pump on;
- Instruments.....T's & P's in the green, suction indicating, ammeter charging, DI synchronised;
- Carb. Heat.....Cold;
- Hatches.....Canopy closed and latched;
- Harnesses.....Secure.

FINAL

- Flaps..... 45 °
- Heels Well back.

AFTER LANDING

- Landing lightOFF;
- Transponder.....OFF;
- Electric pumpOFF;
- Carb Heat..... Cold;
- Flaps.....Up;

SHUT DOWN

- ParkInto wind with the nose wheel straight;
- Parking Brake On;
- Power..... 1200 RPM;
- Magnetos.....check dead cut and live mag;
- Power 1200 RPM;
- Mixture.....ICO/Fully lean;
- Magnetos.....OFF;
- KeysRemoved;
- Flaps..... Down;
- BatteryOFF;
- Tachometer time.....Noted.