MM I

SUPER DECATHLON 8KCAB CHECKLIST VH-UPG

AVIONICS

10	<u>AVIONICS</u>
PRE-START	Master Avionics
Preflight Inspection COMPLETE	Radios SET
Cabin Door CLOSED and LATCHED	Transponder STAND-BY
Front Seat ADJUSTED and SECURE	
Harnesses SECURE	<u>TAXI</u>
 Check interference with pedals 	Elevator FULL AFT
 Vacant harness secure 	(If very strong wind from rear consider
Controls CHECK FULL, FREE & CORRECT	forward stick – or perhaps do not fly)
 Passenger may limit aft stick 	Brakes
Fuel Shut-off Valve ON (Down)	
Brakes SET and FEET on BRAKES	PRE TAKE-OFF
Propeller FULL FINE	Trim SET
Alternate Air COLD	Master ON
Consider checking avionics, listen to ATIS	Magnetos BOTH ON
and conducting pre-flight safety brief.	Propeller
Master Avionics & Electrical Switches OFF	Fuel Shut-off Valve ON (Down)
Master Switch	Fuel Contents SUFFICIENT
Magneto Switches BOTH ON	Altimeter SET
Strobes	G-meter RE-SET
Fuel Totaliser SET FUEL ON BOARD	Controls FULL, FREE, and CORRECT
	Door & Window CLOSED & LATCHED
PRIME AS REQUIRED (ESP COLD)	Harnesses SECURE
If the engine is warm little or NO prime	 Check interference with pedals
Mixture FULL RICH	
Throttle ONLY 10 mm OPEN	RUNUP - check behind/brakes
Monitor fuel pressure	Mixture FULL RICH
Electrical Fuel Pump ON until pressure	Engine Instruments CHECK NORMAL
indicates steady (expect 3-5 sec) OFF	Throttle
	Magnetos CHECK L + R
<u>START</u>	(Max 200 RPM drop)
Mixture IDLE CUT-OFF	Propeller smoothly and slowly
Throttle ONLY 10 mm OPEN	CHECK OPERATION TWICE AND limit to
Do NOT exceed 1200 rpm at start	only 300–500 rpm drop
Propeller ALL CLEAR	Alternate Air
Elevator with right hand FULL AFT	
	Engine Instruments CHECK IN GREEN
Starter with left hand ENGAGE	Throttle SLOW IDLE
then AFTER engine fires	Throttle SLOW IDLE (approx. 650 but no more than 800)
then AFTER engine fires Mixture with left hand FULL RICH	Throttle SLOW IDLE (approx. 650 but no more than 800) Throttle 1000 – 1200 RPM
then AFTER engine fires	Throttle SLOW IDLE (approx. 650 but no more than 800)
then AFTER engine fires Mixture with left hand FULL RICH	Throttle SLOW IDLE (approx. 650 but no more than 800) Throttle 1000 – 1200 RPM
then AFTER engine fires Mixture with left hand FULL RICH Throttle	Throttle SLOW IDLE (approx. 650 but no more than 800) Throttle 1000 – 1200 RPM Mixture LEAN approx 30 mm

- must indicate pressure within 30 secs
Mixture LEAN approx 30 mm
Ammeter Charge & Voltage CHECK

COMPLETE ABOVE OR SHUT DOWN

Abnormal Operations
Engine failure considerations

DEPARTURE BRIEFING

Initial Turn Direction, Departure Route Climb Altitude & ATC Considerations.

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٢	10 SUPER DECATHLON 81
	RUNWAY HOLDING POINT MIN OIL TEMP FOR TAKE-OFF 100°F Cabin Window CLOSED and LATCHED Mixture FULL RICH Landing Light (if required) ON (transponder will auto ALT after takeoff)
	AFTER TAKE-OFF Initial Climb maximum rate . 71 - 75 KTS Engine Instruments CHECK Throttle initially 24-25" MP Propeller 2500 RPM Climb at 80 KTS for traffic visibility if safe
	BEFORE LANDING Brakes
	FINAL Pitch FULL FINE
	AFTER LANDING Throttle 1000 – 1200 RPM

Throttle 1000 – 1200 RPM	
Mixture LEAN approx 30 mm	
Fuel Pump OFF	
Landing Light OFF	
Transponder STBY	
Trim	
Radio Call as required	

SHUTDOWN

Park Brake	SET
Throttle	1000 – 1200 RPM
Magnetos	CHECK L & R
Master Avioni	cs OFF
Mixture	IDLE CUT-OFF
Magnetos	OFF
Strobe Lights	OFF
VDO	Engine Operating Time
Fuel Totaliser	
Master Switch	

SECURE

Wheels CHOCK	ED
Pitot Tube Cover	NC
Windows & Vents CLOS	ED
Flight Record Sheet COMPLE	ΤE
Check Master Switch OFF	
IF OUTSIDE: secure controls & tie do	wn

AIRSPEEDS:

Best glide	65-70 kts
Landing approach	65-70 kts
Aileron Roll	110 kts
Loop	120 kts
Stall turn	120 kts
Manoeuvre Speed V _A	110-115 kts

POWER (circuit & training area):

Climb & Aeros: 25" MP & 2500 RPM
Cruise (65%): 21½-22" MP & 2400 RPM
Descent: 15-17" MP & 2400 RPM
Cross Country: 75% power lean very
slowly per MVP-50P lean mode peak EGT
2400 RPM & approx 36 litre/hr

MP: 24" at 2500 FT & 23" at 7500 FT

FUEL CONSIDERATIONS

Maximum of ½ tank fuel for aerobatics. Note minimum fuel reserve. Return from Aerobatic Area at 37 l. Radio call inbound minimum fuel at 30 l.

AEROBATICS:

Keep Gs below 4.0. Control application limits per V_A . NO FLICKS/SNAPS.

FREQUENCIES:

MB ATIS	120.90
MB GND	134.25
MB TWR	118.10 123.00
ML CEN	135.70
BP Fuel 9587 5201	130.65
AAC Contest Box	125.05