

Checklist für Diamond DA40-180 Diamond Star

Edition #: **14.1** Edition date: **06.04.2010**

Edition #: **15** Edition date: **20.05.2010**

Since no e-mail notification after publication of checklist editions "14.1" was issued, the LEP shows both versions 14.1 and 15 with the yellow "new" marking.

Please observe:

The file you are receiving hereby combines all three sections of the checklist: Normal Checklist, Emergency Checklist and Abnormal Checklist.

All pages of a new edition will have the same new "edition #" and "edition date", even if only one page was amended and all other pages still have the same, unchanged content.

Therefore the "List of Effective Pages" (LEP) is provided. It is here where you can see whether a particular page was amended. Pages which have been amended by a new edition will be marked yellow. For all other pages you will see which original "edition #" (and of course any higher "edition #") is still valid.

Note:

The system of assigning "Edition #" is as follows:

- if the revision affects all types, a new edition # (without a decimal figure) will be assigned to all of the checklists
- if the revision does not affect all types, the affected checklists will get subsequent "decimal figures" until a major revision affecting all checklists is issued.

Have a lot of nice flights and happy landings!

Peter Schmidleitner

Comments explaining Edition # 14.1 and 15 are on page 2 of this document

Checklist DA40-180 - LEP

Page	Following Edition	Date (or any higher) is valid
Section : Normal Checklist		
1	14	01.12.2006
2	14.1	06.04.2010
3	14	01.12.2006
4	14	01.12.2006
5	14.1	06.04.2010
6	14	01.12.2006
7	14.1	06.04.2010
8	14.1	06.04.2010

Section: Emergency Checklist		
1	14.1	06.04.2010
2	14	01.12.2006
3	15	20.05.2010
4	14.1	06.04.2010
5	14	01.12.2006
6	14.1	06.04.2010
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8	14	01.12.2006
Section: Abnormal Checklist		
9	14	01.12.2006
10	14	01.12.2006
11	14	01.12.2006

Comments explaining Edition # 14.1

Normal Procedures:

Page 2:
Battery voltage check added.

Page 5:
Run up: recheck of C/Bs and voltage, throttle retard added;
items 13-16 marked as "When cleared for Line Up"

Page 7:
Parking Check: RH line numbers corrected

Page 8:
Mass and speed values for the optional MTOM increase to 1200kg added.

Emergency Procedures:

Page 1:
Speed/mass explanation added, speed for 1200 kg added

Page 4, 6
Speed for 1200 kg added

Comments explaining Edition # 15

This is a major revision cycle and all checklists are now Edition # 15.

Emergency Checklist:

Page 3:
DOOR OPEN procedure revised

NORMAL CHECKLIST



This checklist is compiled according the guidelines of GAMA Specification No.1, SECTION 3, para 3.5, SECTION 3A, para 3A.5 and SECTION 4, para 4.5. The "Amplified Normal Procedures", „Amplified Emergency Procedures" and „Amplified Abnormal Procedures" according GAMA Specification No. 1 are in the DA40 Airplane Flight Manual Chapters 4A, 3 and 4B.

This checklist is a Recommended Operator Checklist and for reference only. It is not a substitute for and does not supersede the current approved Airplane Flight Manual or any of its supplements or parts thereof, or any training or procedures required by any regulatory or advisory bodies.

This checklist may not contain all procedures shown in the Airplane Flight Manual. For a comprehensive listing of all procedures consult the Airplane Flight Manual. Use of the checklist is at the user's sole risk and discretion.

Any possible liability of Diamond Aircraft for any damages, injury or death resulting from its use is excluded.

All such terms and conditions shall be deemed to be explicitly accepted in full by using the checklist. If you do not understand, or if you disagree with, any of the above terms and conditions and in any jurisdiction that does not give effect to all provisions of these terms and conditions any use of the checklist is not permitted.

PREFLIGHT INTERIOR + EXTERIOR.

- 1 Check Aircraft papers
- 2 Remove pitot cover
- 3 Check interior for foreign objects
- 4 Check flight controls free
- 5 Check circuit breakers
- 6 Ignition OFF, key removed
- 7 Mixture IDLE CUT OFF
- 8 Essential bus OFF
- 9 Avionic master + electrics OFF
- 10 Electric Master ON
Check battery voltage
- 11 Electric fuel pump ON + OFF
- 12 Check fuel quantity
- 13 External lights ON
- 14 Pitot heat ON
- 15 Check stall warning
- 16 Check pitot heat
- 17 Check external lights
- 18 Pitot heat + ext. lights OFF
- 19 Electric Master OFF

PREFLIGHT EXTERIOR

Left main gear

- Wheel fairing
- Tire condition, pressure (2,5 bar), position mark
- Brake, hydraulic line

Left wing

- Wing leading edge, top- and bottom surface, stall strips
- Drain fuel sump
- Stall warning
- Fuel vent
- Fuel filler cap
- Pitot, static probe (cover removed)
- Landing/Taxi light
- Wing tip, position light
- Static dischargers
- Aileron (freedom of movement, hinges, control linkage, security)
- Wing flap

Left fuselage

- Canopy left side
- Rear door
- Fuselage left side
- Antennas

Tail

- Elevator & rudder (freedom of movement, hinges)
- Trim - tab
- Tail skid + lower fin
- Static dischargers

Right fuselage

- Fuselage right side
- Rear window
- Canopy right side

Right wing

- Wing flap
- Aileron (freedom of movement, hinges, control linkage, security)
- Static dischargers
- Wing tip, position light
- Wing leading edge, top- and bottom surface, stall strips
- Fuel filler cap
- Fuel vent
- Drain fuel sump

Right main gear

- Wheel fairing
- Tire condition, pressure (2,5 bar), position mark
- Brake, hydraulic line

Nose section

- OAT sensor
- Propeller surface
- Spinner
- Cowling, Air inlets (3)

Nose gear

- Wheel fairing
- Tire condition, pressure (2,0 bar), position mark

Engine bay

- Engine oil level (min 5 qts)
- Drain fuel strainer

CHECK BEFORE ENGINE START

1	Preflight check	.....COMPLETED	1
2	Baggage and tow bar	..... SECURED	2
3	Parking brake	..... SET	3
4	Alternate air	..... CLOSED	4
5	Circuit breakers	..... CHECKED IN	5
6	Flap selector	..... UP	6
7	Electric Master	..... OFF	7
8	Electric fuel pump	..... OFF	8
9	Avionic Master	..... OFF	9
10	Essential bus	..... OFF	10
11	Ignition	..... OFF	11
12	All light switches	..... OFF	12
13	Pitot heat	..... OFF	13
14	Alternate static	..... CLOSED	14
15	Emergency switch	..... OFF / GUARDED	15
16	Instrument + flood light	..... OFF	16
17	Gyro slave switch	..... SLAVE	17
18	Electric Master	..... ON	18
19	Annunciator Panel/ Eng.instr.	..... CHECKED	19
20	Acknowledge button	..... PRESS	20
21	Rudder pedals	..... ADJUSTED	21
22	Passengers	..... INSTRUCTED	22
23	Seat belts	..... FASTENED	23
24	Rear door	..... CLOSED and LATCHED	24
25	Front canopy	..... POS 1 or 2	25
26	Fuel quantity	..... CHECKED	26
27	Fuel selector	..... FULL TANK	27
28	ACL (strobe)	..... ON	28
29	Hobbs meter	..... NOTED	29
30	Propeller area	..... CLEAR	30

End of Checklist

ENGINE START PROCEDURE: next page

ENGINE START PROCEDURE

Cold engine:

Throttle OPEN HALF WAY
 Electric fuel pump ON
 Mixture... OPEN 5-10 sec, then IDLE CUT OFF
 Throttle ½ inch OPEN

Hot engine:

Electric fuel pumpCHECK OFF
 Throttle ½ inch OPEN

StarterENGAGE
 Mixture..... FULL RICH when engine fires
 Throttle 1000 RPM
 Voltage, Electrical load..... CHECK INDICATION
 Oil pressure.....CHECK GREEN RANGE
 Annunciations ACKNOWLEDGE / Eng.Instr.CHECK
 Electric fuel pumpOFF

CHECK AFTER ENGINE START

1	Oil pressure	..... CHECKED	1
2	Fuel selector	..... SWITCH TANKS	2
3	Pitot heat ... ON, annunciation + Amps checked		3
4	Pitot heat	..... OFF	4
5	Avionics master	..... ON	5
6	VHF COM / NAV / GPS	..... SET	6

AUTOPILOT TEST

DISCONN press, check electric trim not working
 AP ON, check overpowering servos
 DISCONN press, check AP off

7	Autopilot test	.....COMPLETED	7
8	Flood light	..... CHECKED, ON as required	8
9	Position lights	..... ON as required	9
10	Altimeters (3)	..... SET	10
11	Flaps	..... full travel CHECKED, then T/O	11
12	Horizon / Directional gyro	.....CHECKED / SET	12
13	Transponder	.....CODE/MODE CHECKED	13
14	Parking brake	..... RELEASED	14

End of Checklist

DURING TAXI

Check Brakes
 Check flight instruments

BEFORE TAKE OFF CHECK

- | | | | |
|---|--------------------------------------|------------------|---|
| 1 | Parking brake..... | SET | 1 |
| 2 | Seat belts | FASTENED | 2 |
| 3 | Rear door | CLOSED + LATCHED | 3 |
| 4 | Front canopy..... | CLOSED + LATCHED | 4 |
| 5 | Door warning light | OFF | 5 |
| 6 | Engine instruments green range | CHECKED | 6 |
| 7 | Circuit breakers | CHECKED | 7 |
| 8 | Mixture | RICH | 8 |

RUN UP

- Throttle 2000 RPM
 Prop control cycle 3 times, then high
 Magnetos.....(max 175/50) CHECKED
 Circuit breakers, voltage RECHECKED
 Throttle IDLE

- | | | | |
|----|------------------------------|------------------|----|
| 9 | Electric elevator trim | CHECKED, T/O SET | 9 |
| 10 | Flaps..... | CHECKED T/O | 10 |
| 11 | Flight controls | CHECKED | 11 |
| 12 | Fuel selector | FULLEST TANK | 12 |

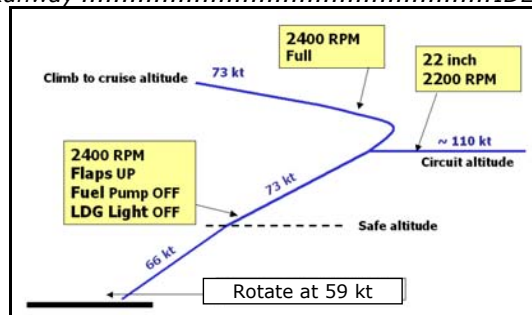
When cleared for Line Up:

- | | | | |
|----|--------------------------|-------------------|----|
| 13 | Electric fuel pump | ON | 13 |
| 14 | Pitot heat | AS REQUIRED | 14 |
| 15 | Transponder | CODE/MODE CHECKED | 15 |
| 16 | Parking brake..... | RELEASED | 16 |

End of Checklist

LINE UP PROCEDURE

- Landing light ON
 Approach sector..... CLEAR
 Runway IDENTIFIED



CLIMB TO CRUISE CHECK

- | | | | |
|---|--------------------------|-------------|---|
| 1 | Flaps..... | CHECKED UP | 1 |
| 2 | Electric fuel pump | CHECKED OFF | 2 |
| 3 | Landing light | CHECKED OFF | 3 |

End of Checklist

CLIMB, CRUISE, DESCENT AT HIGH ALTITUDE

Electric fuel pump ON to avoid vapour bubbles which may cause intermittent low fuel pressure and high fuel flow indication.

PERIODICALLY DURING CRUISE

Fuel Radio Engine Direction Altitude

Maximum fuel unbalance:

Standard tank: 10 USG, Long range tank: 8 USG

DESCENT / APPROACH CHECK

- | | | | |
|---|---|-------------|---|
| 1 | Landing data | RECEIVED | 1 |
| 2 | Altimeters (3) | SET | 2 |
| 3 | COM / NAV / GPS..... | SET | 3 |
| 4 | Directional gyro | SET | 4 |
| 5 | Seatbelts | FASTENED | 5 |
| 6 | Fuel selector | FULLER TANK | 6 |
| 7 | At high altitude: Electric fuel pump..... | ON | 7 |

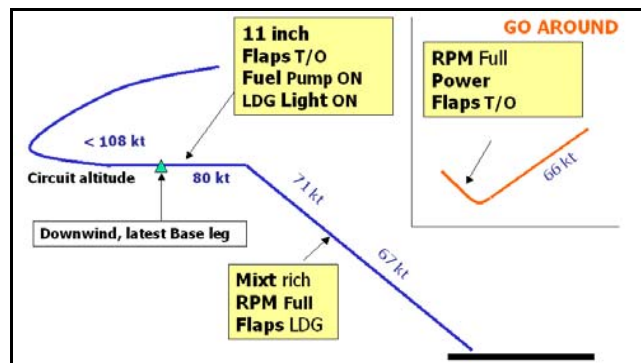
End of Checklist

BEFORE LANDING PROCEDURE

- Downwind, latest base leg:
 Flaps T/O
 Electric fuel pump ON
 Landing light ON
 On final:
 Mixture..... RICH
 Prop..... HIGH RPM
 Flaps LDG

GO AROUND PROCEDURE

- Power..... MAX
 Flaps T/O
 Continue with take-off profile



AFTER LANDING CHECK

- | | | | |
|---|--------------------------|-------------|---|
| 1 | Flaps..... | UP | 1 |
| 2 | Pitot heat | OFF | 2 |
| 3 | Electric fuel pump | OFF | 3 |
| 4 | Alternate air..... | CLOSED | 4 |
| 5 | Landing/Taxi light..... | AS REQUIRED | 5 |
| 6 | Transponder | AS REQUIRED | 6 |

End of Checklist

PARKING CHECK

- | | | | |
|----|---|-----------------|----|
| 1 | Parking brake..... | SET | 1 |
| 2 | Engine instruments..... | CHECKED | 2 |
| 3 | ELT..... | 121,5 CHECKED | 3 |
| 4 | Hobbs meter | NOTED | 4 |
| 5 | Avionic master | OFF | 5 |
| 6 | Electrical consumers except ACL (strobe)... | OFF | 6 |
| 7 | Throttle | 1000 RPM | 7 |
| 8 | Ignition | GROUNDING CHECK | 8 |
| 9 | Mixture | IDLE CUT OFF | 9 |
| 10 | Ignition | OFF | 10 |
| 11 | ACL (strobe) | OFF | 11 |
| 12 | Electric Master..... | OFF | 12 |
| 13 | Interior light | CHECKED OFF | 13 |

End of Checklist

OPERATING SPEEDS KIAS				
	850 kg	1000 kg	1150 kg	1200 kg
Best gliding angle (Flaps UP)	60	68	73	76
Best angle of climb (V _X)				
Best rate of climb (V _Y)	54	60	66	67
Cruising climb speed	60	68	73	76
Rotating speed	49	55	59	60
Max. flap speed (V _{FE}) T/O	108			
Max. flap speed (V _{FE}) LDG	91			
Stalling speed (V _{SO}) LDG	42	<-980 kg->	49	52
Stalling speed (V _S) T/O	44	<-980 kg->	51	52
Stalling speed (V _S) clean	47	<-980 kg->	52	53
Max. cruising speed (V _{NO})	129			
Never exceed speed (V _{NE})	178			
Manoeuvring speed (V _A)	94	<-980 kg->	108	
Manoeuvring speed (V _A)	94	<-1036kg->		111
Max. turbulence speed	129			
Approach speed Flaps UP	60	68	73	76
Approach speed Flaps T/O	59	66	72	74
Approach speed Flaps LDG	850 kg	1000 kg	1092 kg	1150 kg
	58	63	67	71

Mass		
Max. TKOF mass	1150 kg	Optional: 1200 kg
Empty mass	795 kg	
Max. LDG mass	1092 kg	
Full tanks	108 kg	
Max. baggage in front	45 kg	45 kg
Max. baggage in rear	18 kg	

P Alt	45%			55%			65%			75%		
	MP	RPM	TAS	MP	RPM	TAS	MP	RPM	TAS	MP	RPM	TAS
2000	22.1	1800	101	23.3	2000	113	24.2	2200	123	25.2	2400	132
3000	21.8	1800	102	23.0	2000	114	23.8	2200	125	24.8	2400	134
4000	21.5	1800	103	22.7	2000	116	23.5	2200	127	24.5	2400	135
5000	21.2	1800	104	22.3	2000	117	23.1	2200	128	24.1	2400	137
6000	20.9	1800	105	22.0	2000	118	22.8	2200	129	-----	-----	
7000	20.5	1800	106	21.7	2000	119	21.1	2400	130	-----	-----	
8000	20.2	1800	107	21.3	2000	120	21.0	2400	131	-----	-----	
9000	19.9	1800	108	21.1	2000	121	20.7	2400	131	-----	-----	
10000	19.6	1800	109	19.4	2200	121	-----	-----		-----	-----	
Econ	5.8 G/h			7.0 G/h			8.2 G/h			9.5 G/h		
Pwr	-----			-----			9.6 G/h			11 G/h		

EMERGENCY + ABNORMAL CHECKLIST

For conditions to use this
Emergency + Abnormal Checklist
see page 1 of the Normal Checklist.

All such conditions are fully
applicable also for this checklist.



Speeds quoted like this: **76/73/68/60 KIAS** are for mass values of **1200/1150/1000/850kg**

Abnormal Checklist starts at page 9

WARNING LIGHTSpage 2

Engine

- Rough engine and/or power loss page 4
- RPM overspeed..... page 4
- RPM underspeed page 4
- Windmill engine start page 5
- Powered engine start page 5

Electric System

- Total electrical fail page 5

Smoke and Fire

- Engine fire in flight page 6
- Engine fire on ground page 6
- Electric fire / smoke in flight page 7
- Electric fire / smoke on ground page 7

Other Emergencies

- Suspicion of carbon monoxide..... page 8
- Unintentional flight into icing page 8
- Landing with defective main gear tire page 8
- Landing with defective brakes..... page 8

EMERGENCY LANDING

- | | | | |
|---|-------------------------|------------------|---|
| 1 | Airspeed..... | 76/73/68/60 KIAS | 1 |
| 2 | ATC..... | INFORM | 2 |
| 3 | Fuel tank selector..... | OFF | 3 |
| 4 | Mixture..... | IDLE CUT OFF | 4 |
| | On final: | | |
| 5 | Flaps..... | LDG | 5 |
| 6 | Ignition..... | OFF | 6 |
| 7 | Master switch..... | OFF | 7 |

WARNING LIGHTS

OIL PRESS

OIL PRESSURE < 25 PSI

- | | | | |
|---|---|---|---|
| 1 | Oil pressure (OP)..... | CHECK | 1 |
| 2 | Oil temperature (OT)..... | CHECK | 2 |
| 3 | Cylinder head temperature (CHT)..... | CHECK | 3 |
| | | <ul style="list-style-type: none"> • OP indication below green
and
OT normal | |
| 4 | OT and CHT | MONITOR | 3 |
| | | <ul style="list-style-type: none"> • OP indication below green
and
OT or CHT rising | |
| 5 | Engine power..... | REDUCE TO MIN | 4 |
| | | Land ASAP,
be prepared for Emergency Landing | |
| | | <ul style="list-style-type: none"> • OP near zero, vibration, loss of oil,
smoke | |
| 6 | Mechanical failure..... | SUSPECT | 5 |
| 7 | Engine..... | SHUT DOWN | 6 |
| | | Emergency landing | |

ALTERNATOR

ALTERNATOR FAILURE

- | | | | |
|---|----------------------------|-----------------|---|
| 1 | Emergency switch..... | ON | 1 |
| 2 | Essential bus..... | ON | 2 |
| 3 | Circuit breakers..... | CHECK | 3 |
| | If all OK: | | |
| 4 | Unnecessary equipment..... | OFF | 4 |
| 5 | Voltmeter..... | CHECK regularly | 5 |

FUEL PRESS**FUEL PRESSURE < 14 PSI**

- 1 Fuel flow CHECK 1
 - If fuel flow high (red range):
Suspect fuel leak,
Land ASAP

START**STARTER NOT DISENGAGING**

- 1 Throttle..... IDLE 1
- 2 Mixture IDLE CUT OFF 2
- 3 Ignition..... OFF 3
- 4 Master switch..... OFF 4

TRIM FAIL**AUTOPILOT TRIM FAIL**

- 1 AP DISC switch (red button) PRESS 1
- 2 AP circuit breaker PULL 2

DOORS**DOOR(S) OPEN OR UNLOCKED**

- 1 Airspeed..... REDUCE 1
- 2 Canopy and rear door CHECK visually 2
 - If unlocked:
Airspeed below 140 KIAS, land ASAP
Do not try to lock the rear door in flight

ROUGH ENGINE AND/OR POWER LOSS

- 1 Airspeed..... 76/73/68/60 KIAS 1
- 2 Electrical fuel pump ON 2
- 3 Fuel tank selector CHECK 3
- 4 Engine instruments..... CHECK 4
- 5 Throttle and propeller lever..... CHECK 5
- 6 Mixture SET 6
- 7 Alternate air OPEN 7
- 8 Ignition status light CHECK 8
- 9 Ignition CB PULL 9
 - If no success and insufficient power:
Land ASAP

RPM OVERSPEED

- 1 Friction adjuster CHECK 1
- 2 Oil pressure CHECK 2
 - If oil pressure lost:
Adjust RPM with power lever
Continue with
LOW OIL PRESSURE CHECKLIST

RPM UNDERSPEED

- 1 Electrical fuel pump ON 1
- 2 Fuel tank selector CHECK 2
- 3 Friction adjuster CHECK 3
- 4 Propeller control..... HIGH RPM 4
 - If no success:
Regulate RPM with throttle
Land ASAP

WINDMILL ENGINE START

- | | | | |
|----------------|---------------------------|----------------|---|
| 1 | Airspeed..... | 73 - 80 KIAS | 1 |
| 2 | Fuel tank selector..... | FULLEST TANK | 2 |
| 3 | Ignition..... | BOTH | 3 |
| 4 | Mixture..... | CHECKED | 4 |
| 5 | Electrical fuel pump..... | ON | 5 |
| 6 | Alternate air..... | OPEN | 6 |
| If no success: | | | |
| 7 | Mixture..... | LEAN | 7 |
| 8 | Mixture..... | SLOWLY TO RICH | 8 |

POWERED ENGINE START

- | | | | |
|---|---------------------------|---------|---|
| 1 | Airspeed..... | 80 KIAS | 1 |
| 2 | Electrical equipment..... | OFF | 2 |
| 3 | Avionic master..... | OFF | 3 |
| 4 | Master switch..... | ON | 4 |
| 5 | Mixture..... | CHECKED | 5 |
| 6 | Fuel tank selector..... | CHECKED | 6 |
| 7 | Electric fuel pump..... | ON | 7 |
| 8 | Alternate air..... | OPEN | 8 |
| 9 | Ignition..... | START | 9 |

TOTAL ELECTRIC FAIL

- | | | | |
|--|-------------------------------|--------------------|---|
| 1 | Circuit breakers..... | CHECK, PULL, RESET | 1 |
| 2 | Essential bus..... | ON | 2 |
| • If no success: | | | |
| 3 | Emergency switch..... | ON | 3 |
| 4 | Flood light, if required..... | ON | 4 |
| 5 | Power..... | SET | 5 |
| according power lever position and/or engine noise | | | |
| 6 | Flaps..... | VERIFY POSITION | 6 |
| Land ASAP | | | |

ENGINE FIRE IN FLIGHT / AFTER TAKE OFF

- | | | | |
|-----------------------|---------------------------|----------------------|----|
| 1 | Cabin heat..... | OFF | 1 |
| 2 | Emergency landing..... | PREPARE | 2 |
| 3 | Airspeed..... | 76/73/68/60 KIAS | 3 |
| 4 | ATC..... | INFORM | 4 |
| 5 | Canopy..... | UNLATCH as necessary | 5 |
| When landing assured: | | | |
| 6 | Fuel tank selector..... | OFF | 6 |
| 7 | Throttle..... | MAX PWR if possible | 7 |
| 8 | Electrical fuel pump..... | OFF | 8 |
| 9 | Master switch (BAT)..... | ON | 9 |
| 10 | Emergency window..... | OPEN if required | 10 |
| On final: | | | |
| 11 | Mixture..... | IDLE CUT OFF | 11 |
| 12 | Flaps..... | LDG | 12 |
| 13 | Ignition..... | OFF | 13 |
| 14 | Master switch..... | OFF | 14 |

ENGINE FIRE ON GROUND

- | | | | |
|----------------------|--------------------------|-----------|---|
| 1 | Fuel tank selector..... | OFF | 1 |
| 2 | Cabin heat..... | OFF | 2 |
| After standstill: | | | |
| 3 | Throttle..... | MAX POWER | 3 |
| 4 | Master switch (BAT)..... | OFF | 4 |
| When engine stopped: | | | |
| 5 | Ignition..... | OFF | 5 |
| 6 | Canopy..... | OPEN | 6 |
| Evacuate | | | |

ELECTRIC FIRE / SMOKE IN FLIGHT

- | | | | |
|----|-------------------------------|----------------------|---|
| 7 | Emergency switch | ON | 1 |
| 8 | Canopy | UNLATCH as necessary | 2 |
| 9 | Master switch (ALT/BAT) | OFF | 3 |
| 10 | Cabin heat..... | OFF | 4 |
| 11 | Emergency window..... | OPEN as necessary | 5 |

Land ASAP

- If electronics/avionics required apply isolation procedure:

- | | | | |
|----|--------------------------|----|---|
| 12 | Master switch (BAT)..... | ON | 6 |
| 13 | Essential bus | ON | 7 |

- If smoke decreases:
Land ASAP

- If smoke persists:

- | | | | |
|----|--|------|----|
| 14 | Master switch (ALT) | ON | 8 |
| 15 | Essential bus | OFF | 9 |
| 16 | BATT and ESS TIE circuit breakers..... | PULL | 10 |

Land ASAP

ELECTRIC FIRE / SMOKE ON GROUND

- | | | | |
|---|--------------------------|--------------|---|
| 1 | Master switch (BAT)..... | OFF | 1 |
| 2 | Throttle..... | IDLE | 2 |
| 3 | Mixture | IDLE CUT OFF | 3 |

When engine stopped:

- | | | | |
|---|--------------|------|---|
| 4 | Canopy | OPEN | 4 |
|---|--------------|------|---|

Evacuate

SUSPICION OF CARBON MONOXIDE

- | | | | |
|---|-------------------------|---------|---|
| 1 | Cabin heat..... | OFF | 1 |
| 2 | Ventilation..... | OPEN | 2 |
| 3 | Emergency windows | OPEN | 3 |
| 4 | Forward canopy | UNLATCH | 4 |

UNINTENTIONAL FLIGHT INTO ICING

- | | | | |
|---|-----------------------------|------------------|---|
| 1 | Pitot heat | ON | 1 |
| 2 | Cabin heat..... | ON | 2 |
| 3 | Cabin air distribution..... | UP | 3 |
| 4 | RPM..... | INCREASE | 4 |
| 5 | Alternate air | OPEN | 5 |
| 6 | Emergency windows | OPEN as required | 6 |

Leave icing area, inform ATC

When pitot heat fails:

- | | | | |
|---|------------------------------|--------|---|
| 7 | Alternate static valve | OPEN | 7 |
| 8 | Emergency windows | CLOSED | 8 |

LANDING WITH DEFECTIVE MAIN GEAR TIRE

- | | | | |
|---|----------|----------|---|
| 1 | ATC..... | INFORMED | 1 |
|---|----------|----------|---|

For landing:

- Land on RWY side with "good" tire
- Keep wing on "good" side low
- Support directional control with brake

LANDING WITH DEFECTIVE BRAKES

After touchdown (if necessary):

- | | | | |
|---|-------------------------|--------------|---|
| 1 | Fuel tank selector..... | OFF | 1 |
| 2 | Mixture | IDLE CUT OFF | 2 |
| 3 | Ignition..... | OFF | 3 |
| 4 | Master switch..... | OFF | 4 |

CAUTION LIGHTS

PITOT	Page 1	Pitot heating system OFF
LOW FUEL	No procedure	Fuel qty low (< 3 USG) Single aural alert: left or right tank Continuous aural alert: both tanks
LOW VOLTS	Page 1	Bus voltage too low

Engine instrument indications outside of green range

OIL pressure low / highpage 10
 OIL temperature highpage 10
 CYLINDER Head Temp high / lowpage 11
 EXHAUST GAS Temp high / low.....page 11
 FUEL FLOW highpage 11
 VOLT high (overvoltage)page 11
 Manifold pressure high.....page 11

PITOT**PITOT HEATING SYSTEM FAILED OR OFF**

- check pitot heat ON
 - ❖ if in icing conditions
 - ⇒ expect failure of the pitot-static-system
 - ⇒ alternate static valve: OPEN
 - ⇒ leave area with icing conditions

LOW VOLTS**BUS VOLTAGE TOO LOW**

Remark: possible reasons are
 - malfunction of electrical supply
 - RPM too low

- ❖ On ground
 - ⇒ Increase RPM to 1200
 - ⇒ Electrical equipment OFF
 - ⇒ Check Ammeter and voltmeter
 - ❖ If light still ON
 - ⇒ Terminate flight preparation
- ❖ In flight
 - ⇒ Switch off unnecessary electrical equipment
 - ⇒ Check Ammeter and voltmeter
 - ❖ If light still ON
 - ⇒ Apply "ALTERNATOR FAIL"-emergency procedure
(Emergency Checklist page 2)

OIL pressure low

- Check OIL PRES LO warning light
 - ❖ OIL PRES LO warning light ON or flashing
 - ⇒ Apply "OIL PRES LO"-emergency procedure
(Emergency Checklist page 2)
 - ❖ OIL PRES LO warning light OFF
 - ⇒ Check oil temperature and cylinder head temperature (CHT)
 - ❖ Oil temperature and CHT normal
 - ⇒ Monitor oil pressure warning light
 (suspect faulty oil pressure indication)
 - ⇒ Monitor oil temperature and cylinder head temperature
 - ❖ Oil temperature or CHT rising
 - ⇒ Reduce engine power to minimum
 - ⇒ Land ASAP
 - ⇒ Be prepared for engine failure and emergency landing
 - ❖ Oil pressure near zero, vibration, loss of oil, smoke
 - ⇒ Suspect mechanical failure in the engine
 - ⇒ Shut down engine immediately
 - ⇒ Perform emergency landing

Oil (OP) pressure high

- Check oil temperature
 - ❖ If oil temperature normal:
 - ⇒ suspect faulty oil pressure indication, continue flight

Oil (OT) temperature high

- Check cylinder head temperature and EGT
 - ❖ If CHT and EGT normal:
 - ⇒ Suspect faulty oil temperature indication, continue flight
 - ❖ If CHT or EGT high:
 - ⇒ Check oil pressure
 - ❖ If oil pressure low:
 - ⇒ Continue with OIL pressure LOW checklist
 - ❖ If oil pressure in green range:
 - ⇒ Check mixture setting, enrich if necessary
 - ⇒ Reduce power
 - ❖ If no success:
 - ⇒ Land ASAP

Cylinder head temperature (CHT) or EGT high

- Enrich mixture
- Check oil temperature
 - ❖ If oil temperature also high:
 - ⇒ Check oil pressure
 - ❖ If oil pressure low:
 - ⇒ Continue with abnormal checklist "Oil pressure low" (page 10)
 - ❖ If oil pressure in green range:
 - ⇒ Reduce power
 - ❖ If no success
 - ⇒ Land ASAP, be prepared for emergency landing

Cylinder head temperature (CHT) or EGT low

- A very low reading for a single cylinder may be the result of a loose sensor

FUEL FLOW high

- Check **FUEL PRESS** warning light
 - ❖ If ON:
 - ⇒ Suspect fuel leak
 - ⇒ Land ASAP
 - ❖ If OFF:
 - ⇒ Continue flight
 - ⇒ Take fuel flow from AFM
 - ⇒ Check fuel quantity frequently

OVER VOLTAGE

- Essential bus ON
- Master switch (ALT) OFF
- Master switch (BAT) ON
- Switch OFF unnecessary equipment
- Land ASAP

Manifold pressure (MP) high

- ❖ If clearly above green range:
 - ⇒ Reading is faulty