

**FLIGHT DECK PREPARATION**

- 1 Outside check ..... COMPLETED
- 2 Airplane papers ..... ABOARD and CHECKED
- 3 Magnetos ..... OFF
- 4 Electrical switches ..... OFF
- 5 Circuit breakers ..... CHECKED
- 6 Master switch ..... ON
- 7 Fuel check:
  - Quantity ..... CHECK ENDURANCE
  - Fuel valves ..... 2x ON
  - Mixture ..... FULL RICH

**BEFORE ENGINE START**

- 1 Canopy ..... CLOSED
- 2 Parking brake ..... SET
- 3 Seat belts ..... ON

**ENGINE START**

- 1 Carburetor heat ..... OFF (COLD)
- 2 Electrical fuel pump ..... ON
- 3 Primer (cold engine only) ..... PUMP according OAT, then LOCKED
- 4 Throttle ..... OPEN 5 mm (Pump acc. eng.-temp.)
- 5 Propeller area ..... CLEAR
- 6 Ignition key ..... START
  - when engine starts, release starter immediately!!!
  - do not crank for more than 10 sec, then wait for minimum 20 sec. to cool down!  
After 6 times, wait for 30 min.!
- 7 Throttle ..... 1000 RPM
- 8 Oil pressure ..... CHECKED
- 9 Electrical fuel pump ..... OFF (fuel pressure checked)

**AFTER ENGINE START**

- 1 Avionic switch ..... ON / RADIO SET AND CHECKED
- 2 Altimeter ..... FIELD ELEVATION (LSZU = 2372 FT)
- 3 Strobelights ..... ON

**TAXI CHECK**

- 1 Brakes and steering ..... CHECKED

**RUN UP CHECK**

- 1 Parking brake ..... SET
- 2 Run up:
  - Throttle ..... 1800 RPM
  - Magnetos ..... CHECKED (max drop 125 RPM)
  - Carburetor heat ..... CHECKED
  - Alternator ..... CHECKED
  - Best power setting ..... SEE BELOW IF REQUIRED
  - Throttle idle ..... CHECK RPM
  - Throttle ..... 1000 RPM

**“BEST POWER SETTING” DURING HIGH OAT (= Peak – 100° F)**

- 1 Set full power
- 2 Mixture may be leaned for smooth engine operation and increased RPM
- 3 Remember this position for the next engine start and / or take off!

**BEFORE DEPARTURE**

- 1 Flight controls ..... FREE & CORRECT
- 2 Trim ..... CHECKED & SET
- 3 Flaps ..... SET POSITION 1
- 4 Fuel check:
  - Quantity ..... CHECK ENDURANCE
  - Fuel valves ..... 2x ON
  - Mixture ..... FULL RICH OR BEST POWER
- 5 Electrical fuel pump ..... ON
- 6 Carburetor heat ..... OFF (COLD)
- 7 Canopy ..... CLOSED

**LINE UP**

- 1 Approach ..... CLEAR
- 2 Wind ..... CHECKED
- 3 Cable ..... IN TENSION
- 4 Power ..... SET

**CLIMB CHECK**

- 1 Flaps ..... UP, WHEN CLIMB IS ESTABLISHED
- 2 Climb speed ..... 75 MPH (or more according CHT!)
- 3 Mixture ..... SET BEST POWER (PEAK – 100°F)

**GLIDER DETACHED / DESCEND**

- 1 Winch ..... START RETRACTION
- 2 Power / RPM ..... SLOWLY REDUCE (min. 2000 – max. 2200)
- 3 Speed ~ 120 mph ( $V_a$  117 mph) ..... CHECK AND HOLD RPM!
- 4 Winch ..... CHECK OPERATION AND INDICATION

**FINAL CHECK**

- 1 Cable ..... FULL RETRACTED
- 2 Flaps ..... SET
- 3 Speed ..... 70 – 75 MPH

**AFTER LANDING**

- 1 Flaps ..... UP
- 2 Electrical fuel pump ..... AS REQUIRED

**PARKING**

- 1 All electrical switches ..... OFF
- 2 Mixture ..... IDLE CUT OFF
- 3 Magnetos ..... OFF
- 4 Master switch ..... OFF
- 5 Flight Log /Tech Log ..... FILL OUT

**Seilabwurf wenn Winde defekt oder DCU / DCR im Einsatz ist:**

- 1 Anflug mit ca. 120 mph und min. 2000 – max. 2200 RPM
- 2 Freie Spur für Abwurf festlegen. Ideal ist der linke Rand Segelfluggpiste
- 3 Nach der Waldkante Sinkflug beenden und horizontal fliegen
- 4 Flughöhe nicht tiefer als Wald rechts der Piste (~ 25 m)
- 5 Klinken nach Überflug der Strasse, geradeaus weiterfliegen
- 6 Langsam hochziehen, langsam Gas nachschieben. Geschwindigkeit **min. 90 mph!**
- 7 Linksdrehen erst nach Nordende Hangar über den Windsack
- 8 Kein „short final turn“ vor dem Wald! Länge Final = min. 1 Pistenlänge!