




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

- 1 Winch START RETRACTION
- 2 Power REDUCE (but not below. 2000 RPM!)
- 3 Speed 120 MPH
- 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 DCR im Einsatz ist:

- 1 Anflug mit ca. 120 mph und 2000 RPM
- 2 Freie Spur für Abwurf festlegen. Ideal ist der rechte Rand Motorflugpiste
- 3 Nach der Waldkante Sinkflug beenden und horizontal fliegen
- 4 Flughöhe nicht tiefer als Wald rechts der Piste
- 5 Klinken nach Überflug der Strasse
- 6 Langsam hochziehen, Gas nachschieben. Geschwindigkeit beachten: min. 80 – 90 mph
- 7 Linksdrehen erst auf Höhe Tankstelle / Nordende Hangar