

Referenz: EASA AD 2022-0267-E
Datum: 27. Dezember 2022
Anwendbarkeit: HB-KFL; Gruppe 2

Limitationen: Flüge sind nur noch in der Kategorie **NORMAL** erlaubt.
Flugmanöver, welche ein Lastvielfaches von **+3.8g** respektive **-1.9g** überschreiten sind verboten.

Massgebend für den Betrieb des Flugzeugs ist ausschliesslich das AFM

PREFLIGHT INSPECTION

- | | |
|---|--|
| 1. Magneto switch | • OFF |
| 2. Mixture | • CUT-OFF |
| 3. Flight controls | • FREE WITHOUT PLAY OR EXCESSIVE FRICTION (Check rudder on taxi) |
| 4. Battery switch | • ON |
| 5. Fuel quantity | • CHECK |
| 6. Battery switch | • OFF |
| 7. Aircraft Documents / Flight time counter | • CHECK |
| 8. Baggage | • CHECK STOWING |

CABIN INTERIOR CHECK BEFORE START-UP

- | | |
|----------------------|--|
| 1. Front seats | • ADJUSTED AND LOCKED |
| 2. Belts and harness | • ADJUSTED AND FASTENED |
| 3. Canopy | • CLOSED AND LOCKED |
| 4. Flight controls | • FREE WITHOUT PLAY OR EXCESSIVE FRICTION (Check rudder on taxi) |
| 5. Parking brake | • LOCKED |
| 6. Battery switch | • ON |
| 7. Elevator trim | • NEUTRAL |
| 8. Mixture | • FULL RICH |
| 9. Carburetor heat | • OFF |
| 10. Fuel valve | • CHECK OPERATION, SELECT MOST FULL |
| 11. Flaps | • RETRACTED |

CABIN INTERIOR CHECK PRIOR START-UP COMPLETED

STARTING ENGINE

- | | |
|-------------------|---|
| 1. Electric pump | • ON |
| 2. Strobe Light | • ON |
| 3. Throttle | • CARRY OUT 2 or 3 INJECTIONS, THEN ¼ FWD |
| 4. Magneto switch | • L |
| 5. Propeller area | • CLEAR |
| 6. Starter | • ON |
| 7. Magneto switch | • BOTH |

STARTING ENGINE COMPLETED

CHECK AFTER ENGINE START

- | | |
|----------------------|-------------|
| 1. RPM | • 1200 |
| 2. Electric pump | • OFF |
| 3. Alternator switch | • ON |
| 4. Voltmeter | • GREEN ARC |
| 5. Vacuum gauge | • CHECK |
| 6. Warning lights | • TEST |
| 7. Avionics master | • ON |
| 8. Altimeter | • SET |

- | | |
|----------|-------------|
| 9. Flaps | • RETRACTED |
|----------|-------------|

CHECK AFTER ENGINE START COMPLETED

TAXI CHECK

REMARK: MAX. 1200 RPM AS LONG AS OIL TEMP IN YELLOW RANGE

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|-----------------------|-----------------|
| 1. Parking brake | • UNLOCKED |
| 2. Brakes & steering | • CHECKED |
| 3. Flight Instruments | • CHECK COMPASS |

TAXI CHECK COMPLETED

ENGINE RUN-UP

- | | |
|---------------------------------|---|
| 1. Parking brake | • LOCKED |
| 2. Oil pressure and temperature | • GREEN RANGE |
| 3. Fuel pressure | • GREEN RANGE |
| 4. Mixture | • FULLY RICH |
| 5. Carburetor heat | • OFF |
| 6. Throttle | • 1800 RPM |
| 7. Magneto switch | • B – L – B – R – B
MAX RPM DROP 175
MAX RPM DIFF. BETWEEN L and R: 125 |
| 8. Carburetor heat | • ON – MAX. RPM DROP 150 - OFF |
| 9. Mixture | • LEAN – CHECK RPM REDUCTION – FULL RICH |
| 10. Throttle | • IDLE – 600 to 650 RPM – THEN 1200 RPM |

ENGINE RUN-UP COMPLETED

BEFORE TAKE-OFF CHECK

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|---------------------------------|--|
| 1. Flight controls | • FREE WITHOUT PLAY OR EXCESSIVE FRICTION (Check rudder on taxi) |
| 2. Magneto switch | • BOTH |
| 3. Cabin (Seats, belts, canopy) | • CHECK |
| 4. Fuel valve | • MOST FULL TANK |
| 5. Electric pump | • ON |
| 6. Elevator trim | • NEUTRAL |
| 7. Engine instruments | • CHECK |
| 8. Flight Instruments | • SET |
| 9. Flaps | • FULL DOWN – THEN TAKE-OFF POSITION |
| 10. Throttle | • 1200 RPM |

BEFORE TAKE-OFF CHECK COMPLETED

LINE-UP CHECK

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|--------------------|--------------|
| 1. Approach sector | • FREE |
| 2. Runway | • IDENTIFIED |
| 3. Time | • NOTED |
| 4. Take Off Power | • 2200 RPM |

LINE UP CHECK COMPLETED**CLIMB CHECK**

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|----------------|-------|
| 1. Flaps | • UP |
| 2. Climb Power | • SET |
| 3. Fuel Pump | • OFF |

CLIMB CHECK COMPLETED**CRUISE CHECK**

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|--------------------------------|--------------------|
| 1. Power | • CHECK |
| 2. Fuel QTY | • MONITOR |
| 3. Instruments & Warning Panel | • CHECK |
| 4. Altimeter | • SET TO STD / QNH |

CRUISE CHECK COMPLETED**APPROACH CHECK**

- | | |
|----------------------|---------------------|
| 1. ATIS | • CHECKED |
| 2. Voltmeter | • CHECKED |
| 3. Approach briefing | • COMPLETED |
| 4. Fuel valve | • MOST FULL TANK |
| 5. Mixture | • FULLY RICH |
| 6. Electric Pump | • ON |
| 7. Carburetor heat | • AS REQUIRED |
| 8. Cabin | • CHECK |
| 9. Flaps | • TAKE-OFF POSITION |
| 10. Autopilot | • OFF |

APPROACH CHECK COMPLETED**FINAL CHECK**

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|--------------------|--------------------|
| 1. Carburetor heat | • OFF |
| 2. Flaps | • LANDING POSITION |
| 3. Elevator Trim | • SET |

FINAL CHECK COMPLETED**AFTER LANDING CHECK**

- | | |
|------------------|-------------|
| 1. Electric pump | • OFF |
| 2. Flaps | • UP |
| 3. Nav light | • OFF |
| 4. Pitot heat | • OFF |
| 5. Flaps | • RETRACTED |
| 6. Time | • NOTED |

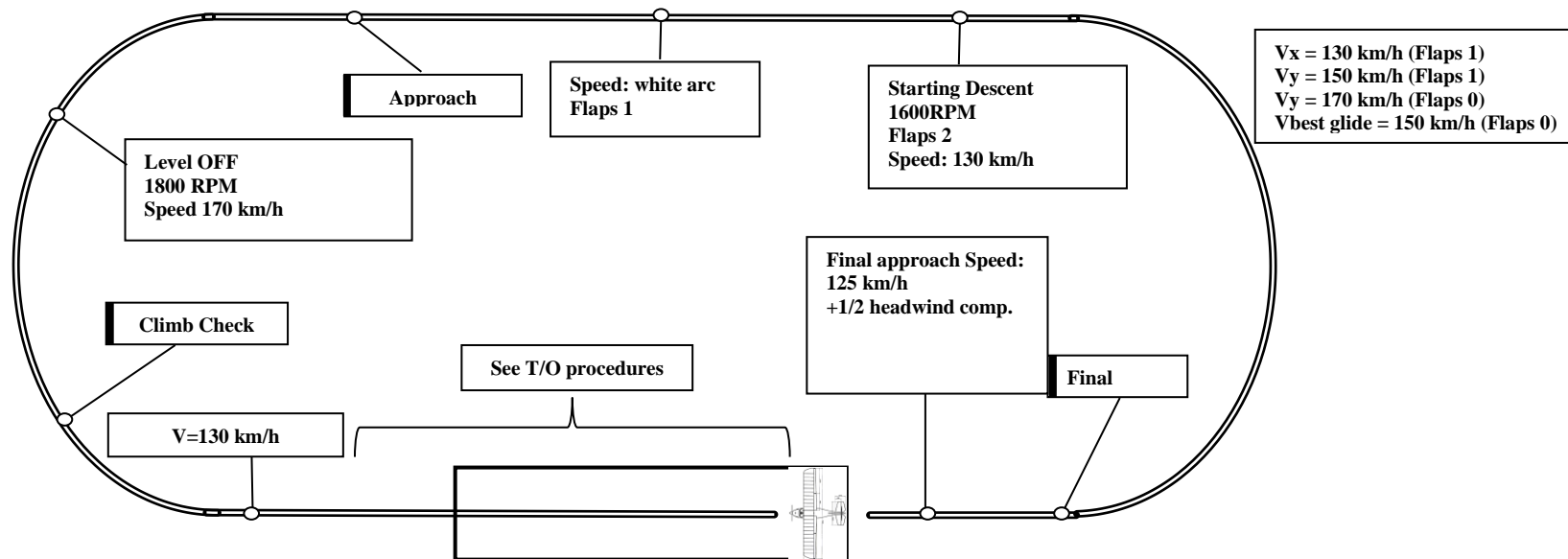
AFTER LANDING CHECK COMPLETED

ENGINE SHUT DOWN AND PARKING

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|---------------------------|-----------|
| 1. Parking brake | • SET |
| 2. FLAPS | • DOWN |
| 3. Avionics Master Switch | • OFF |
| 4. Electrical Consumers | • OFF |
| 5. RPM | • 1200 |
| 6. Mixture | • CUT-OFF |
| 7. Magneto | • OFF |
| 8. Alternator switch | • OFF |
| 9. Battery switch | • OFF |
| 10. Parking brake | • RELEASE |

PARKING CHECK COMPLETED

FLIGHT PROCEDURES HB-KFL



Leistung Verbrauch Flugdauer	Höhe Fuss	Korrigierte Geschwindig- keit (Km/h)	Drehzahl	Reichweit (Km)
Vollgas	0	278		
	4000	273		
	8000	267		
	12000	255		
75 % 39 Liter/s 4h 52	0	248	2500	1200
	4000	257	2600	1250
	8000	267	2700	1300
60 % 32 Liter/s 5h 56	0	228	2310	1350
	4000	235	2400	1390
	8000	242	2490	1430
	12000	249	2580	1470

ENGINE MALFUNCTION OR LOSS OF POWER

At take-off, before rotation

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|--|-----------------|
| 1. Throttle | • IDLE |
| 2. Brakes | • APPLY HEAVILY |
| 3. Mixture | • CUT-OFF |
| 4. Fuel valve | • OFF |
| 5. Magneto switch | • OFF |
| 6. Battery Master Switch and Alternator Switch | • OFF |

Immediately after take-off

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|---|------------|
| 1. Establish Glide
Flaps in take-off position | • 145 km/h |
| 2. Mixture | CUT-OFF |
| 3. Fuel valve | OFF |
| 4. Magneto switch | OFF |
| 5. Battery Master Switch and Alternator Switch | • OFF |
| 6. Land straight ahead with only minor heading corrections to avoid obstacles | |

When landing is inevitable

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|--|---------------------------------------|
| 7. Engine Master Switch | • OFF |
| 8. Flaps | • LANDING OR TAKE-OFF POSITION |
| 9. Battery Master Switch and Alternator Switch | • OFF |
| 10. Fuel Valve | • CLOSED |
| 11. On very short final | • UNLOCK THE CANOPY AND SLIDE FORWARD |
| 12. Land at the minimum speed | |
| 13. When Aircraft has stopped | • EVACUATE IMMEDIATELY |

ENGINE FAILURE IN FLIGHT

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|--------------------------|--------------------|
| 1. Establish glide speed | • 150 km/h |
| 2. Fuel valve | OPEN |
| 3. Electric pump | • ON |
| 4. Mixture | FULLY RICH |
| 5. Throttle | • ¼ TRAVEL FORWARD |
| 6. Magneto switch | • BOTH |

PREPARE FOR LANDING WITHOUT ENGINE POWER

LANDING WITHOUT ENGINE POWER

- | | |
|--|---------------------------------------|
| 1. Speed | • 135 km/h |
| 2. Seat belts & harness | • SECURE |
| 3. Transmit | • TRANSMIT MAYDAY |
| 4. Transponder | • SQUAWK 7700 |
| 5. Emergency locator beacon (ELT) | • ACTIVATE |
| 6. Electric pump | • OFF |
| 7. Fuel valve | • CLOSE |
| 8. Magneto switch | • OFF |
| 9. Flaps | • T/O OR LANDING POSITION |
| 10. Battery master and alternator switch | • OFF |
| 11. Canopy | • UNLOCK THE CANOPY AND SLIDE FORWARD |
| 12. Land at lowest speed possible | |
| 13. Brake | • AS APPROPRIATE |
| 14. When the aircraft has stopped | • EVACUATE IMMEDIATELY |

OTHER EMERGENCIES CHECK AFM

ENGINE FIRE IN FLIGHT

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|----------------------|-------------|
| 1. Fuel Valve | • CLOSE |
| 2. Throttle | • FULL OPEN |
| 3. Magneto switch | • OFF |
| 4. Fuel Pump | • OFF |
| 5. Cabin Heat | • OFF |
| 6. Alternator switch | • OFF |
| 7. Battery switch | • OFF |
| 8. Elevator Trim | • 145 km/h |

PREPARE FOR LANDING WITHOUT ENGINE POWER

ALTERNATOR FAILURE

IF ALTERNATOR WARNING ILLUMINATES OR NO ALTERNATOR OUTPUT

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|-------------------------------|-----------------|
| 1. Alternator Switch | • CHECK ON |
| 2. Alternator Circuit Breaker | • CHECK PUSH IN |

IF STILL NO OUTPUT, ALTERNATOR RECYCLING PROCEDURE

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|-------------------------|----------------------|
| 3. Electrical Consumers | • OFF AS PRACTICABLE |
| 4. Alternator Switch | • OFF |
| 5. Alternator Switch | • ON after 5-10 s |
| 6. Alternator Output | • CHECKED |

IF STILL NO OUTPUT LAND AS SOON AS PRACTICABLE

CARBURETOR ICING

IF RPM DROPS WITHOUT CHANGE OF POWER OR ALTITUDE

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|--------------------|-------------------|
| 1. Carburetor heat | • PULL AND ROTATE |
|--------------------|-------------------|

IF ICING IS MODERATE

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|-------------|-------------|
| 2. Throttle | • FULL OPEN |
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OTHER EMERGENCIES CHECK AFM