

NORMAL CHECKLIST DV-20 PH-MFT

VFR DAY ONLY



Note: Checks in blue are to be performed by memory

BEFORE STARTING ENGINE

Walk around check and visual inspection.....COMPLETED
Rudder pedals ADJUSTED & LOCKED
Safety belts.....FASTENED
Canopy (check left and right)..... CLOSED AND LOCKED
Parking brakePULL KNOB, PUSH BRAKES 3 TIMES
Fuel shut-off valve OPEN
Carburetor heat FREE, OFF
Throttle FREE, IDLE
Propeller speed control leverFREE,MAX RPM
Friction of throttle quadrant..... ADJUST
Avionics master switchOFF
Master switch (battery)ON
Coolant level light ON 3-5 sec. then OFF
Generator warning lightON
Fuel pressure warning light.....ON
Low voltage caution lightON
HOBBS & VUT NOTED

STARTING ENGINE

Electric fuel pump (noise of pump audible) ON
Fuel pressure warning light OFF
Anti Collision LightON

COLD START Throttle IDLE
ChokeON
WARM START Throttle..... APPROX. 2 CM FORWARD
Choke OFF

Propeller area CLEAR
Ignition key START

CAUTION: If oil pressure is below 1.5 bar shut down engine immediately (10 seconds maximum delay)

AFTER STARTING ENGINE

Throttle 1100 - 1500 RPM
Oil pressure IN GREEN RANGE WITHIN 10 SEC
ChokeOFF
Engine instruments CHECKED
Generator warning light OFF
Electric fuel pumpOFF
Fuel pressure warning light OFF
Low voltage caution light OFF
Ammeter CHARGING
Avionics master switchON
Radio equipment & transponder ON/SET/STBY
Flight instruments SET AND CHECKED
Flaps CHECK, EXTEND & RETRACT
Parking brake RELEASE

DURING TAXIING

Brakes CHECKED
Instruments CHECKED

CAUTION: warm up engine oil to a temperature of 50°at 1100 – 1500rpm (also possible during taxiing)

ENGINE RUNUP/BEFORE TAKE OFF

Parking brakePULL KNOB, PUSH BRAKES 3 TIMES
Canopy (check left and right) CLOSED AND LOCKED
Engine instruments WITHIN GREEN RANGE
Fuel quantity indicator CHECK
Flaps..... T/O
Controls FREE AND CORRECT
Trim NEUTRAL
Throttle 1700 RPM
Propeller speed control lever PULL COMPLETELY 3 TIMES
..... (RPM drop: 100 - 200 RPM)

CONTINUED – ENGINE RUNUP/BEFORE TAKE OFF

Ignition switch(drop 150rpm, diff 50rpm) L/R/BOTH
Throttle 1500 RPM
Carburetor heat..... (Check drop:30 RPM) ON/WARM
Carburetor heat..... OFF
Throttle FULL for 5 Sec, back to IDLE
Throttle 1000 RPM
Propeller speed control lever MAX RPM
Electric fuel pump ON
Transponder ALT/7000
Landing light AS REQUIRED
Crew/pax briefing..... COMPLETED
Parking brake RELEASE

AFTER TAKE-OFF (min 200ft AAL)

Flaps UP
Propeller speed control lever2400 RPM
Electric fuel pump(above 1000ft AAL) OFF

CRUISE

Throttle AS REQUIRED
Propeller speed control lever 1900-2400 RPM

BEFORE JOINING THE CIRCUIT

Altimeter SET QNH
Electric fuel pump ON
Landing light AS REQUIRED
Ignition switch BOTH
Brakes/belts/loose objects ... CHECKED/FASTENED/STOWED

DOWNWIND (75 - 70 kts)

Carburetor heat..... ON/WARM
Flaps(max 81 kts) T/O
Engine instruments/fuel quantity CHECKED

FINAL (minimum approach speed 60 kts)

Propeller speed control leverMAX RPM
Flaps..... AS REQUIRED

BALKED LANDING

Propeller speed control leverMAX RPM
Throttle FULL
Carburetor heat OFF
Flaps T/O
Speed(V_x) 58 KTS

AFTER LANDING

Throttle IDLE
Flaps UP
Carburetor heat OFF
Landing light OFF
Transponder SBY

ENGINE SHUT-DOWN

Throttle IDLE
Parking brake PULL KNOB, PUSH BRAKES 3 TIMES
Electric fuel pump OFF
Radio equipment & transponder OFF
Avionics master switch OFF
All electric switches (except ACL) OFF
Ignition switch OFF/KEY REMOVED
Anti Collision Light OFF
Master switch OFF
HOBBS and VUT NOTED
Emergency locator transmitter NOT TRIGGERED
Pitot cover & stall warning plug INSTALL

ABNORMAL CHECKLIST DV-20 PH-MFT

VFR DAY ONLY



Note: Checks in red are to be performed by memory

ENGINE FAILURES / MALFUNCTION:

ENGINE FAILURE DURING FLIGHT

Airspeed 70 KTS
Propeller speed control lever FULL FORWARD
Electric fuel pump ON
Ignition BOTH
Carburetor heat ON/WARM
Choke OFF
Fuel shut-off valve OPEN
(If unable to start engine proceed with emergency landing with engine off below)

ENGINE RUNNING ROUGHLY

Carburetor heat ON/WARM
Electric fuel pump ON
Ignition CHECK BOTH
Throttle AT PRESENT POSITION
No improvement REDUCE THROTTLE TO MIN
..... REQ. POWER AND LAND AS SOON AS POSSIBLE

LOSS OF OIL PRESSURE

Oil temperature CHECK
If oil pressure drops below green arc but oil temp is normal
..... LAND AT NEAREST AIRPORT
If oil pressure drops below green arc and oil temp is rising
..... LAND AS SOON AS POSSIBLE AND BE PREPARED
..... FOR ENGINE FAILURE AND EMERGENCY LANDING

LOSS OF FUEL PRESSURE

Electric fuel pump ON
If fuel pressure warning light does not extinguish
..... LAND AS SOON AS POSSIBLE AND BE PREPARED
..... FOR ENGINE FAILURE AND EMERGENCY LANDING

EMERGENCY LANDING WITH ENGINE OFF

Airspeed 59 kts
Flaps AS REQUIRED
Fuel shut-off valve CLOSED
Ignition switch OFF
Master switch (battery) OFF
Belts TIGHT

FIRES:

ENGINE FIRE ON THE GROUND

Fuel shut-off valve CLOSED
Throttle FULL
Master switch OFF
Ignition switch OFF
..... EVACUATE AIRPLANE IMMEDIATELY

ENGINE FIRE IN FLIGHT

Airspeed 70 KTS
Flaps T/O
Fuel shut-off valve CLOSED
Throttle FULL
Electric fuel pump OFF
Cabin heat CLOSED
Master switch (battery) OFF
..... PERFORM EMERGENCY LANDING WITH ENGINE OFF

ELECTRICAL FIRE OR SMOKE ON THE GROUND

Master switch OFF

IF ENGINE RUNNING:

Throttle IDLE
Fuel shut-off valve CLOSED
Ignition switch OFF
Canopy OPEN

ELECTRICAL FIRE INCLUDING SMOKE IN FLIGHT

Master switch (battery) OFF
Cabin heat CLOSED
Cabin air OPEN
In case the fire is extinguished and electric power is required for continuation of the flight:
Avionics master switch OFF
Electric consumers OFF
Master switch (battery) ON
Avionics master switch ON
Radio ON
..... LAND AS SOON AS POSSIBLE

CABIN FIRE DURING FLIGHT

Master switch (battery) OFF
Cabin heat CLOSED
Cabin air OPEN
..... LAND AS SOON AS POSSIBLE

ELECTRICAL FAILURES:

GENERATOR WARNING LIGHT W/ENGINE RUNNING

Ammeter CHECK
If needle indicates discharge
..... SWITCH OFF ALL NONESSENTIAL
EQUIPMENT AND LAND AT NEAREST SUITABLE AIRPORT

LO/V CAUTION LIGHT ILLUMINATED INFLIGHT

Landing light OFF
Ammeter CHECK
If LO/V caution light remains illuminated and ammeter shows
discharge SWITCH OFF ALL NONESSENTIAL
EQUIPMENT AND LAND AT NEAREST SUITABLE AIRPORT

FLAP SYSTEM FAILURE:

FLAP POSITION

Only UP available RAISE APPROACH BY 10 KTS
Only T/O available NORMAL APPROACH SPEED
Only LDG available NORMAL LANDING

NOTE:

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. For a comprehensive listing see the Airplane Flight Manual.



AEROCLUB HILVERSUM-AMSTERDAM



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