

NORMAL CHECKLIST DV-20 PH-MFT

VFR DAY ONLY



Note: Perform blue checks from 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 brake PULL KNOB, PUSH BRAKES 3 TIMES
 Fuel shut-off valve OPEN
 Carburetor heat FREE, OFF
 Throttle FREE, IDLE
 Propeller speed control lever FREE, MAX RPM
 Friction of throttle quadrant ADJUST
 Avionics master switch OFF
 Master switch (battery) ON
 Coolant level light ON 3-5 sec. then OFF
 Generator warning light ON
 Fuel pressure warning light ON
 Low voltage caution light ON
 HOBBS & VUT NOTED

STARTING ENGINE

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

COLD START Throttle IDLE
 Choke ON
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
 Choke OFF
 Engine instruments CHECKED
 Generator warning light OFF
 Low voltage caution light OFF
 Electric fuel pump OFF
 Fuel pressure warning light Might not illuminate (Wait for 10 sec)
 Electric fuel pump ON
 Ammeter CHARGING
 Avionics master switch ON
 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 brake PULL 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
 Carburetor heat OFF
 Throttle FULL for 5 Sec, back to IDLE
 Throttle 1000 RPM
 Electric fuel pump ON
 Propeller speed control lever MAX RPM
 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 lever 2400 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
 Flaps (max 81 kts) T/O
 Engine instruments/fuel quantity CHECKED

FINAL (minimum approach speed 60 kts)

Propeller speed control lever MAX RPM
 Flaps AS REQUIRED

BALKED LANDING

Propeller speed control lever MAX 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 SHUTDOWN

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

Note: Perform all abnormal checklists from memory

VFR DAY ONLY



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
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
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 (battery)..... 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 (battery) 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 SPEED 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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