

DA40-1A00 (Ted Yin v1.1)

Ground Operations

Initial

- ▶ Papers..... A.R.O.W.
- ▶ Fire Extinguisher..... check
- ▶ Mags..... key out
- ▶ Electrical..... off
- ▶ Avionics..... off
- ▶ Essential Bus..... off
- ▶ Mixture..... idle cutoff
- ▶ Prop..... high RPM
- ▶ Throttle..... idle
- ▶ Master..... on
- ▶ Flaps..... check & set T/O
- ▶ Lights/Pitot..... test
- ▶ Fuel..... note
- ▶ Master..... off
- ▶ Controls..... free & correct
- ▶ Hobbs Time..... note

Walkaround

- ▶ Fuel/Oil..... test/sample
- ▶ Caps/Drains/Vents
- ▶ Surfaces/Controls
- ▶ Exhaust/Antennas
- ▶ Prop/Air Intakes x3
- ▶ Pitot/Static/Stall
- ▶ Struts/Tires/Brakes
- ▶ Ties/Chocks
- ▶ Canopy/Door
- ▶ Final Walkaround

Pre-Start

- ▶ Passenger..... brief
- ▶ Rear Door..... secure
- ▶ Canopy..... pos. 1/2
- ▶ Seat Belts..... on
- ▶ Brakes..... test/set
- ▶ Circuit Brkrs..... check
- ▶ Strobe (ACL)..... on
- ▶ Avionics..... off
- ▶ Essential Bus..... off
- ▶ Mixture..... idle cutoff
- ▶ Prop..... high RPM
- ▶ Friction..... adjust
- ▶ Master (Battery)..... on
- ▶ Rudder Pedals..... adjust
- ▶ G1000 DB Date..... check
- ▶ Fuel Selector..... least

Start

- ▶ Throttle..... 1.2"
- ▶ Electric Pump..... on
- ▶ Warm

- ▶ Mixture..... 1-3 sec
- ▶ Cold
- ▶ Mixture..... 3-5 sec
- ▶ Throttle..... 0.4"
- ▶ "Clear Prop!"
- ▶ Mags..... start
- ▶ Mixture..... rich
- ▶ Throttle..... 1000 RPM
- ▶ Mixture..... lean (peak)
- ▶ Oil Pressure..... 15 sec
- ▶ Electric Pump..... off
- ▶ Alternators..... on
- ▶ Engine Indicators..... check

Shutdown

- ▶ ELT..... check (121.5)
- ▶ Avionics..... off
- ▶ Electrical..... off
- ▶ ACL Strobes..... on
- ▶ Throttle..... 1000 RPM
- ▶ Mags..... off then both
- ▶ Mixture..... idle cutoff
- ▶ Mags..... key out
- ▶ Tach Time..... note
- ▶ (Standby Alternator... off)
- ▶ Master..... off

Post-Flight

- ▶ Flight Plan..... close
- ▶ Hobbs Time..... note
- ▶ Under Seats..... check
- ▶ Gust Lock..... on
- ▶ Pitot Cover..... on
- ▶ Tiedowns/Chocks..... on
- ▶ Canopy/Door..... lock

Run-Up

- ▶ Brake..... set
- ▶ Seat Belts..... check
- ▶ Canopy/Door..... lock
- ▶ Door Warning..... off
- ▶ Flight Controls..... check
- ▶ Instruments
- ▶ When engine fires:

- ▶ Alternate Static..... check
- ▶ GPS/System/Ann..... check
- ▶ AP..... MET/HDG
- ▶ Heading/Altitude..... set
- ▶ Com/Nav/FPL..... set
- ▶ MFD Range/Track Up..... set
- ▶ Instruments..... scan
- ▶ Lights..... as required
- ▶ Engine

Airspeeds (KIAS)

- ▶ Vr..... 59
- ▶ Vso..... 49, Vsi..... 52
- ▶ Mass..... 2646/2535/2205/1874
- ▶ Vg..... 76/73/68/60
- ▶ Vy(Lp)..... 76/73/68/60
- ▶ Climb (T/O)..... 67/66/60/54
- ▶ Approach

- ▶ Up..... 76/73/68/60
- ▶ T/O..... 74/72/66/59
- ▶ LDG..... 73/71/63/58
- ▶ Va..... MAM 40-227
- ▶ yes..... 111 @ 2646-2284
- ▶ no..... 108 @ 2535-2161
- ▶ o/w..... 94 @ <2284/2161
- ▶ Bank: 30/45/60° .. 58/68/83

In-flight Operations

Pre-Takeoff

- ▶ Abort Plan/Lost Comm.
- ▶ Canopy/Door lock
- ▶ Trim T/O
- ▶ Fuel Selector fullest
- ▶ Flaps T/O
- ▶ **Mixture** rich
- ▶ **Prop** high RPM
- ▶ Pitot Heat as required
- ▶ (Air Conditioner off)
- ▶ Review Airspeeds
- ▶ Time note/start
- ▶ Takeoff
 - ▶ "Lights, Camera, Action"
 - ▶ **Electric Pump** on
 - ▶ Mixture/Prop/Throttle
 - ▶ Engine Inst. green
 - ▶ Vr 59, then 67-60
 - ▶ Safe Altitude
 - ▶ **Prop** 2400 RPM
 - ▶ **Pump** off
 - ▶ Lights as required
- ▶ **Climb**
 - ▶ T/O: Vy 67-54 KIAS
 - ▶ Cruise 76-60 KIAS
 - ▶ Flaps UP
 - ▶ **Mixture** rich
 - ▶ >5000 hold const. EGT
 - ▶ **Prop** 2400 RPM
 - ▶ **Throttle** full
 - ▶ Engine Inst. green
 - ▶ Trim as required
 - ▶ High Altitude **pump** on
- ▶ **Cruise**
 - ▶ Flaps UP
 - ▶ **Throttle** 21-24"
 - ▶ **Prop** 1800-2400 RPM
 - ▶ **Mixture** rich
 - ▶ Economy ... max EGT, <=75%
Best 100°F(55°C) lower
 - ▶ Higher Power richen
 - ▶ High Altitude **pump** on
 - ▶ Flow Check (~15 min)
 - ▶ Trim, Switch Tanks
 - ▶ Mixture/Prop/Throttle
 - ▶ Flaps, Engine Inst.
 - ▶ Pump, Mag., Master
 - ▶ CHT 150-400°F
 - ▶ Oil 165-220°F

Descent

- ▶ **Mixture** richen slowly
- ▶ **Throttle** as required
- ▶ **Prop** 1800-2400 RPM
- ▶ High Altitude **pump** on
- ▶ CHT Cool Down
- ▶ <= 50°F (22.8°C)/min.

Pre-Landing

- ▶ ATIS/Rwys/Approach Plan
- ▶ "CCGUMPSP"

- ▶ **G** Fuel Selector
- ▶ **M** **Mixture** rich
- ▶ **P** **Pump** on
- ▶ **P** **Prop** high RPM
- ▶ **S** Seat Belts secure
- ▶ **F** Flaps as required
- ▶ T/O <100 KIAS
- ▶ LDG <91 KIAS
- ▶ Trim as required
- ▶ Lights as required
- ▶ Approach Speed 73-58
- ▶ (Air Conditioner off)

Go Around

- ▶ **Throttle** full
- ▶ Vy 67-54 KIAS
- ▶ Flaps T/O
- ▶ Safe Altitude

- ▶ **Prop** 2400 RPM
- ▶ **Pump** off
- ▶ Lights as required
- ▶ Cruise Climb

Post-Landing

- ▶ **Throttle** 1000 RPM
- ▶ **Mixture** lean
- ▶ Flaps UP

Electric Pump

- ▶ Pitot Heat off
- ▶ Trim T/O
- ▶ Lights as required
- ▶ Transponder as required
- ▶ Clearance obtain

C0 Contamination

- ▶ Cabin Heat off
- ▶ Ventilation open
- ▶ Emergency Windows open
- ▶ Canopy open (partially,
- ▶ D0 NOT unlock rear door
- ▶ during flight)

Engine Failure

- ▶ Short Flow
- ▶ 1. Fuel Selector fullest

2. **Mixture** full/check

- 3. **Pump** on
- 4. Alternate Air on
- 5. Mags check all
- ▶ **Glide and Trim**
 - ▶ Airspeed 76-60 KIAS
 - ▶ Windmill 1.45nm/1kft
 - ▶ Stationary 1.7nm/1kft
- ▶ Wind and Landing Site

Longer Flow

- ▶ Engine Inst. check
- ▶ Short Flow
- ▶ **Windmill Restart**
 - ▶ Airspeed 70-80 KIAS
 - ▶ Mags both
 - ▶ **Mixture** lean then
- ▶ slowly richen

Stationary Restart

- ▶ Airspeed 80 KIAS
- ▶ Electrical off
- ▶ Avionics off
- ▶ Master on
- ▶ Mags start

Engine-off Landing

- ▶ Fuel Selector off
- ▶ **Mixture** idle cutoff
- ▶ Mags off
- ▶ Master off
- ▶ Belt and Seat check
- ▶ Flaps LDG (when able)
- ▶ Unlatch Door??/Brace

Engine Fire

- ▶ Cabin Heat off
- ▶ Emergency Descent
- ▶ Landing is ensured
- ▶ Fuel Selector off
- ▶ **Throttle** full
- ▶ **Pump** off
- ▶ Master on
- ▶ Emergency Windows open
- ▶ Engine-off Landing

Electrical Fire

- ▶ Emergency Switch on
- ▶ Master off
- ▶ Cabin Heat off
- ▶ Emergency Windows open
- ▶ Canopy partially
- ▶ Land ASAP