

DA40-G1000 (Ted Yin v0.7)

Ground Operations

Initial

- ▶ Papers - A.R.O.W.
- ▶ Controls - free & correct
- ▶ Mags. - key out
- ▶ Mixture - idle cutoff
- ▶ Throttle - idle
- ▶ Electrical - off
- ▶ Essential Bus - off
- ▶ Avionics - off
- ▶ Master - on
- ▶ Fuel Pump - check
- ▶ Fuel - note
- ▶ Flaps - check & set T/0
- ▶ Lights/Pitot - test
- ▶ Master - off
- ▶ Hobbs Time - note

Walkaround

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

Pre-Start

- ▶ Rear Door - secure
- ▶ Rudder Pedals - adjust
- ▶ Seat Belts
- ▶ Parking/Brakes - test/set
- ▶ Circuit Brkr. - check
- ▶ Strobe (ACL) - on
- ▶ Avionics - off
- ▶ Fuel Selector - least
- ▶ Canopy - pos. 1/2
- ▶ Passenger - brief

Start

- ▶ Prime
 - Mixture - idle cutoff
 - Prop - high RPM
 - Friction - adjust
 - Master Bat. - on
 - Throttle - 1.2"
 - Electric Pump - on
 - Warm
 - Mixture - 1-3 sec

- Cold
 - Mixture - 3-5 sec
 - Throttle - 0.4"
- ▶ "Prop Clear!"
- ▶ Mags. - start
- ▶ Throttle - 1000 RPM
- ▶ Oil Pressure - 15 secs.
- ▶ Electric Pump - off
- ▶ Master Alt. - on
- ▶ Engine Inst. - no Xs
- ▶ Volts/Amps - [25-30] [>0]
- ▶ Fuel Pressure - 14-35 psi
- ▶ Mixture - lean (peak)

Pre-Taxi

- ▶ Flaps - up, then T/0
- ▶ Lights - as required
- ▶ Avionics - on/set
- ▶ GPS - DB date
- ▶ Fuel Totalizer - enter
- ▶ ATIS - PFD/backup/AP(?)
- ▶ Radio - test
- ▶ Transponder - squawk
- ▶ Check - TC/AI/HSI<->MC
- ▶ Clearance - obtain
- ▶ Brakes - release/test

Run-Up

- ▶ Parking Brake - set
- ▶ Seat Belts - check
- ▶ Canopy/Door - lock
- ▶ Door Warning - off
- ▶ Flight Controls - correct
- ▶ Instruments - scan
- ▶ Alternate Static - check
- ▶ AP - MET/HDG
- ▶ Trim - T/0
- ▶ Fuel Selector - fullest
- ▶ Hdg./Alt. Bugs
- ▶ GPS/Status Bar/Ann. Test
- ▶ MFD Range/Track Up
- ▶ Comm/Nav/VOR/FP
- ▶ Mixture - rich
- ▶ Throttle - 2000 RPM
- ▶ Cycle Prop x3 - 250-500
- ▶ Mags. L/R - 175, 50.
- ▶ Alternate Air - check
- ▶ Engine Inst. - check
- ▶ Idle Check
- ▶ Throttle - 1000 RPM
- ▶ Mixture - lean
- ▶ Lights - as required
- ▶ ADSB Handheld - on

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
- ▶ Master - off

Post-Flight

- ▶ ADSB Handheld - off
- ▶ Tiedowns/Chocks
- ▶ Pitot Cover
- ▶ Gust Lock
- ▶ Close Flight Plan
- ▶ Hobbs Time - note
- ▶ Check Under Seats
- ▶ Canopy/Door - lock
- ▶ Post-Flight Walkaround

Airspeeds (KIAS)

- ▶ Vr = 59
- ▶ Weights
 - 2646/2535/2205/1874 lbs
- ▶ Vg = 76/73/68/60
- ▶ Vy(Up) = 76/73/68/60
- ▶ Vy(T/0) = 67/66/60/54
- ▶ Approach Speeds
 - Up - 76/73/68/60
 - T/0 - 74/72/66/59
 - LDG - 73/71/63/58
- ▶ Va
 - MAM 40-227
 - yes - 111 @ 2284-2646
 - no - 108 @ 2161-2535
 - below 2161/2284 - 94

In-Flight Operations

Pre-Takeoff

- ▶ Abort Plan/Lost Comm.
- ▶ Canopy/Door - lock
- ▶ Fuel Selector - fullest
- ▶ Flaps - T/O
- ▶ Mixture - rich
- ▶ Prop - high RPM
- ▶ Electric Pump - on
- ▶ Pitot Heat - as required
- ▶ Review Airspeeds
- ▶ Time - note/start

Takeoff

- ▶ "Lights, Camera, Action"
 - Mixture/Prop/Throttle
- ▶ Engine Inst. - green
- ▶ Vr - 59; then 67-60 KIAS
- ▶ Safe Altitude
 - Prop - 2400 RPM
 - Elect. Pump - off
 - Lights - as required

Climb

- ▶ T/O
 - Vy = 67-54 KIAS
 - 68 minus 1.8 per 100 lbs under 2646
- ▶ Cruise
 - Flaps - up
 - Vy = 76-60 KIAS
- ▶ 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
 - Higher Power - richen
 - Economy: max EGT & ≤75%
· Power: 100°F/55°C lower
- ▶ High Altitude - pump on
- ▶ Flow Check (✓15 min)
 - Trim, Fuel
 - Mixture, Prop, Throttle
 - Flaps, Engine Inst.
 - Pump, Mag., Master
- ▶ CHT: 150-400°F

- ▶ Oil: 165-220°F

Descent

- ▶ Mixture - richen slowly
- ▶ Prop - 1800-2400 RPM
- ▶ Throttle - as required
- ▶ High Altitude - pump on
- ▶ Flow Check
- ▶ CHT Cool Down
 - ≤ 50°F(22.8°C) per min.

Pre-Landing

- ▶ ATIS/Rwys & Patterns
- ▶ "CCGUMPSF"
 - **G**: Fuel Selector
· downwind/fullest
 - **M**: Mixture - rich
 - **P**: Elect. Pump - on
 - **P**: Prop - high RPM
 - **S**: Seat Belts - secure
 - **F**: Flaps - as required
· T/O <108 KIAS
· LDG <91 KIAS
- ▶ Trim - as required
- ▶ Lights - as required
- ▶ Approach - 73-58 KIAS

Go Around

- ▶ Throttle - full
- ▶ Vy = 67-54 KIAS
- ▶ Flaps - T/O
- ▶ Safe Altitude
 - Prop - 2400 RPM
 - Elect. Pump - off
 - Cruise Climb

Post-Landing

- ▶ Throttle - 1000 RPM
- ▶ Mixture - lean
- ▶ Flaps - up
- ▶ Elect. Pump - off
- ▶ Pitot Heat - off
- ▶ Trim - T/O
- ▶ Lights - as required
- ▶ Clearance - obtain

C0 Contamination

- ▶ Cabin Heat - off
- ▶ Ventilation - open
- ▶ Emergency Windows - open
- ▶ Forward Canopy
 - partially open
 - **DO NOT** lock/unlock rear door during flight

Engine Failure

▶ Short Flow

- Fuel Selector - fullest
- Mixture - full/check
- Elect. Pump - on
- Alternate Air - on
- Mags. - check all

▶ Glide and Trim

- **Speed: 76-60 KIAS**
- Windmill: 1:8.8, 1.45nm/1kft
- Stationary: 1:10.3, 1.7nm/1kft

▶ Wind and Landing Site

▶ Longer Flow

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

▶ Stationary Restart

- Airspeed ≥ 80 KIAS
- Electrical - off
- Avionics - off
- Master - on
- Mags. - **start**

▶ No Restart

- Fuel Selector - off
- Mixture - idle cutoff
- Mags. - off
- Master - off
- Belt and Seat - check
- Unlatch Door
- Brace