

LN-ABT NORMAL OPERATION CHECKLIST

Rev 2004-04-18

IN-CABIN CHECK

1. Struc Temp Ind..... max 55° C
2. Documents check
3. Flight Control Lock removed
4. Flight Controls free and correct
5. Ignition Key pulled out
6. Carburetor Heat free, OFF
7. Cabin Heat free
8. Choke self-resetting
9. Parking Brake free
10. Throttle free, IDLE
11. Propeller Speed free, max. RPM
12. Master Switch..... (Battery) ON
13. Warning Lights illuminated
14. Fuel Quantity sufficient
15. Engine Gauges check
16. Circuit Breakers pressed in
17. Map Light operational
18. Instrument Lights ... operational
19. Trim NEUTRAL
20. Wing Flaps retract fully
21. Trim/Flap Lights operational
22. Exterior Lights operational
23. Master Switch (Battery) OFF
24. Foreign Obj Insp..... done
25. ELTransmitter..... ARM
26. Fire Extinguisher check
27. Baggage..... stowed, net ok
28. Canopy undamaged

WALK AROUND CHECK

1. Left Main Landing Gear
 - a) Landing Gear Strut visual inspection
 - b) Wheel Fairing visual inspection
 - c) Tire Pressure..... 33 psi / 2.3 bar
 - d) Tire, Wheel, Brake . visual inspection
 - e) Wheel Chocks remove
2. Left Wing
 - a) Entire Wing visual inspection
 - b) Stall Warning check / suck
 - c) Pitot-Static Probe .. clean, open
 - d) Tie down remove
 - e) Taxi/Landing Lights visual inspection
 - f) Tip/ Lights visual inspection
 - g) Aileron Weight visual inspection
 - h) Aileron / Insp panel visual inspection
 - i) Flap / Insp panel..... visual inspection
3. Fuselage
 - a) Skin visual inspection
 - b) Tank Vent check
 - c) Tank Drain..... drain water
 - d) Fuel Quantity check with stick
 - e) Antennas visual inspection
4. Empennage
 - a) Stabilizers/Ctrl Surf. visual inspection
 - b) Tie down remove
 - c) Trim Tabs visual inspection
5. Right Wing
 - a) Entire Wing visual inspection
 - b) Flap / Insp panel visual inspection
 - c) Aileron / Insp panel visual inspection
 - d) Aileron Weight visual inspection
 - e) Tip / Lights..... visual inspection
 - f) Tie down remove

6. Right Main Landing Gear

- a) Landing Gear Strut visual inspection
- b) Wheel Fairing visual inspection
- c) Tire Pressure 33 psi / 2.3 bar
- d) Tire, Wheel, Brake.. visual inspection
- e) Wheel Chocks remove

7. Nose

- a) Oil check dip-stick
- b) Coolant Level check
- c) Cowling visual inspection
- d) Air Intakes (seven) free
- e) Propeller visual inspection
- f) Propeller Pitch check by hand
- g) Spinner visual inspection
- h) Nose Gear visual inspection
- i) Wheel Fairing visual inspection
- j) Tire Pressure 26 psi / 1,8 bar
- k) Tire and Wheel visual inspection
- l) Wheel Chocks remove

BEFORE STARTING ENGINE

1. Preflight Inspection performed
2. Pedals adjust, lock
3. Passenger Briefing performed
4. Safety Belts fasten
5. Parking Brake set
6. Controls free
7. Fuel Shut-off Valve OPEN
8. Carburetor Heat OFF
9. Throttle IDLE
10. Propeller Speed..... max. RPM
11. Friction Device adjust
12. Avionics Master OFF
13. Master Switch..... (Both) ON
14. Generator w Light .. illuminated
15. Fuel Press w Light .. illuminated
16. Exterior Lights as required
17. Instrument Lighting as required
18. Canopy Close & Secure
19. Canopy w Light..... OFF

STARTING ENGINE

1. Electric Fuel Pump . ON (audible)
2. Fuel Press w Light . OFF
3. Cold Start Throttle IDLE
..... Choke ON/hold
4. Warm Start Throttle 2 cm
..... Choke OFF
5. Toe Brakes Hold
6. Propeller Area CLEAR!
7. Ignition Key START
8. Choke OFF
9. Throttle 1200 RPM
10. Oil Pressure..... green /10 sec
11. Generator w Light... OFF
12. Electric Fuel Pump . OFF
13. Exterior Lights as required

POST START / TAXI

1. Avionics Master ON
2. Radios ON
3. Altimeter (QNH)..... Set
4. Gyros Set
5. Transponder Stand By
6. Engine Gauges check
4. Voltmeter check, green rc.
5. Warning Lights push to test
6. Parking Brake release
7. Brakes / dir control . Check
8. Rolling instruments. Check

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ENGINE RUN-UP

1. Warm-up engine..... 1100-1500 RPM
..... oil temp 122°F
2. Toe Brakes hold
3. Safety Belts fastened
4. Canopy closed & locked
5. Fuel Press w Light.. OFF
6. Fuel Shut-off Valve.. check OPEN
7. Fuel Quantity Ind check
8. Engine Gauges green range
9. Trim NEUTRAL
10. Controls free
11. Throttle 1800-1900 RPM
12. Propeller Speed x3, 50-250 RPM
13. Ignition Switch LBRB / 150RPM
Max. RPM diff 50 RPM
14. Throttle 1500 RPM
15. Carburetor Heat ON / 50 RPM
16. Throttle Idle
18. Throttle 1200 RPM
19. Carburetor Heat OFF
20. Circuit Breakers check IN
21. Electric Fuel Pump ON
22. Wing Flaps T/O

BEFORE TAKE-OFF

1. Master Switch (both) check ON
2. Ignition Switch check BOTH
3. Wing Flaps check T/O
4. Carburetor Heat check OFF
5. Propeller Speed..... check max.RPM
6. Trim Neutral
7. Instruments..... Check
8. Dir. gyro..... Rwy hdg SET
9. Departure briefing.... Engine failure
..... Outbound route
10. Takeoff time..... Logged

ON RUNWAY/ TAKE OFF CHECK

1. Transponder Alt
2. Electric Fuel pump.. ON
3. Propeller Speed check max.RPM
4. Throttle FULL
5. RPM 2550 RPM
6. Oil Pressure Green
7. Rotate 51 KIAS
8. Climb Speed 65 KIAS

SAFE ALTITUDE (500 feet AGL)

1. Propeller Speed..... 2400 RPM
2. Wing Flap UP
3. Electric Fuel pump.. OFF

CLIMB

1. Propeller Speed..... 2400 RPM
2. Throttle FULL
3. Engine Gauges within green
4. Wing Flaps T/O or UP ,
5. Airspeed 65 kts
6. Trim adjust

CRUISE

1. Performance table.. Check
2. Throttle as required
3. Propeller Speed 1900-2400 RPM
4. Wing Flaps UP
5. Trim as required
6. Engine Gauges check

DESCENT

- Cruise decent
1. Instr and Avionics ..adjust
 2. Throttle as required
 3. Propeller Speed 1900-2400 RPM
 4. Carburetor Heat as required

Fast descent

1. Propeller Speed..... 2400 RPM
2. Throttle IDLE
3. Carburetor Heat ON
4. Wing Flaps UP
5. Airspeed 118 KIAS

PRE-LANDING / DOWNWIND CHECK

1. Seat Belts fastened
2. Electric Fuel Pump ON
3. Lights as required
4. Master Switch..... check ON
5. Ignition Switch check BOTH
6. Carburetor Heat check
7. Throttle as required
8. Airspeed max. 81 kts
9. Wing Flaps T/O
10. Trim as required
11. Propeller Speed max. RPM
12. Wing Flaps LDG
13. Approach Speed 60 kts

BALKED LANDING / GO AROUND

1. Propeller Speed..... max. RPM
2. Throttle FULL
3. Carburetor Heat OFF
4. Wing Flaps T/O
5. Airspeed 65 kts

AFTER LANDING

1. Throttle as required
2. Trim neutral
3. Wing Flaps UP
4. Carburetor Heat OFF
5. Exterior Lights as required
6. Electric Fuel Pump OFF
7. Transponder OFF

ENGINE SHUT-DOWN

1. Throttle IDLE
2. Parking Brake set
3. ELT Check 121.5
4. Avionics Master OFF
5. Electric Consumers OFF
6. Ignition Switch OFF
7. Instrument Lighting OFF
8. Master Switch..... OFF
9. Tie Downs/Chocks . as required
10. Gjør flyet klart til nestemann !

LN-ABT EMERGENCY PROCEDURES CHECKLIST

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ENGINE STOP IN FLIGHT

1. Nose down
2. Best glide speed..... 72 kts Flaps T/O
3. Select Field..... set course
4. Identify problem..... from left to right
5. Radio call..... MAYDAY
..... location / intent
6. Transponder..... 7700

GLIDING

1. Wing Flaps T/O
2. Air speed at 730 kg 72 kts
3. Glide ratio 14
1000 ft AGL -> 2,5 NM (4,3 km)

LANDING WITH ENGINE OFF

1. Airspeed 60 – 65 kts
2. Fuel shut of valve ... Closed
3. Ignition switch..... Off
4. Safety Belts secured
5. Master switch Off

ENGINE FAILURES

A During Take-Off Run

1. Throttle Idle
2. Breakes as required

B After Take-off

1. Identify problem..... from left to right
2. Fuel shut of valve ... OPEN

If necessary perform landing according to
"LANDING WITH ENGINE OFF".

C Engine running roughly

1. Carburetor Head..... ON
2. Electric Fuel Pump . ON
3. Ignition Switch Cycle L-B-R-B
4. No improvement..... min. throttle
..... land ASAP

D Loss of oil pressure

1. Oil temp Check
2. If oil pressure drops below green,
but oil temp is normal:
Land at nearest airfield
3. If oil pressure drops below green,
and oil temp is raising:
Throttle to min and land ASAP

E Loss of fuel pressure

1. Fuel pump ON
2. Land at nearest airport
3. If fuel pressure warning light
doesn't extinguish:
Be prepared for emergency landing

RESTARTING THE ENGINE

A With propeller windmilling

1. Airspeed 70 kts
2. Wing flaps..... T/O
3. Propeller speed max RPM
4. Fuel shut off valve.. OPEN
5. Ignition switch..... BOTH
6. Electric fuel pump... ON
7. Throttle 2 cm forward
8. No start within 10 s. Throttle idle
..... Choke on
..... Ignition START

B With propeller at full stop

1. El. Equipment OFF
2. Maste Switch..... ON
3. Propeller speed max RPM
4. Fuel shut off valve .. OPEN
5. Electric fuel pump... ON
6. Throttle 2 cm forward
7. Choke ON / Pulled
8. Ignition switch..... START

The engine may also be restarted
by a descent with airspeed 115 kts.
A loss of 1000 feet must be expected.

After a successful re-start:

9. Oil pressure check
10. Choke OFF
11. El. Equipment ON if required
12. Oil temp check

PRECAUTIONARY LANDING

1. Search for suitable place to land
..... Wind direction
..... Obstacles
2. Safety belts..... Secure
3. Initiate decent.....
4. Throttle as required
5. Trim as required
6. Wing flaps..... as required
7. Overfly area to check suitability
8. Climb to 1000 ft if possible
9. Low pass 100 AGL observe obst.
10. Climb to 1000 ft if possible
11. Radio location/intent
12. Normal landing configuration
13. Touch down min. speed
Nose wheel above ground as
long as possible

After touch down

14. Brakes as required
15. Fuel shut of valve ... CLOSED
16. Ignition switch..... OFF
17. Master switch OFF

FIRE

A Engine fire during start up

1. Fuel shut of valve ... CLOSED
2. Throttle FULL
3. Master Switch..... OFF
4. Ignition Switch OFF
5. Evacuate Airplane immediately

B Engine fire during flight

1. Fuel shut of valve ... CLOSED
2. Airspeed 70 kts
3. Flaps..... T/O
4. Throttle FULL
5. Electric fuel pump... OFF
6. Cabin Heat CLOSED
7. Perform emergency landing:
"LANDING WITH ENGINE OFF"

LN-ABT EMERGENCY PROCEDURES CHECKLIST

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FIRE cont.

C Electrical fire w. smoke in flight

1. Master switch OFF
2. Cabin air OPEN
3. Fire Extinguisher as required

In case the fire is extinguished and el. power is required in flight:

4. Avionics Master OFF
5. El. Equipment OFF
6. Maste Switch ON
7. Avionics Master ON
8. Radio ON
9. Land ASAP

D Electrical fire w. smoke on ground

1. Master switch OFF
2. Throttle IDLE
3. Fuel shut off valve .. CLOSED
4. Ignition switch OFF
5. Canopy OPEN
6. Fire Extinguisher as required

E Cabin fire during flight

1. Master switch OFF
2. Cabin air OPEN
3. Cabin heat CLOSED
4. Fire Extinguisher as required
5. Land ASAP

ELECTRICAL POWER FAILURE

A Total Electrical Power Failure

1. Battery Circuit Breaker, if tripped reset
2. Master Switch check ON
3. If unsuccessful:
Land at nearest airport

B Generator failure

1. GEN annunciator illuminated
2. Master Switch Cycle on/of
3. Gen. Circuit braker, if tripped reset
4. Gen. Contr Circuit Breaker, if tripped reset
5. If unsuccessful:
Switch OFF as much as possible
Monitor Ammeter and Voltmeter
Land at nearest airport

C Low voltage indication on ground

1. Propeller RPM Encrease > 1350
2. Switch OFF as much as possible
3. If needle remains in yellow arc and ammeter is left of centre shut down

D Low voltage indication in flight

1. Switch OFF as much as possible
2. If needle remains in yellow arc and ammeter is left of centre
Ref item B, "Generator failure"

E Voltmeter in red arc

1. Land at nearest airport
2. Service aircraft before flight

FLAP SYSTEM FAILURE

1. Visual check flap position
2. Select airspeed within white arc
3. Check all positions of switch
4. If only UP available, raise approach speed with 5 kts
5. else normal landing

AVIONICS SYSTEM FAILURE

Total avionic failure:

1. Check Avionic Master Circ Breaker
2. Check Avionic Master Switch

Radio System Operative, No reception

1. Check for stuck microphone key
2. Check headphones and connections

Radio System Operative, No transmitting

1. Check for correct frequency
2. Check / replace microphone
3. Transponder 7600

TRIM SYSTEM FAILURE

Stuck trim:

1. Circuit breaker check, reset
2. Rocker switch check up / down
3. Wait 5 min. try again
4. Land at nearest airport

Note

Full range is available for elevator but expect forces up to 10 kg.

Runaway trim:

1. Maintain control with stick
2. Trim Circuit Braker . pull
3. Rocker switch depressed?

If reason for condition is found

4. Circuit breaker push in