

OY-9457 - 1/2

PARACHUTE SYSTEM	UNLOCKED
HARNESS	LOCKED AND TIGHT
DOORS	CLOSED AND LOCKED
PITOT TUBE	PLUG REMOVED
TRIM	NEUTRAL
FLIGHT CONTROLS	FREE MOVEMENT
THROTTLE	FREE MOVEMENT SET IDLE
BRAKE	SET FOR PARK
FUEL VALVE	OPEN
FUEL CONTENT	SUFFICIENT
MASTER SWITCH	ON
CARBURETTOR PRE-HEATING	OFF
MAGNETO SWITCHES	ON
CHOKE	SET AS REQ.
PROPELLER	CLEAR
START ENGINE	APROX 2000-2500 RPM
OIL PRESURE MIN / MAX	0.8 BAR / 7.0 BAR
BATTERY	CHARGING
ELECTRIC INSTRUMENTS	ON
LANDING LIGHT	ON
ALTIMETER	SET QNH / QFE
OIL TEMP	MIN 50°CELCIUS
CHECK MAGNETO DROP	< 300 RPM@ 4000 RPM
CHECK MAX RPM	MAX 5200 RPM
ELECTRIC FUEL PUMP	ON
COWLING FLAP	SET AS REQ.
WIND DIRECTION?	CHECK WINDSOCK
RUNWAY AND APPROACH	CLEAR
FLAPS FREE MOVEMENT & SET	POSITION 2

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THROTTLE FULL FORWARD	
PULL THE STICK SLIGHTLY BACK	
NOSE WHEEL LIFT OFF APPROX. 27 kts (50 km/h)	
ACCELERATE NOSE WHEEL UP (5-10cm) OFF THE GROUND	
THE AIRCRAFT WILL TAKE-OFF AT 38 kts (70km/h)	
STICK FORWARD TO 59 kts (110 km/h) IN SHALLOW CLIMB	
CONTINUE CLIMB AT 59 kts (110 km/h)	
RETRACT FLAPS AT APPROX. 500 ft AND REDUCE RPM	
ENGINE TEMPS AND PRESSURES WITHIN LIMITS	
ELECTICAL FUEL PUMP	OFF
TRIM AIRCRAFT TO 59 kts (110 km/h) CONTINUE CLIMB	
LANDING LIGHT	OFF
COWLING FLAP	SET AS REQ.

LIMITATIONS AND PERFORMANCE - 17/07/2014

OY-9457

VA (MANEUVERING SPEED) - (YELLOW LINE)	80 kts (148 km/h)
VB (TURBULENT AIR)	97 kts (180 km/h)
Vc (CRUISE SPEED)	92 kts (170 km/h) @4700 RPM
Vc (ECO CRUISE SPEED)	75 kts (140 km/h)
VNE (NEVER EXCEED)	116 kts (216 km/h)
MAX CROSSWIND SPEED	16 kts (8 m/s)
STRUCTURE LIMITATIONS	+4 / -2
Vx (BEST ANGLE OF CLIMB) - (YELLOW TRIANGLE)	51 kts (95 km/h)
Vy BEST RATE OF CLIMB (TO CLEAR OBSTACLE)	49 kts (90 km/h)
TAKE OFF DISTANCE	80 M
TAKE-OFF TO CLEAR 50 ft (15m)	215 M
LANDING DISTANCE	150 M
Vs1 (STALL FLAP 1)	40 kts (75 km/h)
Vs2 (STALL FLAP 2)	38 kts (70 km/h)
Vs0 (STALL FLAP 3)	35 kts (65 km/h)
VFE (MAX SPEED FLAP 2)	63 kts (116 km/h)
VFE (MAX SPEED FLAP 3)	57 kts (105 km/h)
MINIMUM SINK RATE (400 ft/min)	46 kts (85 km/h) FLAP 2
BEST GLIDE ANGLE	51 kts (95 km/h) FLAP 1
ROTAX TAKE-OFF (5 MIN)	100 HP @ 5800 RPM
ROTAX MAX CONTINUES POWER	95 HP @ 5500 RPM
ROTAX 75 %	59 HP @ 5000 RPM
ROTAX 65 %	61 HP @ 4800 RPM
ROTAX 55%	51 HP @ 4300 RPM
OIL TEMP MIN / MAX	50 - 130° CELCIUS
OIL TEMP OPTIMAL	90 - 110 °CELCIUS
OIL PRESSURE MIN / MAX	0.8 BAR / 7.0 BAR
OIL PRESSURE NORMAL	2-5 BAR
CYLINDER HEAD TEMP (CHT) MAX	135 °CELCIUS
CYLINDER HEAD TEMP (CHT) OPTIMAL	110 °CELCIUS
FUEL CONSUMPITON	11-13 liter/hr @4500 RPM

LANDING - 17/07/2014

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HARNESS	LOCKED AND TIGHT
TRIM	SET FOR LANDING
CARBURETTOR HEAT	ON
ELECTRIC FUEL PUMP	ON
LANDING LIGHT	ON
REDUCE SPEED AND SET FLAP 3	48-54 kts (90-100 km/h)
OR WITH FLAP 2	57-59 kts (105-110 km/h)
ON FINAL @ FLAP 2 KEEP SPEED	58 kts (110 km/h)
ON FINAL @ FLAP 3 KEEP SPEED	48 kts (90 km/h)
TOUCH DOWN SPEED (STALL)	38 kts (70 km/h)
CARBURETTOR HEAT	OFF
ELECTRIC FUEL PUMP	OFF
ENGINE COOL DOWN	ONLY AT INCREASED TEMPS
LANDING LIGHT	OFF
ELECTRIC INSTRUMENTS	OFF
MAIN POWER SWITCHES	OFF
MAGNETO SWITCHES	OFF
PARACHUTE SYSTEM	LOCKED
WRITE LOG BOOK	
CLEAN AIRCRAFT	

EMERGENCY CHECKLIST - 17/07/2014

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AVIATE - NAVIGATE - COMMUNICATE

LOSS OF ENGINE POWER DURING TAKE OFF

LOWER NOSE AND TRIM TO GLIDING SPEED	54 kts (100 km/h) FLAP1
DO NOT RETURN TO AIRFIELD IF ALTITUDE IS	BELOW 260 ft (80 m)
LOOK FOR SUITABLE LANDING FIELD	LAND INTO WIND IF POSSIBLE
FUEL VALVE	CLOSED
MAGNETO SWITCHES	OFF

LOSS OF ENGINE POWER DURING FLIGHT / RESTART

LOWER NOSE AND TRIM TO GLIDING SPEED	54 kts (100 km/h) FLAP1 / 48kts (90km/h) FLAP2
LOOK FOR SUITABLE LANDING FIELD	LAND INTO WIND IF POSSIBLE
MASTER SWITCH	ON
FUEL VALVE	OPEN
FUEL	SUFFICIENT
ELECTICAL FUEL PUMP	ON
MAGNETO SWITCHES	ON
THROTTLE	1/4 OPEN
CARBURETTOR HEAT	ON
START ENGINE	AIRSPED TO WINDMILL THE PROP CAN HELP

DECLARE EMERGENCY

TRANSPONDER	SET 7700
CALL RADIO: PAN-PAN OR MAYDAY	121.500

EMERGENCY LANDING

LOOK FOR SUITABLE LANDING FIELD	LAND INTO WIND IF POSSIBLE
THROTTLE	CLOSED
FUEL VALVE	CLOSED
MAGNETO SWITCHES	OFF
HARNESS	LOCKED AND TIGHT
REDUCE SPEED AND SET FLAP 3	48-54 kts (90-100 km/h)
OR WITH FLAP 2	57-59 kts (105-110 km/h)
ON FINAL @ FLAP 2 KEEP SPEED	58 kts (110 km/h)
ON FINAL @ FLAP 3 KEEP SPEED	48 kts (90 km/h)
TOUCH DOWN SPEED (STALL)	38 kts (70 km/h)

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AVIATE - NAVIGATE - COMMUNICATE

CARBURETTOR FIRE

FUEL VALVE	CLOSED
ELECTICAL FUEL PUMP	OFF
THROTTLE	FULL (TO BURN THE REMAINING FUEL FAST)
CABIN HEAT AND AIR	OFF
SIDESLIP	LAND IMMEDIATELY !

LOSS OF OIL PRESSURE

LAND AS SOON AS PRACTICAL	PREPARE FOR IMMINENT ENGINE FAILURE
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CARBURATTOR ICE / ENGINE RUNNING ROUGH

CARBURETTOR HEAT	ON
RPM DROP APROX 100-150	WITH SMALL REDUTION IN POWER
IF RPM INCREASE WITHIN 1-2 MINUTES	Carburettor icing was likely to have been occuring and the carburettor heat control should be left on for the remainder of the flight. Use of the carburettor heat control at other times is not recommended.

TO DEPLOY THE PARACHUTE

MINIMUM SAFE ALTITUDE	660 FEET
MAGNETO SWITCHES	OFF
PULL HANDLE FIRMLY ABOUT	25 MM
HARNESS	LOCKED AND TIGHT
PROTECT FACE AND BODY WITH YOUR ARMS	PRESS INTO SEAT BY EXTENDING YOUR LEGS

Dulftu havari undersøgelses gruppe:

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Øvrige:

Naviar briefing	3247 8272
DMLs flyvemeteorologiske kontor	3915 7272
Havarikommissionen	3871 1066 / 3248 1933
AkutTelefonen (syg uden for din egen læges åbningstid)	1813