

SUPER DECATHLON 8KCAB CHECKLIST VH-UPG



PRE-START

Preflight Inspection COMPLETE
Cabin Door CLOSED and LATCHED
Front SeatADJUSTED and SECURE
Harnesses SECURE

- Check interference with pedals
- Vacant harness secure

Controls CHECK FULL, FREE & CORRECT
Fuel Shut-off Valve ON (Down)
Brakes SET and FEET on BRAKES
Propeller FULL FINE
Alternate Air COLD
Master Avionics & Electrical Switches OFF
Master Switch ON
Fuel Totaliser SET FUEL ON BOARD

PRIME . . AS REQUIRED (ESP COLD)

If the engine is warm . . little or NO prime
Mixture FULL RICH
Throttle ONLY 10 mm OPEN
Monitor fuel pressure
Electrical Fuel Pump . . . ON until pressure
indicates then OFF (expect only 2-4 sec)

START

Mixture IDLE CUT-OFF
Throttle ONLY 10 mm OPEN
Do NOT exceed 1200 rpm at start
Magnetos Switches BOTH ON
Propeller ALL CLEAR
Elevator with right hand.FULL AFT
Starter with left hand. ENGAGE
then AFTER engine fires
Mixture with left hand FULL RICH
Throttle 1000 – 1200 RPM

AFTER START

Oil PressureCHECK
- must indicate pressure within 30 secs
Mixture LEAN approx 30 mm
Ammeter Charge & Voltage CHECK

AVIONICS

Master AvionicsON
Radios SET
TransponderSTAND-BY

TAXI

Elevator FULL AFT
(If very strong wind from rear consider
forward stick – or perhaps do not fly)
BrakesCHECK

PRE TAKE-OFF

Trim SET
Master ON
Magnetos BOTH ON
PropellerFULL FINE
Fuel Shut-off ValveON (Down)
Fuel ContentsSUFFICIENT
Altimeter SET
G-meter RE-SET
Controls FULL, FREE, and CORRECT
Door & Window CLOSED & LATCHED
Harnesses SECURE
- Check interference with pedals

RUNUP - check behind/brakes

Mixture FULL RICH
Engine Instruments CHECK NORMAL
Throttle 1800 RPM
Magnetos CHECK L + R
(Max 200 RPM drop)
Propeller CHECK OPERATION
- Cycle twice with 300 – 500 RPM drop
Alternate AirCHECK
Engine Instruments CHECK IN GREEN
Throttle SLOW IDLE (max. 800)
Throttle 1000 – 1200 RPM
Mixture LEAN approx 30 mm

PRE-TAKE-OFF SAFETY BRIEFING

Abnormal Operations
Engine failure considerations

DEPARTURE BRIEFING

Initial Turn Direction, Departure Route
Climb Altitude ATC Considerations.

FUEL CONSIDERATIONS

Note max fuel for aerobatics and reserve.
Minimum quantity of fuel for immediate
return from MB Aerobatic Area is 37 l.
Radio call inbound minimum fuel at 30 l.

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RUNWAY HOLDING POINT

MIN OIL TEMP FOR TAKE-OFF **100°F**

Cabin Window . . . CLOSED and LATCHED
Mixture FULL RICH
Fuel Pump ON
Strobes ON
Landing Light (if required). ON
(transponder will auto ALT after takeoff)

AFTER TAKE-OFF

Initial Climb maximum rate . 70 - 75 KTS
Engine Instruments CHECK
Throttle initially 24" MP
Propeller 2500 RPM
Climb Power 25" & 2500 RPM
Climb at 80 KTS for traffic visibility if safe
Monitor fuel pressure
Fuel Pump at a safe height - OFF
Fuel Pressure CHECK

BEFORE LANDING

Brakes CHECK PRESSURE
HEELS ON FLOOR
Park Brake CONFIRM OFF
Mixture FULL RICH
Alternate Air COLD
Fuel SUFFICIENT
Fuel Pump ON
Harnesses SECURE

FINAL

Pitch FULL FINE

AFTER LANDING

Throttle 1000 – 1200 RPM
Mixture LEAN approx 30 mm
Fuel Pump OFF
Landing Light OFF
Strobe Lights as required
Transponder STBY
Trim SET
Radio Call as required

SHUTDOWN

Park Brake SET
Throttle 1000 – 1200 RPM

Magnetos CHECK L & R
Master Avionics OFF
Mixture IDLE CUT-OFF
Magnetos OFF
Strobe Lights OFF
VDO Engine Operating Time
Master Switch OFF

SECURE

Wheels CHOCKED
Pitot Tube Cover ON
Windows & Vents CLOSED
Flight Record Sheet COMPLETE
Check Master Switch. OFF
IF OUTSIDE: secure controls & tie down

AIRSPEEDS:

Best glide	65-70 kts
Landing approach	65-70 kts
Aileron Roll	110 kts
Loop	120 kts
Stall turn	120 kts
Manoeuvre Speed	110-115 kts

POWER (circuit & training area):

Climb & Aeros: 25" MP & 2500 RPM
Cruise (65%): 21½" MP & 2400 RPM
Descent: 15-17" MP & 2400 RPM

AEROBATICS:

Gs below 4.0. Control application limits. NO FLICKS/SNAPS.

FREQUENCIES:

MB ATIS	120.90
MB GND	119.90
MB TWR EAST	118.10
MB TWR WEST	123.00
ML CEN	135.70
BP Fuel 9587 5201	130.65
AAC Contest Box	125.05