



SUPER DECATHLON 8KCAB CHECKLIST VH-UPG

PRE-START

Preflight Inspection COMPLETE
 Cabin Door CLOSED and LATCHED
 Front Seat ADJUSTED 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
 Strobes 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 steady (expect 3-5 sec) . . . OFF

START

Mixture IDLE CUT-OFF
 Throttle ONLY 10 mm OPEN
 Do NOT exceed 1200 rpm at start
 Magneto 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 Pressure CHECK
 - must indicate pressure within 30 secs
 Mixture LEAN approx 30 mm
 Ammeter Charge & Voltage CHECK

AVIONICS

Master Avionics ON
 Radios SET
 Transponder STAND-BY

TAXI

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

PRE TAKE-OFF

Trim SET
 Master ON
 Magnetos BOTH ON
 Propeller FULL FINE
 Fuel Shut-off Valve ON (Down)
 Fuel Contents SUFFICIENT
 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 TWICE
 Smoothly limit to 300–500 rpm drop only
 Alternate Air CHECK
 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

Maximum of ½ tank fuel for aerobatics.
 Note minimum fuel reserve.
 Return from Aerobic Area at 37 l.
 Radio call inbound minimum fuel at 30 l.

