Sunshine Coast Flying School

Robin 2160

Flight Checklist

PRE-FLIGHT COCKPIT CHECK

Canopy Jettison	-	Lock wire
Fire Extinguisher	-	Secure
ELB	-	Secure
Magnetos	-	Off
Master Switch	-	On
Flaps	-	Down
Fuel Gauge	-	Note Reading
Master Switch	-	Off

EXTERNAL INSPECTION

Fuel Tank	-	Dip
Fuel Drain	-	Water Check
Left Wing	-	Flap Condition
	-	Aileron Condition
	-	Wingtip Nav Light
	-	Cover Plate(s) Security
	-	Pitot Head
	-	Main Wheel / Spat
	-	Wing Root Fillet
Engine Section	-	Cowl Fasteners
	-	Air Filter
	-	Alternator Belt
	-	Landing Light
	-	Prop. & Spinner Condition

	-	Nose Wheel / Spat
	-	Oil Level ($^{6}/_{8}$ to $^{8}/_{8}$)
Right Wing	-	Wing Root Fillet
	-	A/A Indicator
	-	Main Wheel / Spat
	-	Cover Plate(s) Security
	-	Wingtip / Nav Light
	-	Aileron
	-	Flap
Rear Fuselage (R/H Side)	-	Static Pressure Port
	-	Lower Fuselage / Antenna
	-	Upper Fuselage / Antenna
Right Elevator	-	Movement
	-	Bearing Wear
	-	Tab Movement
Rudder Fin	-	VOR Antenna
	-	Rudder Balance
	-	Movement
	-	Cable Attachments
	-	Lower Hinge
	-	Tail Skid
Left Elevator	-	Movement
	-	Bearing Wear
	-	Tab Movement
Rear Fuselage (L/H Side)	-	Static Pressure Port
Canopy	-	Screws
	-	Integrity
	-	Movement
	-	Locking

PRE-START

Seats	-	Adjusted
Harness	-	Secure
Cabin Heat	-	As Required
Circuit Breakers	-	All In
Engine Gauges	-	Condition
Light Dimmers	-	Dim
Suction Gauge	-	Condition
Light and Pitot Switches	-	As Required
	-	Pitot Heat Off
	-	Beacon On
Static Air Selector	-	Normal
Accelerometer	-	Check & Reset
Flight Instruments	-	Condition

Warning Lights	-	Condition
Day / Night Switch	-	As Required
Intercom Switch	-	As Required
Avionics Control Panel	-	Select As Required
Avionics	-	All Off
Tachometer	-	Condition
Clock	-	Set
OAT	-	Condition
EGT	-	Condition
Flap Indicator	-	Condition
Flap Selector	-	Condition
Magnetos	-	Insert Key
Mixture	-	ICO
Master Switch	-	Off
Alternator Switch	-	Off
Fuel Pump Switch	-	Off
Carby Heat	-	Friction Lock / Cold
Trim Wheel	-	Operation & set Neutral
Emergency Fuel Shut Off	-	On & Wired
Hand Microphone	-	Secure & Plugged In
Flight Controls	-	Full, Free, Correct Movement
Flight Times	-	Enter Start Times
Headset	-	On

START

Park Brake	-	On
Master	-	On
Warning Lights	-	Test
Mixture	-	Rich
Fuel Pump	-	On
Fuel Pressure	-	Green / Light is Out
Throttle	-	Prime & Set
Magnetos	-	Select Both
Immediate Area	-	‘Clear Prop’ (Shout!)
Starter	-	Press

AFTER START

Throttle	-	1,000 / 1,200 RPM
Oil Pressure	-	Rising
Alternator	-	On
Ammeter	-	Green
Fuel Pump	-	Off
Fuel Pressure	-	Green / Light is Out
Flaps	-	Up
Nav. Lights / Pitot Heat	-	Set as Required
Suction	-	Indicating

Gyro Instruments	-	Erect / Align
Avionics	-	On / Tune
ATIS	-	Received

TAXIING

Brakes	-	Check
Gyro Instruments	-	Check in turns
Avionics	-	Tune as Required

RUN-UP

Park Brake	-	On
Throttle	-	1,000 RPM
Oil Temperature	-	Yellow / Green
Carby Air	-	Cold
Mixture	-	Rich
Throttle	-	1,800 RPM
Fuel Pressure	-	Green
Ammeter	-	Green
Oil Pressure	-	Green
Suction	-	Green
Carby Heat	-	Check / Off
Magnetos	-	Check
Throttle	-	Idle then 1,000 RPM

PRE-TAKE OFF

Trim	-	Set to Takeoff Position
Mixture	-	Rich
Master	-	On
Flaps	-	Set for Take-off
	-	Visually confirmed
	-	Light On
Fuel - Emerg. Shut-off	-	On
- Pump	-	On
- Pressure	-	OK
- Contents	-	Sufficient
- Lights	-	Out
Instruments	-	Check & Set
Avionics	-	Set As Required
Magnetos	-	Both On
Carby Air	-	Cold
Controls	-	Full & Free Movement
Canopy	-	Locked
Harness	-	Secure
Departure Procedure	-	Review
Take-off Briefing	-	Done

AFTER TAKE-OFF

Flaps	-	Up
Power	-	Climb
Fuel Pump	-	Off (700 ft. +)
Engine Instruments	-	Green

CRUISE CHECK

Throttle	-	Set Cruise Power
Mixture	-	Lean as Required
* Engine Instruments	-	'Green'
* Direction Indicator	-	Synchronised
* Fuel	-	Contents OK

* REPEAT AT 10 Min. INTERVALS

PRE-AEROBATIC CHECK

H - Height - to recovery by 3,000ft.
A - Airframe - Flaps Up - Canopy Locked
S - Security - Canopy, Harness, Loose Objects
E - Engine - Temps., Pressures, Fuel Pump On
L - Location - Not over built-up area.
- Forced Landing Field Identified

L - LOOKOUT - Other Aircraft !!

POST AEROBATIC CHECK

E - Engine - Temps., Pressures, Fuel Pump Off
C - Compass / DI Synchronised
O - Orientation

ENGINE FAILURE - TROUBLE CHECKS

F - Fuel - selection, pump, pressure, contents & light
M - Mixture - try lean to rich ranges
O - Oil - temps and pressure OK?
S - Switches - try left, right then both
T - Throttle - try throttle ranges for residual power +clear

AIRFIELD APPROACH

A - ATIS	-	Received
P - Procedures	-	Reviewed
L - Landing	-	Reviewed
E - Engine Gauges	-	'Green'

PRE- LANDING CHECKS

B - Brakes	-	Off
U - Undercarriage	-	Down

M - Mixture		- Rich
C - Carb Heat		- As Required
F - Fuel	- Emerg. Shut-off	- On
	- Pump	- On
	- Pressure	- Green
	- Contents	- Sufficient
	- Warning Lights	- Out
I - Instruments		- Temps & Pressures 'Green'
S - Security		- Loose objects secured
H - Harness & Hatches		- Secure

AFTER LANDING

F - Flaps	-	Up
F - Fuel Pump	-	Off
F - Fresh Air	-	Canopy As Required
F - Frequency	-	Select, Taxi Call

SHUT DOWN

Park Brake	-	On
Throttle	-	900 / 1,000 RPM
Lights & Pitot Switches	-	Off (Except Beacon)
Avionics	-	Off
Magnetos	-	Check Dead Cut (Slowly)
Throttle	-	1,100 RPM
Mixture	-	Out

AFTER PROPELLER STOPS:

Throttle	-	Closed
Magnetos	-	Off / Key Out
Flaps	-	Down
Alternator	-	Off
Master	-	Off
Flight Times	-	Stop Time Entered

SUNNY COAST FREQUENCIES

ATIS	-	119.8
ATIS (Phone)		(07) 54487150
GROUND	-	121.1
TOWER	-	124.4
YCDR CTAF	-	118.1
NOOSA / TEEWAH		126.7

ENGINE ICING CONDITIONS

(a) Throttle Ice - Temps. up to 35 Deg. C if high humidity
(b) Fuel Evap. Ice - Temps. +20 Deg. C to +30 Deg. C with 50% + humidity level.
(c) Impact Ice - Super cooled H_2O

CARBY HEAT OPERATION DURING TAXI:

In colder weather, overnight moisture may build up in the air cooler causing icing during taxiing. Apply full carby heat long enough to remove the icing. Note this may occur several times during taxiing until all of the air filter moisture has evaporated.

SPARK PLUG FOULING BURN-OUT PROCEDURE:

1. Set 2000 RPM
2. Lean Mixture to max. EGT and/or slight rough running
3. Wait MINIMUM of 30 seconds
4. Re-set Mixture to Rich
5. RE-set 1800 RPM and repeat mag rev. drop checks
6. If still fouled, repeat steps 1 & 2, then apply full power for 1 min
7. Repeat step 5
8. If still fouled, DO IT AGAIN!
9. If still fouled, return to base

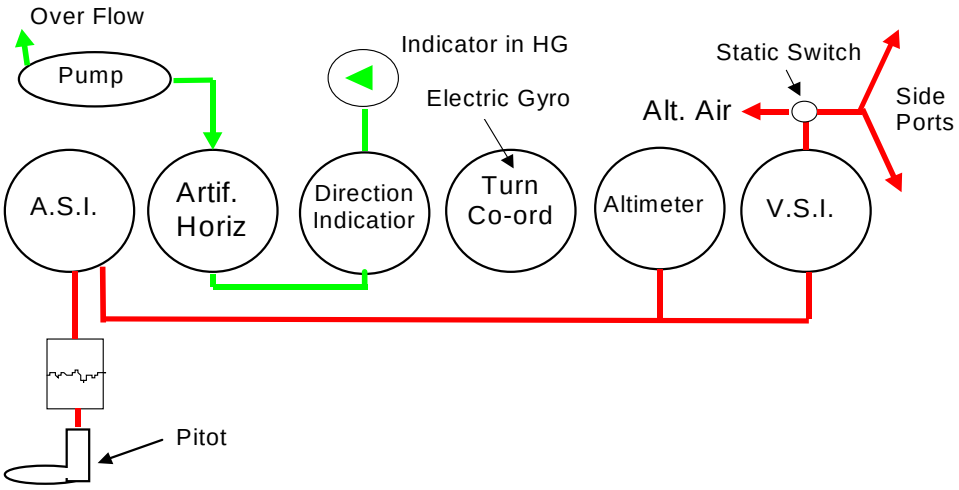
RADIO FAILURE PROCEDURE (INBOUND)

1. Circle approach point on dead side
2. Try to obtain ATIS using nav com or mobile phone
3. Squawk 7600 on Transponder (if transponder has failed divert to CTAF)
4. Transmit Inbound call prefixed with " Transmitting blind"
5. Track to join circuit if ATIS received or track to overhead if no ATIS received.
6. When at control zone join circuit if approach direction known or fly overhead @ 1,500' to ascertain circuit direction.
7. If overhead and circuit is known, then join circuit in Upwind leg.
8. In both cases look for a green light on downwind leg.
9. in both cases land on duty runway
10. After landing call A.T.C.

RADIO FAILURE PROCEDURE (OUTBOUND)

1. execute last ATC instruction (i.e. if cleared outbound DO NOT turnaround!)
2. Squawk 7600 on Transponder
3. When clear of zone, follow above inbound radio failure procedure

Robin Flight Instruments:



LOADING DATA RULES

Rule 1 - Max. combined weight of pilot & passenger is 200 kg
Rule 2 - Max. baggage weight is 35 kg
Rule 3 - Baggage must not be carried for aerobatic flight
Rule 4 - All up weight of aircraft must not exceed the lesser of 800 kg or the weight obtained from the Take-off Weight Chart
(Empty Aircraft weight = 552 kg. moment = 147 mkg.)

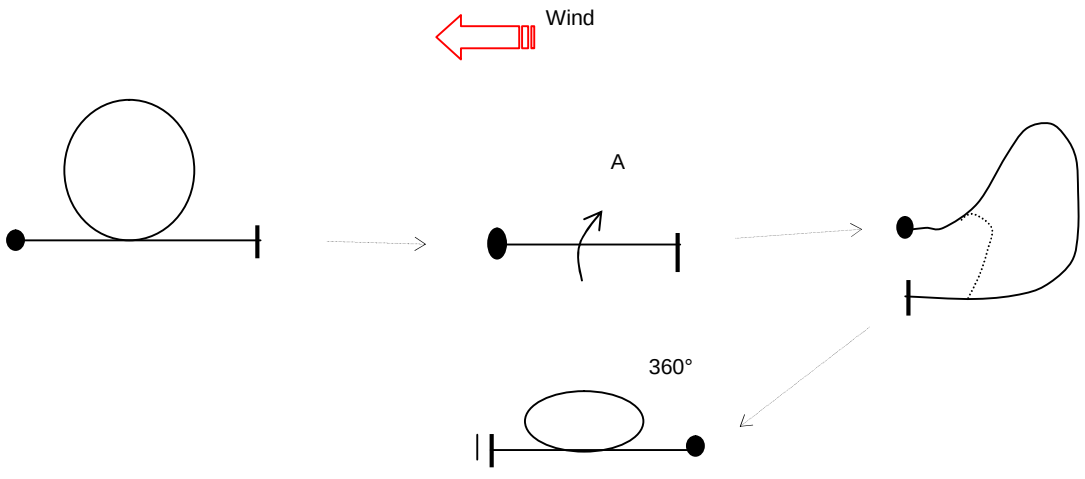
NAVIGATION

C ompass - Check Heading, Synchronise with DI (best average of 3 looks)
L og - ATA and new ETA
E ngine - Check gauges and power settings (2,500 rpm)
A ltitude - Check correct & prep. for any changes.
R adio - Any calls required? Clearances, Position reports at turning points.

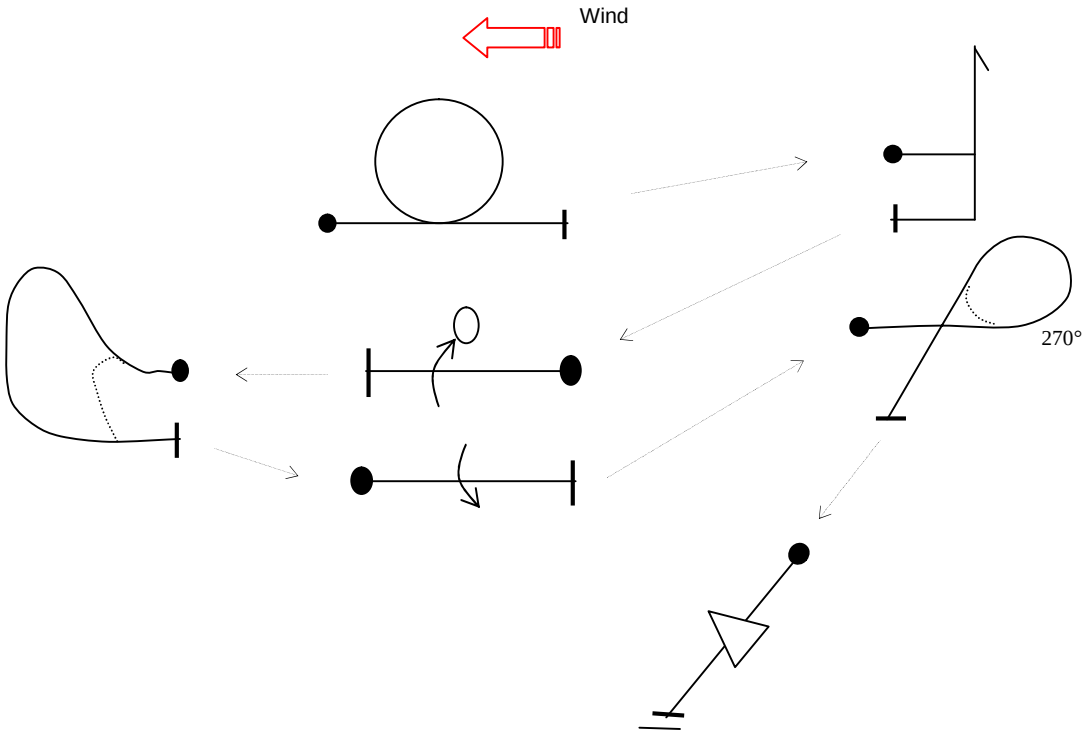
O rientation - Gross error check that you are flying in the right direction.
F uel - Measure gauge and note on log every 30 minutes.
F uture times - Note / revise future leg & ETA times.

AEROBATIC SEQUENCES

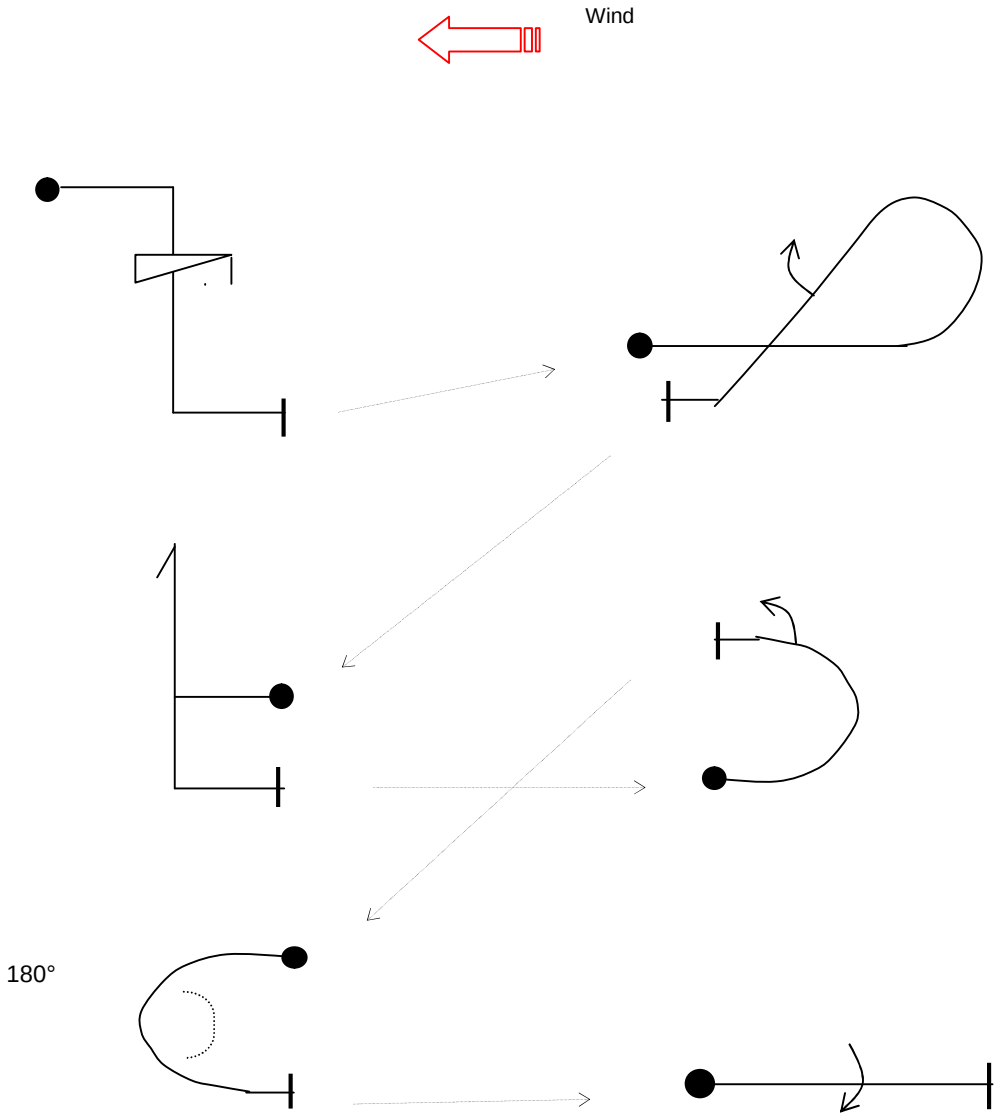
Phase 1



Phase 2



AAC Basic Level (example from year 2000)



Phase 3