

CHECKLIST BRISTELL 912iS Sport



PERSONAL LIMITATIONS - REVIEW

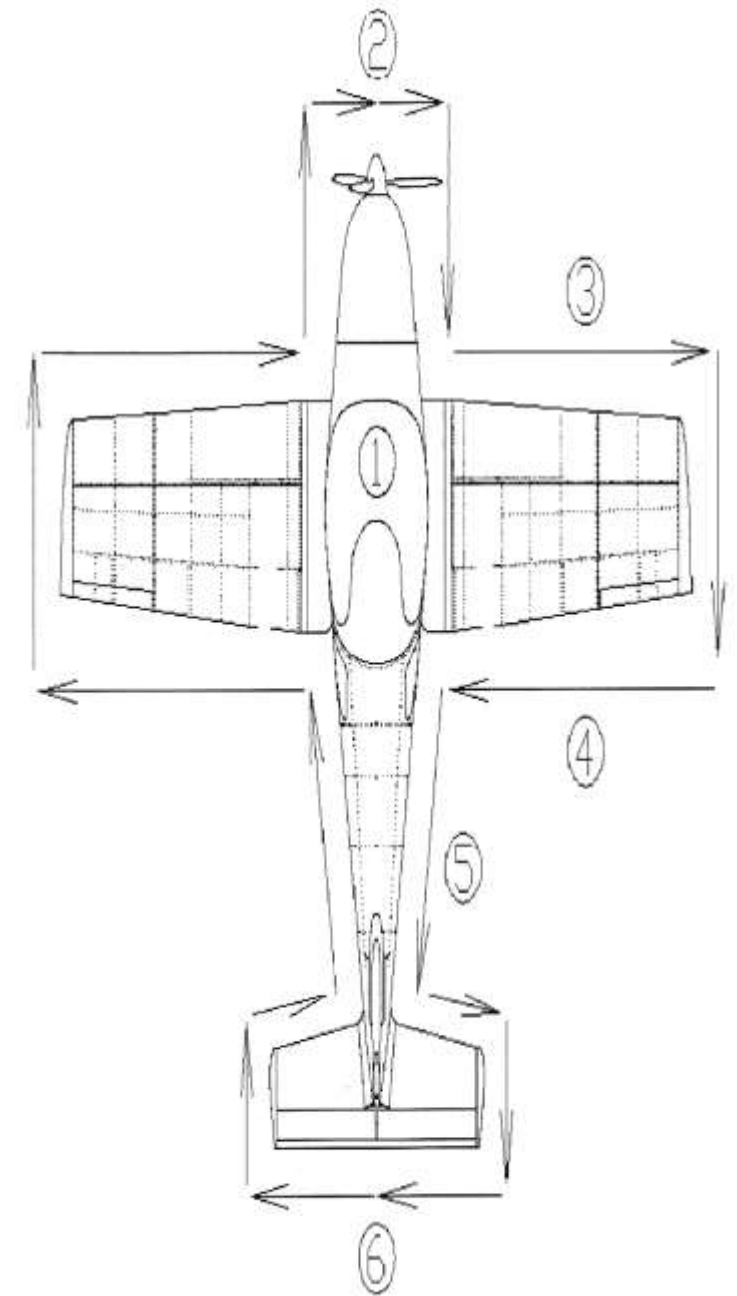
- ILLNESS
- MEDICATION
- STRESS
- ALCOHOL
- FATIGUE
- EATING - NUTRITION

SUGGESTED LIMITATIONS

1. PLAN TO END FLIGHT WITH AT LEAST 6 GALLONS
2. LIMIT CROSSWINDS TO 6 KNOTS UNTIL 20 HOURS IN-TYPE

PRE-FLIGHT INSPECTION

1. OIL LEVEL/COOLANT - CHECK
2. EXHAUST STACK AND SPRINGS - CHECK
3. OVERALL CONDITION - CHECK
4. REFER TO POH FOR DETAILED PRE-FLIGHT INSPECTION
5. AEROSHELL LIGHT SPORT 4 OIL
6. DEXTROL COOLANT 50/50 MIX WITH DISTILLED WATER LEVEL - CHECK
7. EXTERIOR LIGHTS - CHECK
8. PITOT HEAT - CHECK
9. FLIGHT CONTROLS - CHECK



Walk Around Inspection Diagram



STARTING ENGINE-Rotax 912iS Sport

1. THROTTLE – **25%, about ½ in.**
2. PARKING BRAKE - SET
3. PRE-HEATING REQUIRED BELOW 30 DEGREES F
4. FUEL SELECTOR - LEFT TANK
5. ANTI-COLLISION LIGHTS - ON
6. PROPELLER AREA - CLEAR
7. IGNITION (A & B) - ON
8. **Stand by FUEL PUMP - on**
9. **Primary FUEL PUMP-on (44-45psi)**
10. **FUEL PUMP-on until shutdown**
11. THROTTLE – **cracked ½ in.**
12. **STARTER-ENGAGE**
13. AFTER START - 2200RPM
14. AFTER 2 MINUTES - 2500-3000RPM

BEFORE TAXI CHECKLIST

1. SEATBELTS - ON AND SECURE
2. TAXI – 1800 RPM
3. ATIS INFORMATION - CHECK
4. GPS - ON AND SET
5. CONTROL SURFACES FOR WIND CORRECTION - CORRECT POSITION
6. BRAKES - CHECK
7. **DO NOT RIDE THE BRAKES - USE WHEN NECESSARY**

ENGINE RUN-UP

1. PARKING BRAKE - SET
2. OIL TEMPERATURE - ABOVE 120 DEGREES F
3. FUEL SELECTOR VALVE – **ON LEFT TANK OR FULLEST TANK**
4. ENGINE INSTRUMENTS - CHECK
5. ENGINE - 3500-4000RPM
6. IGNITION A - OFF

7. CHECK INDICATOR LIGHT - ON (NOT MORE THAN 300 RPM DROP)
8. IGNITION A - ON
9. IGNITION B – REPEAT CHECK
10. CARBEURATOR HEAT - CHECK (NOT MORE THAN 150 RPM DROP)

BEFORE TAKEOFF

1. FLIGHT CONTROLS - FREE AND CORRECT
2. FLAPS - 10(FOR SHORTFIELD)
3. FUEL QUANTITY- CHECK (BOTH TANKS)
4. FUEL VALVE POSITION – **LEFT IF FULL**
5. FUEL PUMP – **ON for entire flight**
6. LANDING LIGHT - OFF
7. TRIM TAB - NEUTRAL POSITION

BEFORE TAKEOFF CONTINUED

8. TRANSPONDER - ALT
9. RADIOS - SET
10. AHRS - ALIGNED (ATTITUDE INDICATOR)
11. AUTO-PILOT - OFF
12. CANOPY - CLOSED AND LOCKED
13. SEATBELTS - ON AND SECURE
13. ENGINE PAGE - EFIS-2 DISPLAY
14. RADIOS - ANNOUNCE

TAKEOFF CHECKLIST

1. FULL POWER - **4800-5150RPM**
2. **ROTATE - 40 KNOTS**
3. $V_x = 60KTS, V_y = 75KTS$
4. CHT - SHOULD NOT EXCEED 275F
5. OIL - SHOULD NOT EXCEED 266F
6. 600 AGL - FLAPS RETRACTED
7. FUEL PUMP - OFF (DEPARTING PATTERN)

CRUISE CHECKLIST

1. ENGINE - 5100 RPM (MAX 5500RPM 5 MINUTES)
2. ROUGH AIR $V_a = 93$ KTS
3. ENGINE INSTRUMENTS - CHECK
4. (WITH FUEL PUMP ON) SWITCH FUEL TANKS - EVERY 30 MINUTES
5. FUEL PRESSURE-decreasing fuel pressure is an indication of blockage in the fuel filter.

DESCENT CHECKLIST

1. REDUCE POWER - 3500-4000RPM
2. DO NOT EXCEED 100 KTS
3. OIL TEMP. - 122F OR GREATER
4. LANDING LIGHT - ON
5. FUEL PUMP – ALWAYS ON

ARRIVAL TO THE LINE

1. POWER – 4000 RPM
2. SLOW TO 75KTS
3. FLAPS - 10
4. ABEAM RUNWAY NUMBERS ON DOWNWIND - POWER 3500 RPM
5. CARB HEAT- ON
6. FLAPS - 20 DEGREES
7. BASE LEG - SLOW TO 60KTS

FINAL APPROACH

1. 60 KNOTS +5 -0
2. FLAPS - 20 DEGREES FOR NORMAL LANDING
3. ENGINE - 3200 RPM

4. 200 AGL - MUST BE LINED UP WITH CENTERLINE
5. AIRPSEED 60-65 KTS
6. VASI INDICATION (IF APPLICABLE)
7. STABILIZED AT 200 AGL OR GO AROUND
8. Once over the runway at 1 foot in slight nose high attitude, close throttle and fly on to the runway
9. Hold nose slight off the runway until the plane slows down.

AFTER LANDING

1. CLEAR OF RUNWAY
2. FLAPS - UP
3. CARB HEAT - OFF
4. FUEL PUMP – always on
5. LANDING LIGHT - OFF
6. TRANSPONDER - STANDBY
7. TRIM - NEUTRAL RADIOS - ANNOUNCE

ENGINE SHUTDOWN & SECURING

1. ENGINE - LOW IDLE
2. FUEL PUMP - OFF
3. IF TAXI TO RAMP IS SHORT- IDLE AT 2500RPM FOR 2 MINUTES FOR ENGINE COOLING
4. AVIONICS - OFF
5. EFIS 1&2 - OFF
6. IGNITION A – OFF for 3 seconds
7. IGNITION B – OFF
8. MASTER SWITCH - OFF
9. ANTI-COLLISION - OFF
10. PARKING BRAKE - SET
11. TIE DOWNS - SECURE



ABNORMAL / EMERGENCY CHECKLISTS

REQUIRED MEMORY ITEMS

ENGINE FAILURE ON TAKEOFF RUN

1. THROTTLE – IDLE
2. BRAKES - APPLY

ENGINE FAILURE DURING TAKEOFF

1. ESTABLISH Vg 65KTS
2. BELOW 150 AGL - LAND IN TAKEOFF DIRECTION
3. **Switch tanks**
4. ABOVE 150 AGL –Choose suitable landing area
5. WIND DIRECTION - LOCATE
6. CHOOSE AREA WITHOUT OBSTACLES
7. EXTEND FLAPS - AS NEEDED
8. FUEL SELECTOR - OFF
9. IGNITION - OFF
10. MASTER SWITCH - OFF
11. SEATBELTS - CHECK

ENGINE FAILURE IN FLIGHT

1. ESTABLISH Vg AT 65KTS
2. CHOOSE SUITABLE LANDING AREA
3. FUEL PUMP – ON
4. **Switch tanks**
5. CARB HEAT - ON
6. FUEL QUANTITY - CHECK
7. FUEL TANK POSITION - CHECK
8. RESTART - ATTEMPT

(IF ENGINE DOES NOT START)

9. FUEL SELECTOR - OFF
10. IGNITION - OFF
11. SEATBELTS - CHECK
12. SQUAWK - 7700
13. RADIOS - ANNOUNCE 121.500 OR LOCAL ATC
14. FLAPS - EXTEND AS NEEDED
15. LAND

ENGINE FIRE ON GROUND

1. CABIN HEAT - OFF
2. FUEL SELECTOR - CLOSE
3. THROTTLE - FULL POWER
4. IGNITION - OFF
5. EXIT AIRCRAFT
6. EXTINGUISH AIRCRAFT IF POSSIBLE
7. ALERT PROPER AUTHORITIES

IN-FLIGHT FIRE/SMOKE

1. CABIN HEAT - CLOSE
2. FUEL SELECTOR - OFF
3. THROTTLE - FULL POWER
4. MASTER SWITCH - OFF
5. IGNITION – OFF AFTER SHUTDOWN
6. CHOOSE NEAREST AIRPORT OR EMERGENCY LANDING LOCATION
7. SEATBELTS - CHECK

FIRE IN COCKPIT

1. MASTER SWITCH - OFF
2. CABIN HEAT - OFF
3. USE FIRE EXTINGUISHER

UNINTENTIONAL SPINS

1. THROTTLE - IDLE
2. AILERONS - NEUTRAL
3. **RUDDER – FULL OPPOSITE OF SPIN**
4. ROTATION STOPS – NEUTRALIZE RUDDER
5. DIVE - RECOVER
6. CRUISE POWER - SET
7. CRUISE ALTITUDE - CLIMB

EMERGENCY LANDING (I.E. SICK PASSENGER)

1. 4000 RPM descend 100 KIAS
2. TRIM - ADJUST
3. SEATBELTS - CHECK
4. FLAPS NONE
5. CHOOSE SUITABLE AIRPORT
6. ALERT TOWER/APPROACH OF REQUIRED ASSISTANCE

AUTO-PILOT MALFUNCTION- AP OFF BUTTON - PUSH

FLAT TIRE LANDING

1. DURING LANDING KEEP FLAT TIRE ABOVE GROUND AS LONG AS POSSIBLE
2. MAINTAIN DIRECTION ON ROLLOUT – RUDDER

LANDING WITH DEFECTIVE LANDING GEAR

1. IF MAIN GEAR DAMAGED - PERFORM TOUCH DOWN AT LOWEST PRACTICABLE SPEED
2. MAINTAIN DIRECTION DURING LANDING RUN
3. IF NOSEWHEEL DAMAGED - MAINTAIN NOSEWHEEL OFF THE GROUND AS LONG AS PRACTICABLE WITH ELEVATOR CONTROL

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