

CHECKLIST FOR NORMAL OPERATION ROBIN DR40

Parameters, restrictions, procedures and emergency procedures see AFM

BEFORE FIRST FLIGHT

1. Aircraft & Cockpit inspection..... COMPLETED
2. Passenger briefing COMPLETED
3. Controls FREE & CORRECT
4. Flaps (full Range) CHECKED

BEFORE ENGINE START

1. Parking brake..... SET
2. Flight time counter..... RECORDED
3. Ignition key OFF
4. Seats ADJUSTED & LOCKED
5. Seat belts / Shoulder harnesses FASTENED & ADJUSTED
6. Alternate air CLOSED
7. Elevator & Rudder trim TAKE OFF
8. Flaps UP
9. Altimeter..... SET
10. Battery ON
11. Cowl flaps OPEN
12. Fuel quantity CHECKED
13. Fuel selector MAIN OPEN / AUX. CLOSED
14. Propeller..... FULL INCREASE
15. Annunciator warnings TEST
16. Avionic master OFF

READY FOR ENGINE START**ENGINE START**

1. Rotating beacon ON
2. Propeller area CLEAR
3. Engine start..... [according Procedures list](#)

ENGINE START COMPLETED**AFTER ENGINE START**

1. Oil pressure..... CHECKED
2. Alternator ON
3. Voltmeter CHECKED GREEN ARC
4. Gyro suction CHECKED
5. Fuel pump OFF
6. Annunciator warnings OFF
7. Avionic master ON
8. Avionic PRESELECTED

READY FOR TAXI

TAXI

- 1. Brakes & Steering..... CHECKED
- 2. Gyro instruments..... CHECKED

TAXI CHECK COMPLETED

ENGINE TEST

- 1. Warm up time..... CHECKED
- 2. Space behind Aircraft..... FREE
- 3. Run up..... according Procedures list

ENGINE TEST COMPLETED

BEFORE DEPARTURE

- 1. Seats LOCKED
- 2. Seat belts / Shoulder harnesses FASTENED
- 3. Fuel pump ON
- 4. Fuel quantity..... CHECKED
- 5. Fuel selector MAIN OPEN / AUX. CLOSED
- 6. Mixture..... SET
- 7. Propeller..... FULL INCREASE
- 8. Friction (Throttle) SET
- 9. Alternate air CLOSED
- 10. Cowl flaps OPEN
- 11. Magnetos BOTH
- 12. Controls..... FREE & EASY
- 13. Elevator & Rudder trim TAKE OFF
- 14. Flaps..... TAKE OFF
- 15. Flight instruments SET
- 16. Avionic..... SET
- 17. Transponder CODE SET
- 18. Takeoff briefing COMPLETED
- 19. Canopy..... CLOSED & LOCKED

READY FOR DEPARTURE

CLIMB

- 1. Flaps..... UP
- 2. Power..... CHECKED
- 3. Fuel pump OFF except Circuits
- 4. Cowl flaps OPEN

CLIMB CHECK COMPLETED

CRUISE

- 1. Flight- & Engine instruments CHECKED
- 2. Fuel..... CHECKED
- 3. Power..... SET / CHECKED
- 4. Cowl flaps CLOSED

CRUISE CHECK COMPLETED

APPROACH

- 1. Approach briefing COMPLETED
- 2. Seats LOCKED
- 3. Seat belts / Shoulder harnesses FASTENED
- 4. Flight instruments SET
- 5. Avionic SET
- 6. Fuel pump ON
- 7. Fuel quantity CHECKED
- 8. Fuel selector AUX. CLOSED
- 9. Mixture..... SET
- 10. Alternate air CLOSED

APPROACH CHECK COMPLETED

FINAL

- 1. Flaps SET
- 2. Brakes (pressure)..... CHECKED
- 3. Brakes FREE

FINAL CHECK COMPLETED

AFTER LANDING

- 1. Propeller..... FULL INCREASE
- 2. Flaps UP
- 3. Electrical consumers AS REQUIRED
- 4. Cowl flaps OPEN

AFTER LANDING CHECK COMPLETED

PARKING & ENGINE SHUT DOWN

- 1. Time (Block on) CHECKED
- 2. Engine shut down according Procedures list
- 3. Magnetos OFF
- 4. Avionic 121.500 TEST
- 5. Avionic master OFF
- 6. Battery OFF
- 7. Flaps FULL DOWN
- 8. Flight data RECORDED
- 9. Aircraft CHOCKED / SECURED

PARKING CHECK COMPLETED

FIRE ON GROUND

- 1. Starter..... CRANK ENGINE
- 2. Mixture..... IDLE CUT OFF
- 3. Throttle FULL OPEN
- 4. Fuel pump OFF
- 5. Fuel selector OFF
- 6. Battery / Alternator OFF
- 7. Pax and Crew EVACUATE

FIRE IN FLIGHT

- 1. Source of fire IDENTIFY

ELECTRICAL FIRE (Smoke in cabin)

- 1. Battery / Alternator OFF
- 2. Vents OPEN
- 3. Cabin heat OFF

LAND AS SOON AS PRACTICABLE

ENGINE FIRE

- 1. Fuel selector OFF
- 2. Throttle CLOSED
- 3. Mixture..... IDLE CUT OFF
- 4. Fuel pump OFF
- 5. Cabin heater and Defroster OFF
- 6. Elevator trim SET FOR BEST GLIDE 81 KIAS

PREPARE FOR POWER OFF EMERGENCY LANDING

ENGINE POWER LOSS IN FLIGHT

1. Attitude BEST GLIDE SPEED 81 KIAS
2. Fuel selector OPEN MAIN & AUX
3. Fuel pump ON
4. Mixture..... RICH
5. Carburetor heat ON
6. Ignition..... BOTH
7. Engine gauges CHECK CAUSE OF POWER LOSS

When power is restored

8. Carburetor heat OFF
9. Fuel pump OFF

If power is not restored

10. Elevator trim SET FOR BEST GLIDE 81 KIAS

PREPARE FOR POWER OFF EMERGENCY LANDING

EMERGENCY LANDING

Trimm for best glide speed 81 KIAS

Locate suitable field

When the landing field can easily be reached

1. Seat belts / Shoulder harnesses TIGHT
2. Fuel selector CLOSE MAIN & AUX
3. Mixture..... IDLE CUT OFF
4. Throttle IDLE
5. Ignition..... OFF
6. Battery / Alternator OFF
7. Flaps FULL DOWN
8. Speed REDUCE FOR FINAL APPROACH

ALTERNATOR FAILURE

No Alternator output (low Voltage)

or Alternator-Warning (Annunciatorpanel) illuminates

1. Alternator switch CHECK ON
 2. Alternator circuit breaker CHECK PUSH IN
- if 1 and 2 are checked on/in and still no output**

ALTERNATOR RECYCLING PROCEDURE

3. Electrical consumers OFF as practicable
 4. Alternator switch OFF
 5. Alternator switch ON aft. 5-10 s
 6. Alternator output CHECKED
- if still no output**
7. Electrical consumers OFF as practicable
- Land on the nearest Airport as practicable**

RADIO FAILURE

NO RADIOCONTACT WITH TWR / ACC

1. Radio ON
 2. Vol..... TEST
 3. Frequency..... CHECKED
 4. Headset / Mike plugs CHECKED
- if still no contact**

remain outside of Airspace

LOSS OF RADIOCONTACT WITH TWR / ACC

1. Radio ON
 2. Vol..... TEST
 3. Headset / Mike plugs CHECKED
- if still no contact**
4. Transponder 7600 / ALT
 5. Procedure ACCORDING AIP

Jan11
v5.2

FLUGSCHULE GRENCHE

NOTES

Robin Remo 200

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SPEEDS FOR OPERATION AT MAX. TAKE OFF MASS (MTOM)**KIAS**

Rotate	FLAPS 1	61
Best angle v_x	FLAPS UP or 1	67 / 65
Best rate v_y up to 2000 ft AGL.....	FLAPS UP	86
Cruise climb v_{cc} above 2000 ft AGL	FLAPS UP	89
Initial approach	FLAPS 1	80
Intermediate approach	FLAPS 2	70
Final approach	FLAPS 2	65
Go around.....	before FLAPS UP.....	67
Best glide.....	FLAPS UP	81
Max. demonstrated Crosswind		22 KT
Max. Speed for Flaps 1		92
Max. Speed for Flaps 2		81

POWER SETTINGS

	<i>MP</i>	<i>RPM</i>
Take off	full open	(max. 2 min) 2700
Climb	25"	2500
Cruise and Cruise descent	55-65%	2350
Approach / circuit	as required	2200

MANIFOLD PRESSURE FOR CRUISE

Altitude [ft]	0	3000	4500	5500	7500	> 7500
MP (65%)	23.4	22.6	22.3	22.0	21.5	21.5

RUN UP

Engine	2000 RPM
Magnetos max. drop / diff	175 / 50 RPM
Idle	500-700 RPM

POSTFLIGHT

Refuel standard.....	Main full / Aux. empty
Refill Oil	if below 4 QTS to max. 8 QTS

LOADING

HB-	Empty mass		Moment	Cabine load with Fuel [kg]		MTOM	
	[lb]	[kg]	[m - kg]	standard	full	[lb]	[kg]
KFH	1556.0	705.8	262.899	322.2	286.2	2425	1100

REFUELING

Standard	26.4 USG	100 l	72 kg	159 lb
Full	39.6 USG	150 l	108 kg	238 lb