

Ground procedure

- PAX briefing
 - Closing the door (two hands)
 - Seatbelts
 - Exits
 - GSM off
 - Cockpit silence during T/O, ldg, RT

- Emergency gear handle vertical
- Before starting checks
- Starting checks
- After starting checks

- ATIS
- Req. S/U ("CPFIR")
- Crew briefing ("IOWA")
- Avionics → Com & Nav set for SID
- Departure briefing
- "Req. taxi"

- Brakes Checked
- Turns
 - Attitude Stable
 - Ball Opposite
 - T&B, DG To the L/R, decr./incr.

- Run up checks
- Before T/O checks
- Clearance...
- Amendments
- T/O briefing ("CII")
- "Ready for departure"

Runway items

- Xpdr ON
- Electrics ON
- Final&runway Clear
- Rwy hdg Checked
- Wind Checked
- T/O power Check RPM

After T/O checks

- Pos. R.o.C. Brakes, Gear up
 - Flaps Up
 - Climb power Set 2400/25"
- Transition altitude:
 4. QNH Set 1013 hPa
 5. Electrics OFF
 - Fuel pump OFF
 - Landing light OFF
 - Pos. light As req'd
 - Pitot heat As req'd

Cruise checks

- Fuel Sufficient, on fullest
- Engine Instr's, leaned, cowl closed
- Electrics As required
- Location Next waypt. planned

Arrival procedure

- Arrival briefed

Approach procedure

- ATIS
- Avionics
- Briefing
- Checks

Approach checks

- Gas 2000, 13"
- Brakes & belts Checked
- Fuel pump ON
- Magnets Both
- Tank Fulltest
- Altimeter QNH set
- Lamp test 3 **G**, 1 **R**
- White arc ON
- Mixture Flaps 15°
- Mixture At detent
- 90 kts 15"

Point of descent

- Gear Down
- Gear 3 **G**
- Throttle 12"

200' above minima or short final

- Gear 3 **G**
- Prop/mixture Full fwd
- Flaps 30°
- Speed 80 kts

Runway vacated

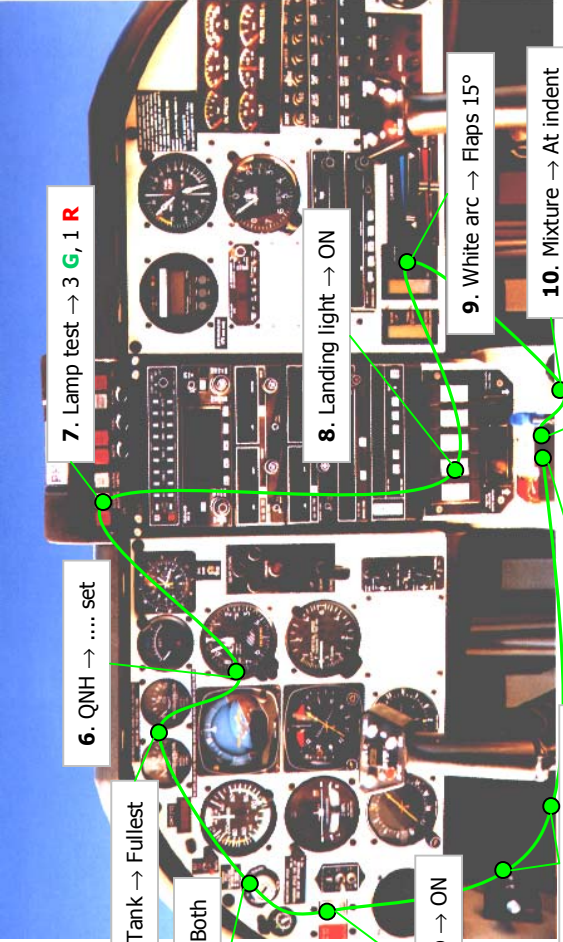
- Flaps Up
- Xpdr Standby
- Landing light OFF
- Fuel pump OFF

Switching Off

- Log Completed
- Parking brake Set
- Avionics Off
- Mixture Cut-off
- Magnets OFF
- Anti-collision light OFF
- Master switch OFF

Ruschmeyer R90-230 procedures and settings, IFR

Approach checks



7. Lamp test → 3 **G**, 1 **R**

5. Tank → Fulltest

4. Magnets → Both

8. Landing light → ON

9. White arc → Flaps 15°

10. Mixture → At detent

11. 90 kts → 15"

1. Gas → 2000, 13"

2. Brakes & belts → Checked

Speeds [ktIAS]

- V_{NE} 193 ≤ 12000'
- 182 ≤ 16000'
- 171 ≤ 20000'
- V_{NO} 157
- V_{LE/LO} 140
- V_{emergency descent} 140 gear down
- V_A 107..128
- V_{FE} 102
- V_Y 92..98 MSL, 0° flaps
- V_X 70..76 MSL, 0° flaps
- V_{best glide} 85..95 gear/flaps up
- 80..85 30°
- V_R 58..62 15° flaps
- 70 15° flaps long field
- V_{S1} .71
- V_{S0} .62 15° , .59 30°
- V_{appr.} 90
- 75..80 30° flaps touchdown
- 60..65

Settings

initial climb	horizon		c/g	kts IAS	RPM	MAP	FF	mixture	cowl flaps
	+10°	+5°							
sustained climb			clean	90	2400	25"	81	full rich	open
holding	0°			120	1800	19"	30..31	indent	closed
holding -500'/min				135	2000	14"	27..28	peak EGT	
cruise	0°					22"	40	indent	
approach, level	+2°		15° flaps	90	2000	15-16"	26..27	indent	
descent -500'/min	-1°		15° flaps, gear down			<10"	16		
descent -500'/min	-1°		30° flaps, gear down			12..13"	22..23		
"landing"	-...°			80	fine pitch	full rich	

Load factor 0° flaps: +3.8/-1.52g, FE: +2.0/-0g

Leaning

≥85%: full rich, ≤85%: 100°F rich of peak, ≤80%: peak, ≤75%: lean of peak and smooth

Crew briefing according to "IOWA":
 I'll do the flying, you monitor all instruments and report any malfunctioning loud and clear.
 On my command you read the checklist, do the RT, set the transponder and tune and identify the beacons in the air.
 When VMC, you look outside for safety.
 Any questions?

T/O briefing according to "CII":
 Cockpit silence during T/O
 If you observe any malfunctioning below Vr=, kts call "STOP" loud and clear and state the reason.
 In case of engine failure when airborne and not enough runway to land straight ahead, I'll make shallow turns to avoid obstacles and select a suitable field.