

- STARTING

Engine primed and pulled through

THROTTLE 1/4" OPEN

Thumbs up - CLEAR PROP

MAGNETO BOTH ON (Rear mags on)

Hand prop - follow crewman instructions or

Switch on Starter Press Starter button

Switch OFF starter switch
- IMMEDIATELY AFTER START

THROTTLE SET 1100 RPM

Oil Pressure Rising

Alternator Warning Light OUT

Vacuum guage Check

RADIO ON (Set frequency and volume)

Intercom ON (Set squelch and volume)

Transponder ON (Standby)

GPS ON

Magnetos Check for dead cut

Instruments
 - Artificial Horizon (Erect)
 - DI (Set with compass)
 - Altimeter (Set airfield elevation)

RADIO Call for taxi

ALTIMETER Set QNH / Check QFE

- REAR COCKPIT

Magnetos On (cover secure)

Check for obstructions (remove cushion for solo flight)

Baggage locked - Brief passenger before start

PRE-START

RUDDER LOCK AND PITOT COVER REMOVED

Pitot Heat Off

Landing light Off

Nav Lights Off

Starter switch Off

HOBBS Record reading - Record time

TRIMMER Full and correct (2 notches nose)

THROTTLE Check movement (closed), & friction

BRAKES Check movement (SET FULL ON)

MIXTURE Check movement (rich with throttle)

GROUND / FLIGHT SET TO FLIGHT

Alternator warning light ON

Instruments Check condition

Set Altimeter

Set DI

Check engine inst. OK

Radio Off

CARB AIR Check movement (Cold)

FLAPS Check in stages (UP)

Fire Extinguisher Security

Intercom Off

Transponder Off

FUEL ON

3

DHC-1 Chipmunk

POWER CHECKS

PRE-TAKE OFF

DHC-1 Chipmunk

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VITAL ACTIONS

TRIM	Two divisions nose down
THROTTLE FRICTION	Tightened
MIXTURE	Rich
Ground / Flight	Flight
Instruments	- Artificial Horizon (erect) - DI (reset) - Altimeter (check)
Radio	Tuned and set
Ts & Ps	Temp and Press OK for takeoff
FLAPS	UP
CARB HEAT	Cold
Transponder	On Mode C
GPS	Check position & set destination
FUEL	ON and locked
HOOD	Closed and locked
HARNESSES	Secure and tight

Close throttle, release brakes and check controls for full and free movement in the correct sense - Call ready for departure

LINE UP ON RUNWAY

CHECK HEADING WITH DI AND COMPASS
CHECK WINDSOCK
CHECK TOWER FOR SIGNALS
(LEFT RUDDER)

POWER CHECKS

BRAKES	SET FULL ON (Aircraft into wind)
CONTROL COLUMN	HARD BACK
Oil Temp	15 degrees +
Oil Pressure	30-40 ps
THROTTLE	SET 1800 RPM
MAGENTOS	CHECK (75 rpm max drop)
CARB HEAT	HOT (slight rpm drop)
Alternator warning light	Out
Ts & Ps	Oil temp within limits Oil press within limits Vacuum within limits
THROTTLE	SET IDLE (650 rpm approx) RESET 1100 rpm

CHECKS		DHC-1 Chipmunk	
5		After Landing	
Brakes	—	Off (set and release)	
Undercar	—	Fixed	
Mixture	—	Rich	
Fuel	—	Contents sufficient	
Radio	—	Freq / vol / call	
Engine	—	TS & PS	
Direction	—	Set DI & Compass	
Altimeter	—	Set QFE/QNH	
H	—	Hatches & Harnesses	
Approach Speeds	Base leg	65kts/15° flaps	
Final Speeds	Powered	60kts/30° flaps	
	Glide	65kts/30° flaps	
	Short	55kts/30° flaps	
	Flapless	70kts/	
Aerobatic Checks	H - Height	— sufficient to recover by 3000ft	
	A - Airframe	flaps up	
	S - Security	loose items, H&H secure	
	E - Engine	TS&PS	
	L - Location	— built up, airspace, cloud	
	L - Lockout	— clearing 360° turn	
		—	
		Roll off the top	140kts
		Loop	130kts
		Stall Turn	120kts
		Barrel/Slow Roll	120kts
		Wingover	105kts
		Spin	50kts
Aerobatic Speeds			
	Brakes	Set on	
	Throttle	Set 1100rpm	
	Trimmer	Set 2 clicks nose heavy	
	Mixture	Rich	
	Flaps	Up	
	X-ponder	Standby	
	Card heat	Cold	
Shutdown	Throttle	Set 1100rpm (60secs)	
	Magneto	Check for dead cut	
	Radio	Off	
	X-Ponder	Off	
	Throttle	Close	
	Magneto	Off	
	Throttle	open full at 300rpm	
		close when prop stops	
	Lighting	Off	
	Fuel	Off	
	Electrical	ALL Off	
	Ground/Flight to Ground	Off	
	Magneto	Off	

DATA		DHC-1 Chipmunk	
6		Engine Management	
Critical Speeds		OIL PRESSURE	30psi min
V _{ie}	155kts (never ex)		40-45psi norm
V _A	117kts (manoeuvr)	OIL TEMP	15° min for checks
V _X	55kts/15° flaps		
V _{re}	93kts/15° flaps	OIL TANK	2.5imp gal capacity
	71kts/30° flaps		(inc. 0.5imp gal air)
Glide	70kts/flaps up	Power	
XWind	15kts	Max	2550rpm
Stall		Overspeed	2675rpm (for 20sec)
Stall	45kts/flaps up/Power off	Cruise	2050rpm
Soft V _R	38kts/flaps down	Idle	1100rpm
		Slow Idle	650rpm
Take Off		Fuel	
V _R	70kts/flaps up	Capacity	18 imp gal
Soft V _R	65kts/15° flaps	Fuel burn 7gph at 90kts	2050rpm
Short V _R	55kts/15° flaps	Weight & Balance	
Cruise		MAUW	2100lbs
Climb	70kts/flaps up	Luggage	40lbs
Cruise	90kts	Fwd CoG	6.8ins fwd of datum
Slow Safe	65kts/15° flaps	Aircraft CoG	0.77ins fwd of datum
Approach		Liverpool (EGGP) FREQ.	
Base leg	65kts/15° flaps	ATIS	124.32
	1300rpm	GROUND	121.95
Final		TOWER	126.35
Powered	60kts/30° flaps	APPROACH	119.85
Glide	65kts/30° flaps		
Short	55kts/30° flaps		
Flapless	70kts/		