

Max Holste MH-152I-CI

s/n 6

HB-RSL

CHECK LIST

edition 1.0
2009

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LIMITATIONS

fuelAVGAS 100
.....2 tanks of 215 l = 430 l (310 kg), min. 50 l
oil.....DE 100 - min. 15 l, max. 34 l
wheels.....main 2,2 kg/cm², rear 3,5 kg/cm²
wing span.....13,75 m
length.....8,75 m
height.....3,25 m
MTOW.....2495 kg
center of gravity.....25 - 40 %
maneuver speeds.....acc.AFM
cross wind.....max. 16 kt (90°)
fuel economy.....acc.AFM
take-off /landing distance.....acc.AFM

AIRCRAFT INSPECTION

1. general conditionchecked
2. surrounding of aircraftchecked
3. magnetos.....off
4. fuel and oil quantitychecked
5. fabric coverings ailerons / flapschecked
6. aileron clamps.....removed
7. pitot coverremoved
8. ropes.....removed
9. inspection openings.....closed
10. wheel coversremoved
11. wheel conditionchecked
12. break hoses.....checked
13. chocks.....removed
14. cowlinglocked
15. cooling flaps.....checked
16. propeller blades / hubchecked
17. propeller turned 5 times.....checked
18. oil tank neck.....locked
19. fuel tank neckslocked
20. battery (+)connected
21. equipment doors.....locked
22. antennas.....checked
23. elevator / rudder clampsremoved
24. rear wheel / shock absorber (4 fingers)checked
25. fabric covering elevator / rudderchecked
26. trims.....checked
27. strainerchecked
28. passenger seats / freightsecured
29. balance.....checked
30. emergency equipment.....checked

BEFORE STARTING ENGINE

1. windows / doors.....closed
2. seatsadjusted / locked
3. seat beltschecked
4. battery switchoff
5. admission, propeller, mixture.....back
6. landing lights.....off
7. fuel pump.....off
8. magnetos.....off
9. vacuum distributoropen
10. static valve.....normal
11. interruptors, rheostatsoff
12. alternatoron
13. parking brake.....on
14. carburetor heatercold
15. oil cooler (according ext. T)adjusted
16. illumination rheostatsoff
17. avionics.....off
18. fuel selectorboth (arrow up)
19. controlsfree and easy

STARTING ENGINE

1. master breakeron
2. battery switch / control lampon
3. battery charge (min. 24 V)checked
4. oil / fuel valves.....open
5. cooling flaps.....tested, 1 cm open
6. mixturenormal
7. propellerlow RPM (back)
8. admission 1 cm open
9. indicated admission pressure.....checked
10. fuel pump.....on
11. injections..... 1 - 2 hot engine
.....4 - 6 cold engine
12. simultaneously.....push start button
.....pull starter
13. turn 4 - 5 bladesthen contact magnetos both
14. max. 600 à 800 RPMoil pressure max. 4 - 6 pz
ATTENTION : after 15 s, oil pressure low or zero: cut engine
15. propellerhigh RPM (fwd)
16. warm-up 1200 RPM
17. fuel pump.....off

ATTENTION : Never start engine by hand, risk of fire!

FAILED STARTING

flooded engine

1. magnetos.....off
2. admissionfull forward
3. propellerturn 4 - 6 times
4. restart

non-flooded engine

1. additional injections
2. starting attempt of 30 sec interrupted 2 min

WARM-UP

1. mixturenormal
2. oil pressure, fuel pressure, oil temp.checked
3. oil temp. > 30°C 1400 RPM
(alternator lamp turns off)
4. illumination (NVFR).....checked
5. flapstested
6. vacuum 12 - 15 pz.....checked
7. gyro instrumentschecked, set
8. altimeterset
9. clock.....winded up, set
10. "Incendie" and „bas niveau d'essence"tested
11. pitot heatchecked
12. avionics (TB standby).....on

starting
engine
warm-up

TAXI

1. mixturenormal
2. propellerhigh RPM
3. seat belts.....on
4. chocksoff
5. pilot seat.....high position
6. parking brake.....off
7. brakes.....tested
8. gyroscopes, compass, turn coord. / slip ind.checked

RUN-UP

1. oil temperature> 40°C
2. cylinder head temperature.....> 120°C
3. control stick.....back
4. mixturerich
5. 1700 RPM(75 pz)
6. propeller2 times low RPM
.....(500 RPM drop)
7. propellerhigh RPM
8. set PA at barometric pressure.....2000 à 2100 RPM
9. L / R magnetos.....2000 RPM
.....max. drop : 75 RPM
10. cooling flaps: adjust for cyl head temp < 230°C
11. oil and fuel pressure.....checked
12. vacuum.....12 - 15 pz
13. board currency.....28 - 29V
14. cut magnetos.....checked at 1000 RPM
15. idle RPM.....checked (500 RPM)

DEPARTURE CHECK

1. lever friction.....adjusted
2. trims.....adjusted 0
3. controlsfree and easy
4. mixturerich
5. propellerhigh RPM
6. fuel pump.....on
7. fuel selectorboth (arrow up)
8. fuel quantity.....checked
9. carburetor heaterchecked (opt. 32°C)
10. cylinder head120 - 130°C
11. flaps15°
12. flight instruments.....checked
13. pitot heatacc. T° ext.
14. door and windowsclosed
15. engine scavenging2000 RPM
16. engine instruments.....checked
17. Transponder (line-up).....alt

DEPARTURE BRIEFING

surface wind, runway in use
rotate speed50 kt
take-off speed (max. 125 pz).....56-64 kt acc. TOW
accelerate (80 kt)reduce 105 pz -2000 RPM
climb speed 80 kt
routing, altitude, restrictions
malfunction on groundabort take-off
engine failure after take-off.....nose down, minimal bank, land straight

taxi
run-up
depart.

TAKE-OFF

1. power setting:.....125 pz - 2300RPM (5 min max.)
2. take-off speed:56 - 64 kt acc.TOV
3. brakespush
4. acceleration80 kt
5. reduce power setting105 pz - 2000 RPM
6. safety altitudeflaps up
.....fuel pump off
7. oil temperature.....checked (opt. 75°C)

CLIMB

1. mixture rich105 pz - 2000 RPM
(cont. max. climb, engine limit./fuel cons.!117 pz - 2200 RPM)
2. IAS.....80 kt (< 6000 ft)
.....75 kt (> 6000 ft)
3. power settingchecked
4. cooling flaps.....adjusted
5. oil temperature.....checked
6. carburetor heaterchecked (opt. 32°C)

CRUISE

ECONOMY

1. mixture normal.....85 pz - 1800 RPM
2. IAS.....95 kt
3. engine instruments.....checked

NORMAL

1. mixture normal.....88 pz - 1900 RPM
2. IAS.....100 kt
3. engine instruments.....checked

MAXIMUM

1. mixture normal.....93 pz - 2000 RPM
2. IAS.....105 kt
3. engine instruments.....checked

DESCENT

NORMAL

1. mixture normal.....60 pz - 1700 RPM
2. IAS.....100 kt
3. engine instruments.....checked
4. carburetor heaterchecked (opt. 32°C)

RAPID

1. mixture richadm. reduced - high RPM
2. IAS.....165 kt
3. engine instruments (oil > 40°C, cyl. > 120°C!)checked
4. carburetor heaterchecked (opt. 32°C)

take-off
cruise
descent

APPROACH PREPARATION

1. parking breakoff (right)
2. breakstested
3. fuel quantity, pressure, selectorchecked

DOWNWIND

1. mixture rich85 pz - 2000 RPM
2. flaps (speed white arc)20°
3. initial approach speed80 kt

DESCENT

1. mixture rich65 pz
2. flaps30°
3. fuel pumpon
4. speed75 kt
5. carburetor heaterchecked (opt. 32°C)

FINAL

1. flaps50°
2. propellerhigh RPM
3. final speed70 kt
short field IAS acc. weight 1900 -2495kg56 - 68 kt

AFTER LANDING

1. mixturenormal
2. flapsup
3. cooling flapsopen (min. 1 cm)
4. trimsadjusted 0
5. transponderstandby
6. pitot heatoff

ENGINE SHUT-DOWN

1. parking breakset
2. power setting1500 RPM
3. propellerlow RPM
4. reduce PA - mixture cut-off
5. magnetosoff
6. avionicsoff
7. oil / fuel valvesclosed
8. electrical consumersoff
9. gyrosblocked
10. fuel selectorL or R
11. oil coolerclosed
12. cooling flaps (T < 100°C)closed
13. alternatoroff
14. battery switch / master breakeroff

BEFORE LEAVING

1. flight timenoted
2. battery (+)disconnected
3. clamps (ailerons, elevator, rudders)as required
4. ropesas required
5. pitot coverset
6. wheel / window / cowling coversset
7. doorlocked

appr. prep.
landing
shut-down

EMERGENCY PROCEDURES

FLAPS FAILURE

1. circuit breakerchecked
2. mixture rich80 kt - 2000 RPM
3. downwind (1000 ft)50"
4. base60 pz
5. fuel pumpon
6. finalhigh RPM
7. final approach speed75 kt

COOLING FLAPS FAILURE

1. circuit breakerchecked
2. cylinder temperature highreduce power
.....increase speed
.....mixture rich
3. cylinder temperature lowincrease power
.....reduce speed
.....mixture normal

PROPELLER FAILURE SYMPTOMS

1. engine over-rev
2. excess oil on windshield
3. RPM drop

DURING TAKE-OFF

1. abort take-off

AFTER TAKE-OFF

1. PA 85 pz - low RPM
2. horizontal flight at 80 kt
3. land within 20 min. (loss of oil)

EMERGENCY LANDING

1. transmit emergency message (FLY THE AIRPLANE FIRST!)
2. propellerlow RPM
3. best glide IAS77 kt
4. seat beltschecked
5. rear half-dooropen
6. fuel valve (if engine failure)closed
7. magnetos (if engine failure)off
8. alternatoroff
9. finalflaps 50°, IAS 65 kt
10. battery switch / master breakeroff
11. before impact: fuel valve /magnetosoff
12. flare as long as possible

FIRE

- fuel valveclosed
fuel selectorclosed (arrow down)
mixturerich
throttlemaximum
alternator / batteryoff
IAS after engine shut-down80kt
throttle after engine shut-downminimum
mixturecut-off
magnetosoff
propellerhigh RPM

FIRE EXTINGUISHER INOPERABLE! NO ENGINE RESTART!

EMER-
GENCY