



Robin DR401 CDI 155

Normal Operation Checklist for X-PLANE



FOR SIMULATION ONLY!
NOT FOR REAL OPERATION!

PREFLIGHT

Canopy	Closed and locked
Parking brake	Locked
Flight controls	Checked
Elevator trim	Check travel
Battery switch	ON
ALT switch	ON
Alarm panel	Test
All electrical switches and avionics	OFF

STARTING ENGINE

Canopy	Closed
Strobe light	ON
Fuel level	Check
Fuel selector	ON
Alternate induction air	Closed
Electric pump	ON
Thrust Lever	IDLE
Propeller area	Clear
Master Engine switch	ON
FADEC lights Check	OFF
PREHEATING light	Wait until OFF
Starter	ON

Note: Release when engine starts, leave Thrust Lever in idle position.

Check Oil pressure / Idle RPM 890

CAUTION:

If after 3 seconds the minimum oil pressure of 1 bar is not indicated, shut down the engine immediately!

ALT light	Check OFF
FADEC lights	Check OFF

AFTER ENGINE START

Electrical fuel pump	OFF
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FADEC BACKUP BATTERY TEST:

- Alternator OFF, engine must operate normally
- Battery OFF, for min. 10 seconds;

Engine must operate normally, the red FADEC lamps must not be illuminated.

- Battery ON
- Alternator ON

▲ WARNING: It must be ensured that both battery and alternator are ON!

Avionics power switch	ON
COM / NAV, navigation instr	ON, set
ALT light	Check OFF
Voltmeter	Check in green range
Altimeter	Set
Horizon / Directional gyro	Check

TAXI

Lights	As required
Parking brakes	Unlocked
Brakes	Test

Do not exceed 1400 RPM when EIS shows yellow LED for oil temperature

During taxi / turns:

Standby compass	Check
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BEFORE TAKEOFF

Parking brake	SET
Canopy	CLOSED
Flight controls	Free and correct
Flight and navigation instr	Check and Set
Fuel selector	ON
Fuel quantity	Verified
Elevator trim	Set for takeoff

FADEC self-check:

- Thrust Lever IDLE (both FADEC lamps should be OFF)
- FADEC test button PRESS and HOLD button for entire test
- Both FADEC lamps ON, RPM increases

Note:

If the FADEC test does not start, verify if the thrust lever is in IDLE position. If not, set to IDLE position and try again to start FADEC test

▲ WARNING: If the FADEC lamps do not come on at this point, it means that the test procedure has failed and takeoff should not be attempted.

FADEC test button	RELEASE
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Thrust Lever	IDLE
Engine instr and Voltmeter	CHECK
Flaps	Full down, then back to takeoff position
Electrical fuel pump	ON
Radios and avionics	ON, set
Brakes	RELEASE

TAKE-OFF

Flaps	(1st notch) takeoff position
Thrust Lever	Full power
Engine instr	Checked
Before rotation	
Lift-off speed	(61 KIAS) 113 km/h
Initial climb speed	(68 KIAS) 126 km/h
Crosswind takeoff	
Flaps	(1st notch) take-off position
Ailerons	into the wind
Demonstrated crosswind capability (22 KIAS)	40 km/h

CLIMB

Normal climb (flaps up)

Best rate of climb:

145 km/h (78 KIAS) from 0 to 9 500 ft

139 km/h (75 KIAS) up to 11 500 ft

133 km/h (72 KIAS) above.

A climb at higher speed, when best rate is not required, will provide for more forward visibility.

Thrust Lever	Full forward
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CRUISE

Power	Maximum load 100 % (maximum continuous power) Recommended: 85 % or less
Elevator trim	ADJUST
Compliance with limits for oil pressure, oil temperature	
Fuel quantity	MONITOR

DESCENT / APPROACH

Power As required to maintain the desired descent path

Approach or down wind

Electric fuel pump ON

Flaps Below (92 KIAS) 170 km/h
(1st notch) in takeoff position

Speed (81 KIAS) 150 km/h

Elevator trim SET

Final

Flaps Below (81 KIAS) 150 km/h
(2nd notch) landing position

Approach speed (65 KIAS) 120 km/h

Note:

The approach speed may be increased to 70 KIAS (130 km/h) to improve maneuverability. This can increase the landing distance.

Elevator trim SET

LANDING

Short landing

Flaps (2nd notch) landing position

Approach speed, with Thrust Lever setting (63 KIAS) 117 km/h

After touchdown, brake heavily keeping nose up with elevator and retracting the flaps.

Overshoot procedure

Thrust Lever Full power (push)

Speed (67 KIAS) 125 km/h

Progressively raise flaps to the "takeoff position" (1st notch), then establish normal climb speed (78 KIAS) 145 km/h

AFTER LANDING

Electric fuel pump OFF

Wing flaps UP

ENGINE SHUTDOWN

Parking brake SET

Thrust Lever IDLE

Wing flaps DOWN

Avionics OFF

Engine Master switch OFF

After the engine stops

Battery OFF

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