

Preflight Checklist DFC

This preflight checklist is meant as a support for the PIC to make sure, he/she is well prepared for a safe flight. Flying a DFC aircraft presupposes that the requirements of this entire checklist are met by the pilot in command, before operating one of our aircrafts. In addition the DFC Operating Rules have to be followed.

This document serves as a guideline and does not include all legal and technical requirements the PIC has to observe. It is solely the pilot's responsibility to comply with all of these.



1. Self Assessment ALL CHECKED

Illness	Am I feeling good?	Pilot : I'm 100% fit to fly
Medicamentation	Is it according to my aeromedical doctor, if taken any?	Aircraft : I will check the airplane 100%
Stress	I do not feel stressed	Environment : I have thoroughly checked weather, NOTAMS etc.
Alcohol	I'm not under influence of alcohol	
Fatigue	I'm wide awake	External Pressure :enough reserve time, alternate ways of transportation, any passenger's expectations influencing my safe acting as PIC? Think twice!
Emotion	I do not have any kind of negative emotions	
Recent Flight Experience	Is my training level really adequate in order to act for this flight as PIC?	

2. Required Documents READY TO PRESENT

1. For Flights within Germany	EASA LICENCE
2. For Flights outside Germany, additionally	FAA LICENCE
3. FAA licence in date? (BFR)	CHECKED
4. If carrying passenger(s): 90 day rule	CHECKED
5. Medical, ID, Logbook, AZF/BZF	CHECKED, IN DATE
6. ARROW (Airworthiness Certificate (1), Registration (2), Radio Licence (3), POH (confirm in Aircraft!), W&B (4)	CHECKED, IN POUCH
7. Noise Certificate (5), Insurance (6), Import Tax Conformation (7)	CHECKED, INPOUCH
8. Annual, ELT, Transponder	IN VEREINSFLIEGER

3. Flight Planning READY TO PRESENT

1. Notams	CHECKED
2. Weather Briefing (weather meets DFC minima?)	CHECKED
3. Known ATC Delays	CHECKED
4. RWY Lengths DEP/DEST, RWYs in use	DETERMINED
5. Alternates?	SPEAK OUT
6. Fuel (meeting DFC minima?)	CALCULATED
7. T/O and landing distances	CALCULATED
8. Weight and Balance	WITHIN LIMIT

4. Important Emergency Procedures 1/2

Emergency procedures for the most critical events are part of our checklists. For all other emergencies, the respective procedures are to be found in the POH on board of the aircraft. However, there might be situations, where you will not have the time to consult the checklist. Therefor we suggest, to **brief these situations already right** now by also imagening the position of the involved control levers/and the process.

EMERGENCY: CARBURATOR FIRE	
Continue Cranking to suck flames!	
>>> IF ENGINE STARTS:	
Power	1700 RPM
For a few minutes	
Engine	SHUTDOWN AND INSPECT
>>> IF ENGINE FAILS TO START:	
1. Throttle	FULL OPEN
2. Mixture	IDLE/CUT-OFF
3. Cranking 10s	CONTINUE
4. Fire Extinguisher	OBTAIN
5. Ignition Switch	OFF
6. Master Switch	OFF
7. Fuel Selector Valve	OFF
8. Fire	EXTINGUISH

BALKED LANDING / GO AROUND	
1. Throttle	FULL OPEN
2. Carburetor Heat	COLD
3. Wing Flaps	RETRACT TO 20 °
4. Positive Rate of Climb	ESTABLISH
5. Climb Speed	55 KIAS
6. Wing Flaps(until obstacles are cleared)	10°
7. Wing Flaps after reaching a safe altitude and 60 KIAS	RETRACT
8. Radio	REPORT

4. Important Emergency Procedures 2/2

EMERGENCY: ENGINE FAILURE AFTER TAKEOFF

1. Airspeed (FLAPS UP – FLAPS DOWN)	65 – 60 KIAS
2. Wing Flaps	AS REQUIRED
3. Mixture	IDLE/CUT OFF
4. Fuel Selector Valve	OFF
5. Ignition Switch	OFF
6. Master Switch	OFF
7. Doors	OPEN LATCH

5. Important Operating Procedures

2.6.1 The following **weather minimums** shall be observed. (...) Proof of receiving a weather briefing is required on board for every flight out of the traffic pattern.

DAY VFR1500 ft Ceiling, 5 KM Visibility, 20 Knots Wind, 10 Knots X-Wind
NIGHT VFR2500 ft Ceiling, 10 KM Visibility, 20 Knots Wind, 10 Knots X-Wind,
GAFOR GREEN or BLUE.

2.7.1 For all flights in a DFC aircraft, the following **fuel reserves** must be observed:

Day VFR and IFR / VMC45 Minutes
Night VFR 90 Minutes
IFR / IMC 90 Minutes

2.3.4 All DFC aircraft use **UL91 and AVGAS100LL** (unleaded, clear color), AVGAS 100LL shall only be used in case, UL91 is not available. No other grades of fuel are permitted (...)

2.2.5 During pre-flight inspections, pilots should pay particular attention to the condition of the nose strut. Low or questionable struts should be referred for service and not flown (...). **If you notice a low strut (extension less than approx.15 cm) (...), immediately take a picture and send it to maintenance** or a board member. In case you do not report a low nose strut and the next pilot will do so, it will be assumed that you caused that incident

2.8.2 All takeoffs **must start at the beginning of the active runway**. (...) An exception to this rule is (...), where an intersection take off would still leave at least 1000 M available.

2.8.8. When carrying passengers, **no special maneuvers** except necessary for the conduction of a safe flight, are to be flown.

2.8.9 Except for within the traffic pattern (...), DFC aircraft will **not be operated below 1000 feet** above ground.

2.8.11. The **checklist is to be used** and followed on every portion of the flight. As part of the clean cockpit policy, the PF should not let him/her disturb while working through the checklist. If distracted anyway, the PF is encouraged to restart the checklist, he/she was just working through, from the beginning to make sure, nothing is forgotten.

2.2.1 Pilots can help reduce the maintenance cost and down time by being aware of basic maintenance procedures.

Treat the aircraft as if you were the owner – you are!

6. Filed your Alternate Aerodrom?

For extended flights, please do not forget to choose and prepare your alternate aerodrome. Calculate fuel reserves to reach the alternate with at least DFC minimum fuel.

If you are planning to fly IFR, don't forget to wisely choose alternate aerodrome. A summary of the rules applying is to be found as a service for our pilots under this link / QR-Code: <https://flydfc.com/alternate>

