

DG1000T	NORMAL CHECKLIST	CUMULUS rf/ry
PRIOR TAKE-OFF		
FWD LEAD BALLAST.....	CONFIRM	
PARACHUTE.....	ON	
SAFETY HARNESS.....	ON	
PEDALS.....	ADJUSTED	
SEATS.....	ADJUSTED	
ALTIMETER.....	SET	
BRAKES.....	CHECK AND LOCK	
CONTROLS.....	CHECK	
FIN BALLAST TANK.....	CONFIRM	
FIN TRIM WEIGHT.....	CONFIRM	
FIN BATTERY.....	CONFIRM	
TRIM.....	SET	
FUEL LEVEL.....	CONFIRM	
FUEL VALVE.....	OPEN	
BOTH CANOPIES.....	LOCKED	
RUNWAY.....	FREE	
ENGINE START-UP		
WATER BALLAST.....	DUMP IF REQUIRED	
ALTITUDE.....	OVER 400 m AGL	
LANDING FIELD.....	SELECTED	
LANDING GEAR.....	DOWN	
SPEED.....	80-90 km/h	
PRIMER.....	AUTO	
FUEL VALVE.....	OPEN	
THROTTLE.....	IDLE (pull back)	
IGNITION.....	ON	
ENGINE EXTENSION.....	CHECK	
START BUTTON.....	PUSH	
THROTTLE.....	SLOWLY FULL	
VARIOMETER.....	STAT	
LANDING GEAR.....	UP	
If "Start Run" on DEI, STOP the engine		
ENGINE SHUT-DOWN		
SPEED.....	80 - 90 km/h	
THROTTLE.....	FULL BACK	
IGNITION.....	OFF	
SHUT-DOWN.....	MONITOR	
ALTIMETER.....	TE	
if prop. not close to the stopper		
STARTER.....	SHORT APPLICATIONS	
ENGINE RETRACTION.....	MONITOR	
DAILY INSPECTION FOR ENGINE		
MANUAL EXTENSION.....	PERFORM	
IGNITION.....	OFF	
ALL SCREWED CONNECTIONS.....	CHECK	
THROTTLE FUNCTION.....	CHECK	
PROPELLER BRAKE.....	CHECK	
IGNITION SYSTEM / PLUGS.....	CHECK	
DRIVE BELT WEAR / TENSION.....	CHECK	
ENGINE RETAINING CABLE.....	CHECK	
FUEL AND ELECTRICAL LINES.....	CHECK	
BOWDEN CABLES.....	CHECK	
EXHAUST MUFFLER.....	CHECK	
PROPELLER MOUNT.....	CHECK	
COOLING AIR GUIDES.....	CHECK	
MECH. FUEL PUMP...FIT AND CRACKING		
ACCESSORIES.....FIT AND CRACKING		
BLOCK / PROP CONNECTION.....	CHECK	
ENGINE RUBBER MOUNT.....	CHECK	
PROPELLER.....	VISUAL CHECK	
PROPELLER.....	TURN BY HAND	
FUEL.....	DRAIN WATER	
FUEL TANK VENTLINE.....	CHECK	
PROPELLER STOPPER.....	CHECK	
BRAKE FLUID LEVEL.....	CHECK	

DG1000T	ABNORMAL & EMERGENCY	CUMULUS rf/ry
POWER LOSS DURING FLIGHT		
AIRSPEED.....	MAINTAIN	
FUEL VALVE.....	CHECK OPEN	
FUEL QUANTITY.....	CHECK	
IF UNSUCCESSFUL.....	RETRACT ENGINE	
if unsuccessful, land with extended eng		
LOSS OF ELECTRICAL POWER IN FLIGHT		
IF ENG RETRACTED.....		
.....CONTINUE GLIDING		
IF ENG EXTENDED, NOT RUNNING.....		
.....OUTLAND WITH EXTENDED ENGINE		
IF ENG EXTENDED AND RUNNING.....		
.....DON'T STOP THE ENGINE		
FLY TO THE NEAREST AIRFIELD AND LAND		
AVOID IDLING DUE LUBRICATION		
ENGINE MANUAL RETRACTION AND EXT.		
AIRSPEED.....	MAINTAIN	
FUEL VALVE.....	CHECK OPEN	
FUEL QUANTITY.....	CHECK	
IF UNSUCCESSFUL.....	RETRACT ENGINE	
if unsuccessful, land with extended eng		
ENGINE FIRE ON FLIGHT		
FUEL VALVE.....	CLOSE	
MAIN SWITCH.....	OFF	
THROTTLE.....	FULL, UNTIL ENG STOPS	
ENGINE.....	KEEP EXTENDED	
LAND ASAP		
FIRE.....	EXTINGUISH	
IF BAILING OUT REQUIRED (ENGINE OUT/RUNNING)		
MAIN SWITCH.....	OFF (CHECK)	
ENG MANUAL RETRACTION...	PERFORM	
CANOPIES.....	JETTISON	
SAFETY HARNESS.....	OPEN	
BAILING OUT.....	PERFORM	
ENGINE FIRE ON GROUND		
FUEL VALVE.....	CLOSE	
IGNITION.....	OFF (if engine running)	
ENGINE.....	KEEP EXTENDED	
MAIN SWITCH.....	OFF	
FIRE.....	EXTINGUISH	
ELECTRIC FIRE / FRONT FUSELAGE		
MAIN SWITCH.....	OFF	
VENTILATION.....	CLOSE	
SIDE WINDOW.....	OPEN	
SWIVEL VENTS.....	OPEN	
LAND ASAP		
ENGINE FIRE IN FUSELAGE		
FUEL VALVE.....	CLOSE	
THROTTLE.....	FULL, UNTIL ENG STOPS	
ENGINE.....	EXTEND/KEEP EXTENDED	
if smoke prevent flying, open ventilation		
LAND ASAP		
FIRE.....	EXTINGUISH	