

Aeroprakt A32 Vixxen

Pre-flight inspection checklist

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Entire airplane

1. Covers and control locks – REMOVED
2. Airplane - rainwater, snow, frost, ice and dirt – CLEAN
3. Rigging – CHECK visually
4. External damage – NONE

Power plant

1. Propeller & spinner – OK & SECURE
2. Top cowling – REMOVE for inspection
3. Oil, coolant, and hydraulic fluid – CHECK levels
4. Engine mount & vibration dampers – NO CRACKS and OK
5. Cables and hoses – OK & SECURE
6. Fuel, oil, coolant leaks – NONE
7. Exhaust system joints and springs – NO BROKEN SPRINGS
8. Top cowling – RE-INSTALL
9. Cowling and camlocs – OK & LOCKED

Landing gear

1. Wheel spats (if fitted) – CLEAN, SECURE, OK
2. Tyre pressures – OK
3. Tyres – NO DAMAGE, WEAR OK
4. Main wheel brakes – CLEAN, SECURE, OK
5. Hydraulic fluid – NO LEAKS
6. Nose and main legs – NO CRACKS & OK
7. Nose leg shock absorber – OK & SECURE

Right wing

1. Wing and strut – CLEAN & OK
2. Wing and strut attachment fittings and bolts – IN PLACE, SECURE, OK
3. Wing fuel tank cap remove & dip fuel, replace – IN PLACE & SECURE
4. Fuel cap vent outlet – CLEAN & OK
5. Fuel leaks – NONE
6. Wing tip and navigation/strobe light – OK & SECURE
7. Control locks – REMOVED
8. Flaperon – CLEAN & OK
9. Flaperon hinge brackets – HINGES GREASED
10. Flaperon control linkage attachment – OK & SECURE

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Right side of fuselage

1. Fuselage surface – CLEAN & OK
2. Cockpit glass – CLEAN, NO CRACKS
3. Door hinges and locks – OK
4. Recovery system condition (if fitted) – CHECK visually
5. Drain valve under fuselage – CLOSED, NO FUEL LEAKS
6. Fuel test – DRAIN & CLOSE VALVE

Stabiliser & elevator

1. Surfaces – CLEAN, OK
2. Clamps/stops – REMOVED
3. Horizontal stabiliser fittings and bolts – OK & SECURE
4. Stabiliser anti-servo tab – OK & SECURE
4. Rudder and trim tab – OK & SECURE
5. Rudder hinges – OK, SECURE & GREASED
6. Tail surface attachment – OK & SECURE

Left side of fuselage

1. Fuselage surface – CLEAN & OK
2. Cockpit glass – CLEAN, & NO CRACKS
3. Door hinges and lock – OK & SECURE
4. Battery and power cables attachment – OK & SECURE
5. Control system linkages – CHECK visually
6. Baggage container condition – CHECK visually

Left wing

1. Flaperon control linkage attachment – OK & SECURE
2. Flaperon hinge brackets – HINGES GREASED
3. Flaperon – CLEAN & OK
4. Control locks – REMOVED
5. Fuel leaks – NONE
6. Wing fuel tank cap remove & dip fuel, replace – IN PLACE & SECURE.
7. Fuel cap vent outlet – CLEAN & OK
8. Wing tip and navigation/strobe light – OK & SECURE
9. Wing and strut attachment fittings and bolts – IN PLACE, SECURE, OK
10. Wing and strut surface – OK & SECURE
11. Pitot/static pressure probe – COVER OFF, CLEAN & OK

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Pre-start & take-off checklist

Cockpit

- 1. Cabin – CLEAN, NO LOOSE OBJECTS
- 2. Seats – OK, ADJUSTED & SECURE
- 3. Harness – OK, ADJUSTED & SECURE
- 4. Doors – CLOSED & SECURE
- 5. Flight planning – PERFORMED
- 6. Maps, docs required – AVAILABLE & STOWED
- 7. Baggage – SECURED, ZIPPER CLOSED
- 8. Starter key – REMOVED
- 9. All electric switches – OFF
- 10. Flight instruments – OK, CHECK, ADJUST READINGS
- 11. Controls – FREE & FULL
- 12. Controls, rudder, elevator trim – NEUTRAL/SET TRIM
- 13. Flaps – CHECK & RETRACT
- 14. Park brake – ON
- 15. Parachute safety pin (if fitted) – REMOVE

Engine starting

- 1. Starter key – INSERT, TURN TO ON
- 2. Fuel levels – CHECK BOTH
- 3. Fuel valves – CHECK BOTH ON
- 4. Throttle – SET TO IDLE
- 5. Doors – CHECK CLOSED
- 6. Carburetor heat (cold engine only) – ON
- 7. Choke lever (cold engine only) – FULLY FORWARD
- 8. Propeller – CHECK 'CLEAR PROP!'
- 9. Starter key (cold engine only – IGN OFF) – START FOR 5 SECS
- 10. Ignition switches – ON
- 11. Starter key – START (10 SECS MAX)
- 12. Throttle – SET 1,800-2,200 RPM
- 13. Choke lever – FULLY BACK SLOWLY
- 14. Carburetor heat (if fitted) – REMAIN ON
- 15. Engine – WARM UP 2,000-2,400 RPM
- 16. Required electrical equipment/insts – ON & ADJUST

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Pre-start & take-off checklist

Taxiing

- 1. Throttle – IDLE
- 2. Parking brake – OFF
- 3. Temperature & pressures – CHECK
- 4. Taxi-way – CHECK CLEAR
- 5. Carburetor heat (if fitted) – OFF
- 6. Throttle – SET REQUIRED TAXI SPEED
- 7. Elevator – NEUTRAL
- 8. Ailerons – AGAINST CROSSWIND
- 9. Brakes – AS NEEDED, THROTTLE IDLE
- 10. Emergency stop – IGNITION OFF & BRAKE

Engine check

- 1. Face into wind – CHECK CLEAR BEHIND
- 2. Brakes & park brake – ON
- 3. Throttle – 4,000 rpm
- 4. Check both ignition circuits – 300 rpm MAX DROP PER SIDE
- 5. Oil pressure at 4,000 – 115 rpm MAX DIFFERENCE
- 6. Temperatures – CHECK 29-73 PSI (2-5 BAR)
- 7. Engine idle – WITHIN LIMITS
- MIN 1400rpm, set 1800-2000rpm

Before take-off

- 1. At runway entry – STOP
- 2. Brakes – ENGAGE
- 3. Cylinder Head Temperature – CHECK MIN 60°C (140°F)
- 4. Oil temperature – CHECK MIN 50°C (120°F)
- 5. Fuel level – CHECK SUFFICIENT
- 6. Fuel valves – CHECK BOTH ON
- 7. Flaps (wind under 16 kts) – EXTEND TO POSITION 1
- 8. Flaps (wind over 16 kts) – FLAPS UP

Speeds at MTOW 600 kgs		Engine speeds (rpm, engine warm)	
Stall speed with full flap	27kts	Best glide (no flap)	55kts
Stall speed clean	33kts	Best glide (with flap)	49 kts
Maximum flap speed	81 kts	Minimum idle (check)	1,400
Manoeuvring	81kts	Normal idle	1,800-2,000
Never exceed	125kts	Maximum continuous	5,500
Best angle of climb	56kts	Maximum (5 mins max)	5,800
Best rate of climb	65kts		