M F G M - C H E C K L I S T
Robin REGENT / D R 4 0
H B - K F Y

PREFLIGHT

1 IGNITION	OFF	1
2 OUTSIDE CHECK ACC. AFM	COMPLETED	2
3 FUEL QUANTITY	VISUALLY CKD	3
4 OIL QUANTITY	CKD	4
5 STEERLOCK	REMOVED	5

ENGINE START

1	PARKBRAKE	SET	1
2	ALL SWITCHES	OFF	2
3	CIRQUIT BRAKERS	CKD	3
4	MASTER SWITCH	ON	4
5	NAV LIGHTS	ON	5
6	CARBURATOR HEAT	OFF / PUSHED	6
7	MIXTURE	RICH	7
8	FUEL QUANTITY	CKD	8
9	FUEL SELECTOR	MAIN TANK	9
10	FUEL PUMP	ON	10
11	MAGNETO SWITCH	BOTH	11
12	THROTTLE	2-3 INJECTIONS, ¼ OPEN	12
13	PROPELLER AREA	CLEAR	13
14	STARTER	ENGAGE	14
15	THROTTLE	1200 RPM	15
16	ALTERNATOR	ON	16
17	OIL PRESS	CKD	17
18	FUEL PUMP	OFF	18
19	RADIO MASTER	ON	19

BEFORE TAXI

1	SEAT BELTS	FASTENED	1
2	CANOPY	CLOSED	2
3	FLIGHT CONTROLS	CKD / FREE	3
4	FLAPS	CKD / SET FOR T/O	4
5	TRIM	CKD / SET FOR T/O	5
6	ANNUNCIATOR PANEL	CKD	6
7	FUEL QUANTITY	CKD	7
8	FLIGHT INSTRUMENTS	CKD and SET	8
9	NAV / GPS / COM	SET	9
10	TRANSPONDER	STBY	10
11	TAXI LT	ON	11
12	PARKBRAKE	RELEASED	12

TAXI

1 BRAKES / STEERING	CKD	1
2 FLIGHT INSTRUMENTS	CKD	2

RUN-UP

1 PARKBRAKE	SET	1
2 ENGINE INSTRUMENTS	CKD	2
3 THROTTLE	2000 RPM	3
4 MAGNETOS	-DROP <175 RPM CKD	4
	-DIFF <50 RPM CKD..	
5 CARBURATOR HEAT	-DROP 100 RPM CKD	5
6 MIXTURE	EGT CKD	6
7 OIL PRESS / VOLTS / SUCTION	CKD	7
8 THROTTLE	IDLE CKD / 1000 RPM	8

BEFORE TAKEOFF

1.TAXI LTS	OFF	1
2 TRIM / FLAPS	SET	2
3 T/O BRIEFING	COMPL	3
4 FUEL PUMP	ON&FUEL PRESS CKD	4
5 PARKBRAKE	RELEASED	5

LINE-UP

1 APPROACH SECTOR / RWY	CLEAR	1
2 LANDING- / STROBE LTS	ON	2
3 TRANSPONDER	AS REQ	3
4 RWY HDG	CKD	4
5 TIME	CKD	5

AFTER TAKEOFF

1 FLAPS	UP	1
2 CLIMB POWER	SET	2
3 MIXTURE	AS REQ	3
4 FUEL PUMP	OFF	4
5 FUEL PRESS.	CKD	5
6 LAMDING- / TAXI LTS	AS REQ	6

CRUISE

1 ENGINE INSTRUMENTS	CKD	1
2 CRUISE POWER	SET	2
3 MIXTURE	LEANED AS REQ	3
4 FUEL QUANTITY	CKD	4
5 FUEL SELECTOR	SELECT AS REQ	5
5 ALTIMETER	QNH / QNE CKD	5

APPROACH

1 APPROACH BRIEFING	COMPL	2
2 ALTIMETER	QNH SET	2
3 LANDING- / TAXI LTS	ON	3
4 FUEL PUMP	ON	4
5 FUEL QUANTITY	CKD	5
6 FUEL SELECTOR	MAIN TANK or as req	6
7 MIXTURE	RICH (EX. HIGH AIRPORT ELEV)	7
8 CARBURATOR HEAT	AS REQ	8

FINAL

1 FLAPS	SET	1
2 CARBURATOR HEAT	OFF or as req	2
3 RWY	CLEAR / IDENTIFIED	3

AFTER LANDING

1 TRANSPONDER	STBY	1
2 LANDING- / STROBE LTS	OFF	2
3 TAXI LTS	ON	3
4 FUEL PUMP	OFF	4
5 FLAPS	UP	5

SHUT DOWN

1 PARKBRAKE	SET	1
2 FUELSELECTOR	MAIN TANK	2
3 TAXI LTS	OFF	3
4 FLAPS	FULL DOWN	4
5 RADIO MASTER	(121.5 CKD) OFF	5
6 MIXTURE	IDLE CUT OFF	6
7 IGNITION	OFF	7
8 NAV LTS	OFF	8
9 MASTER SWITCH / ALTERNATOR	OFF	9

POSTFLIGHT

1 AIRPLANE	CLEANED	1
2 PAPERWORK	ALL COMPL	2

MISCELLANEOUS

Max. T/O Mass = 2425 LBS (1100 KG)
Max. LDG Mass = 2304 LBS (1045 KG)

V_X ..... (Best Angle of Climb, Flaps up)	**076 KIAS**
V_Y ..... (Best Rate of Climb, Flaps up)	**092 KIAS**
V_A ..... (Design Maneuvering Speed) *	**116 KIAS**
V_{NO} ..... (Maximum Structural Cruising Speed)	**140 KIAS**
V_{NE} ..... (Never Exceed Speed)	**166 KIAS**
V_{FE} ..... (Maximum Flaps Extended Speed)	**092 KIAS**
V_{APP} ..... (Approach Speed, Fullflaps)	**068 KIAS**
$V_{BEST\ GLIDE}$ (Speed for best glide angle; Flaps up)	**078 KIAS**

*Design maneuvering speed decreases at lighter weights as the effect of aerodynamic forces become more pronounced (see AFM)!

Demonstrated Crosswind component 22 KTS

Fuel Capacity
110L + 2*40L = 190 L