NORMAL CHECKLIST

DA40-180 Diamond Star

This checklist is compiled according the guidelines of GAMA Specification No.1, SECTION 3, para 3.5, SECTION 3A, para 3A.5 and SECTION 4, para 4.5. The “Amplified Normal Procedures”, “Amplified Emergency Procedures” and “Amplified Abnormal Procedures” according GAMA Specification No. 1 are in the DA40 Airplane Flight Manual Chapters 4A, 3 and 4B.

The checklist may not contain all procedures shown in the Airplane Flight Manual. For a comprehensive listing of all procedures consult the Airplane Flight Manual.

This checklist is a Recommended Operator Checklist and for reference only. It is not a substitute for and does not supersede the current approved Airplane Flight Manual or any of its supplements or parts thereof, or any training or procedures required by any regulatory or advisory bodies.

Use of the checklist is at the user's sole risk and discretion. Any possible liability of Diamond Aircraft for any damages, injury or death resulting from its use is excluded. All such terms and conditions shall be deemed to be explicitly accepted in full by using the checklist. If you do not understand, or if you disagree with, any of the above terms and conditions in any jurisdiction that does not give effect to all provisions of these terms and conditions any use of the checklist is not permitted.

Ace Aviation, Inc.


PREFLIGHT PROCEDURES

PREFLIGHT INTERIOR + EXTERIOR.

1. Check Aircraft papers
2. Remove pitot cover
3. Check interior for foreign objects
4. Check flight controls free
5. Check circuit breakers
6. Ignition OFF, key removed
7. Mixture IDLE CUT OFF
8. Essential bus OFF
9. Avionic master + electrics OFF
10. Electric Master ON
11. Electric fuel pump ON + OFF
12. Check fuel quantity
13. External lights OFF
14. Ignition OFF
15. Check stall warning
16. Check pitot heat
17. Check external lights
18. Pitot heat + ext. lights OFF
19. Electric Master OFF

PREFLIGHT EXTERIOR

Left main gear
- Wheel fairing
- Tire condition, pressure (2,5 bar), position mark
- Brake, hydraulic line

Left wing
- Wing leading edge, top- and bottom surface, stall strips
- Drain fuel sump
- Stall warning
- Fuel vent
- Fuel filler cap
- Pitot, static probe (cover removed)
- Landing/Taxi light
- Wing tip, position light
- Static dischargers
- Aileron (freedom of movement, hinges, control linkage, security)
- Wing flap

Right main gear
- Wheel fairing
- Tire condition, pressure (2,5 bar), position mark
- Brake, hydraulic line

Nose gear
- OAT sensor
- Propeller surface
- Spinner
- Cowling, Air inlets (3)

Engine bay
- Engine oil level (min 5 qts)
- Drain fuel strainer
CHECK BEFORE ENGINE START

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
<th>Status</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Preflight check</td>
<td>COMPLETED 1</td>
</tr>
<tr>
<td>2</td>
<td>Baggage and tow bar</td>
<td>SECURED 2</td>
</tr>
<tr>
<td>3</td>
<td>Parking brake</td>
<td>SET 3</td>
</tr>
<tr>
<td>4</td>
<td>Alternate air</td>
<td>CLOSED 4</td>
</tr>
<tr>
<td>5</td>
<td>Circuit breakers</td>
<td>CHECKED IN 5</td>
</tr>
<tr>
<td>6</td>
<td>Flap selector</td>
<td>UP 6</td>
</tr>
<tr>
<td>7</td>
<td>Electric Master</td>
<td>CHECKED IN 7</td>
</tr>
<tr>
<td>8</td>
<td>Electric fuel pump</td>
<td>OFF 8</td>
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<tr>
<td>9</td>
<td>Avionic Master</td>
<td>OFF 9</td>
</tr>
<tr>
<td>10</td>
<td>Essential bus</td>
<td>OFF 10</td>
</tr>
<tr>
<td>11</td>
<td>Ignition</td>
<td>OFF 11</td>
</tr>
<tr>
<td>12</td>
<td>All light switches</td>
<td>OFF 12</td>
</tr>
<tr>
<td>13</td>
<td>Pitot heat</td>
<td>OFF 13</td>
</tr>
<tr>
<td>14</td>
<td>Alternate static</td>
<td>CLOSED 14</td>
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<tr>
<td>15</td>
<td>Emergency switch</td>
<td>OFF / GUARDED 15</td>
</tr>
<tr>
<td>16</td>
<td>Instrument + flood light</td>
<td>OFF 16</td>
</tr>
<tr>
<td>17</td>
<td>Gyro slave switch</td>
<td>SLAVE 17</td>
</tr>
<tr>
<td>18</td>
<td>Electric Master</td>
<td>ON 18</td>
</tr>
<tr>
<td>19</td>
<td>Annunciator Panel/Eng.instr.</td>
<td>CHECKED 19</td>
</tr>
<tr>
<td>20</td>
<td>Acknowledge button</td>
<td>PRESS 20</td>
</tr>
<tr>
<td>21</td>
<td>Rudder pedals</td>
<td>ADJUSTED 21</td>
</tr>
<tr>
<td>22</td>
<td>Passengers</td>
<td>INSTRUCTED 22</td>
</tr>
<tr>
<td>23</td>
<td>Seat belts</td>
<td>FASTENED 23</td>
</tr>
<tr>
<td>24</td>
<td>Rear door</td>
<td>CLOSED and LATCHED 24</td>
</tr>
<tr>
<td>25</td>
<td>Front canopy</td>
<td>POS 1 or 2 25</td>
</tr>
<tr>
<td>26</td>
<td>Fuel quantity</td>
<td>CHECKED 26</td>
</tr>
<tr>
<td>27</td>
<td>Fuel selector</td>
<td>FULL TANK 27</td>
</tr>
<tr>
<td>28</td>
<td>ACL (strobe)</td>
<td>ON 28</td>
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<tr>
<td>29</td>
<td>Hobbs meter</td>
<td>NOTED 29</td>
</tr>
<tr>
<td>30</td>
<td>Propeller area</td>
<td>CLEAR 30</td>
</tr>
</tbody>
</table>

End of Checklist

ENGINE START PROCEDURE

**Cold engine:**
- Throttle: OPEN HALF WAY
- Electric fuel pump: ON
- Mixture: OPEN 5-10 sec, then IDLE CUT OFF
- Throttle: ½ inch OPEN

**Hot engine:**
- Electric fuel pump: CHECK OFF
- Throttle: ½ inch OPEN

Starter: ENGAGE
- Mixture: FULL RICH when engine fires
- Voltage, Electrical load: CHECK INDICATION
- Oil pressure: CHECK GREEN RANGE
- Annunciations: ACKNOWLEDGE / Eng.Instr. CHECK

Electric fuel pump: OFF

CHECK AFTER ENGINE START

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
<th>Status</th>
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<tbody>
<tr>
<td>1</td>
<td>Oil pressure</td>
<td>CHECKED 1</td>
</tr>
<tr>
<td>2</td>
<td>Fuel selector</td>
<td>SWITCH TANKS 2</td>
</tr>
<tr>
<td>3</td>
<td>Pitot heat</td>
<td>OFF 3</td>
</tr>
<tr>
<td>4</td>
<td>Pitot heat</td>
<td>OFF 4</td>
</tr>
<tr>
<td>5</td>
<td>Avionics master</td>
<td>ON 5</td>
</tr>
<tr>
<td>6</td>
<td>VHF COM / NAV / GPS</td>
<td>SET 6</td>
</tr>
</tbody>
</table>

**AUTOPILOT TEST**
- DISCONN press, check electric trim not working
- AP ON, check overpowering servos
- DISCONN press, check AP off

**End of Checklist**

**DURING TAXI**
- Check Brakes
- Check flight instruments
BEFORE TAKE OFF CHECK

1. Parking brake......................................... SET
2. Seat belts ........................................ FASTENED
3. Rear door ..................................... CLOSED + LATCHED
4. Front canopy .............................. CLOSED + LATCHED
5. Door warning light .................................. OFF
6. Engine instruments green range ...... CHECKED
7. Circuit breakers.............................. CHECKED
8. Mixture ............................................... RICH

RUN UP

Throttle............................................ 2000 RPM
Prop control, cycle 3 times, then high
Magneto(s) ........................................ (max 175/50) CHECKED

9. Amperemeter................................. CHECKED
10. Electric elevator trim......CHECKED, T/O SET
11. Flight controls ................................... CHECKED
12. Fuel selector .............................. FULLEST TANK
13. Electric fuel pump............................. ON
14. Pitot heat ................................ AS REQUIRED
15. Transponder ................CODE/MODE CHECKED
16. Parking brake................................ RELEASED

LINE UP PROCEDURE

Landing light............................................... ON
Approach sector .................................... CLEAR
Runway............................................... IDENTIFIED

CLIMB TO CRUISE CHECK

1. Flaps................................................. CHECKED UP
2. Electric fuel pump................................. CHECKED OFF
3. Landing light........................................ CHECKED OFF

CLIMB, CRUISE, DESCENT AT HIGH ALTITUDE

Electric fuel pump ON to avoid vapour bubbles which may cause intermittent low fuel pressure and high fuel flow indication.

PERIODICALLY DURING CRUISE

Fuel Radio Engine Direction Altitude
Maximum fuel unbalance:
Standard tank: 10 USG, Long range tank: 8 USG

DESCENT / APPROACH CHECK

1. Landing data ................................ RECEIVED
2. Altimeters (3) ...................................... SET
3. COM / NAV / GPS............................... SET
4. Directional gyro.................................. SET
5. Seatbelts ........................................ FASTENED
6. Fuel selector ............................. FULLER TANK
7. At high altitude: Electric fuel pump............ ON

BEFORE LANDING PROCEDURE

Downwind, latest base leg:
Flaps ................................................ T/O
Electric fuel pump................................. ON
Landing light........................................ ON
On final:
Mixture ............................................... RICH
Prop ................................................ HIGH RPM
Flaps ............................................. LDG

GO AROUND PROCEDURE

Power.................................................... MAX
Flaps ................................................ T/O
Continue with take-off profile
### Normal Procedures

#### After Landing Check
1. Flaps ............................................... UP 1
2. Pitot heat .......................................... OFF 2
3. Electric fuel pump ................................. OFF 3
4. Alternate air ........................................ CLOSED 4
5. Landing/Taxi light ........................ AS REQUIRED 5
6. Transponder ........................................ AS REQUIRED 6

#### Parking Check
1. Parking brake ................................. SET 1
2. Engine instruments ......................... CHECKED 2
3. ELT ........................................... 121,5 CHECKED 3
4. Hobbs meter ..................................... NOTED 4
5. Avionic master .................................. OFF 5
6. Electrical consumers except ACL (strobe) ... OFF 6
7. Throttle ........................................ 1000 RPM 5
8. Ignition ........................................ GROUNDING CHECK 6
9. Mixture ........................................... IDLE CUT OFF 7
10. Ignition .............................................. OFF 8
11. ACL (strobe) ...................................... OFF 9
12. Electric Master ..................................... OFF 10
13. Interior light ................................... CHECKED OFF 11

### Operating Speeds KIAS

<table>
<thead>
<tr>
<th>Speeds</th>
<th>850 kg</th>
<th>1000 kg</th>
<th>1150 kg</th>
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<tbody>
<tr>
<td>KIAS 60</td>
<td>68</td>
<td>73</td>
<td></td>
</tr>
<tr>
<td>Best gliding angle (Flaps UP)</td>
<td>60</td>
<td>68</td>
<td>73</td>
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<tr>
<td>Best angle of climb (Vc)</td>
<td>54</td>
<td>60</td>
<td>66</td>
</tr>
<tr>
<td>Cruising climb speed</td>
<td>60</td>
<td>68</td>
<td>73</td>
</tr>
<tr>
<td>Rotating speed</td>
<td>49</td>
<td>55</td>
<td>59</td>
</tr>
<tr>
<td>Max. flap speed (Vfe) T/O</td>
<td>108</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Landing speed Flaps LDG</td>
<td>60</td>
<td>68</td>
<td>73</td>
</tr>
<tr>
<td>Stalling speed (Vs) T/O</td>
<td>47</td>
<td>&lt;980kg&lt;</td>
<td>52</td>
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<tr>
<td>Max. cruising speed (Vno)</td>
<td>129</td>
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<td></td>
</tr>
<tr>
<td>Never exceed speed (Veo)</td>
<td>178</td>
<td></td>
<td></td>
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<tr>
<td>Maneuvering speed (Vm)</td>
<td>108</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Max. turbulence speed</td>
<td>129</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1874 lb</td>
<td>2205 lb</td>
<td>2535 lb</td>
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### Weights

<table>
<thead>
<tr>
<th>Weights</th>
<th>1150 kg</th>
<th>2535 lb</th>
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<tbody>
<tr>
<td>Empty weight VFR</td>
<td>780 kg</td>
<td>1720 lb *</td>
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<tr>
<td>Empty weight IFR</td>
<td>825 kg</td>
<td>1819 lb</td>
</tr>
<tr>
<td>Max. LDG weight</td>
<td>1092 kg</td>
<td>2407 lb</td>
</tr>
<tr>
<td>Max. baggage weight</td>
<td>30 kg</td>
<td>66 lb</td>
</tr>
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</table>

* N524DS Empty Weight and Moment (04/19/2007):
- Empty weight ......................... 1714.4 lb
- Empty moment.................... 163,554.6 in lb
EMERGENCY + ABNORMAL CHECKLIST

For conditions to use this Emergency + Abnormal Checklist see page 1 of the Normal Checklist.

All such conditions are fully applicable also for this checklist.

Abnormal Checklist starts at page 9

WARNING LIGHTS .......................................................... page 2

Engine
- Rough engine and/or power loss ...................... page 4
- RPM overspeed .................................................. page 4
- RPM underspeed ................................................. page 4
- Windmill engine start ........................................ page 5
- Powered engine start .......................................... page 5

Electric System
- Total electrical fail .............................................. page 5

Smoke and Fire
- Engine fire in flight ............................................. page 6
- Engine fire on ground ........................................ page 6
- Electric fire / smoke in flight ............................ page 7
- Electric fire / smoke on ground ......................... page 7

Other Emergencies
- Suspicion of carbon monoxide ...................... page 8
- Unintentional flight into icing ....................... page 8
- Landing with defective main gear tire .......... page 8
- Landing with defective brakes ....................... page 8

EMERGENCY LANDING

1. Airspeed.......................................................... 73/68/60 KIAS 1
2. ATC ................................................................. INFORM 2
3. Fuel tank selector ............................................. OFF 3
4. Mixture .......................................................... IDLE CUT OFF 4
   On final:
   5. Flaps .......................................................... LDG 5
   6. Ignition .......................................................... OFF 6
   7. Master switch ............................................... OFF 7

OIL PRESS

OIL PRESSURE < 25 PSI

1. Oil pressure (OP) ................................................. CHECK 1
2. Oil temperature (OT) ........................................... CHECK 2
3. Cylinder head temperature (CHT) ........... CHECK 3
   - OP indication below green and
   - OT normal
4. OT and CHT .......................................................... MONITOR 3
   - OP indication below green and
   - OT or CHT rising
5. Engine power .................................................. RECUEDE TO MIN 4
   Land ASAP, be prepared for Emergency Landing
   - OP near zero, vibration, loss of oil, smoke
6. Mechanical failure ........................................... SUSPECT 5
7. Engine .............................................................. SHUT DOWN 6
   Emergency landing

ALTERNATOR

ALTERNATOR FAILURE

1. Emergency switch ........................................ ON 1
2. Essential bus ................................................. ON 2
3. Circuit breakers ............................................. CHECK 3
   If all OK:
4. Unnecessary equipment ................................. OFF 4
5. Voltmeter .......................................................... CHECK regularly 5
**FUEL PRESS**  
**FUEL PRESSURE < 14 PSI**

1. Fuel flow .............................................. CHECK  
   - If fuel flow high (red range):  
     Suspect fuel leak,  
     Land ASAP  

**START**  
**STARTER NOT DISENGAGING**

1. Throttle ............................................. IDLE  
2. Mixture ............................................. IDLE CUT OFF  
3. Ignition ............................................. OFF  
4. Master switch ...................................... OFF  

**TRIM FAIL**  
**AUTOPilot TRIM FAIL**

1. AP DISC switch (red button) ............... PRESS  
2. AP circuit breaker .................................PULL  

**DOORS**  
**DOOR(S) OPEN OR UNLOCKED**

1. Airspeed ............................................. REDUCE  
2. Canopy and rear door ..................CHECK visually  
   - If unable to latch:  
     Land ASAP  
   Never unlatch rear door during flight  

**ROUGH ENGINE AND/OR POWER LOSS**

1. Airspeed ............................................. 73/68/60 KIAS  
2. Electrical fuel pump ............................ ON  
3. Fuel tank selector ................................. CHECK  
4. Engine instruments ............................ CHECK  
5. Throttle and propeller lever ............... CHECK  
6. Mixture ............................................. SET  
7. Alternate air ....................................... OPEN  
8. Ignition status light ............................ CHECK  
9. Ignition CB .......................................... PULL  
   - If no success and insufficient power:  
     Land ASAP  

**RPM OVERSPEED**

1. Friction adjuster ................................. CHECK  
2. Oil pressure .......................... CHECK  
   - If oil pressure lost:  
     Adjust RPM with power lever  
     Continue with  
     LOW OIL PRESSURE CHECKLIST  

**RPM UNDERSPEED**

1. Electrical fuel pump ............................ ON  
2. Fuel tank selector ................................. CHECK  
3. Friction adjuster ................................. CHECK  
4. Propeller control ............................. HIGH RPM  
   - If no success:  
     Regulate RPM with throttle  
     Land ASAP
**WINDMILL ENGINE START**

1. Airspeed..................................... 73 - 80 KIAS
2. Fuel tank selector..................... FULLEST TANK
3. Ignition................................................ BOTH
4. Mixture ........................................... CHECKED
5. Electrical fuel pump ......................... ON
6. Alternate air ............................... OPEN

   If no success:
   7. Mixture ........................................... LEAN
   8. Mixture ........................................... SLOWLY TO RICH

**POWERED ENGINE START**

1. Airspeed........................................... 80 KIAS
2. Electrical equipment ............................ OFF
3. Avionic master .................................. OFF
4. Master switch................................. ON
5. Mixture .......................................... CHECKED
6. Fuel tank selector.......................... CHECKED
7. Electric fuel pump.......................... ON
8. Alternate air .................................... OPEN
9. Ignition ........................................... START

**TOTAL ELECTRIC FAIL**

1. Circuit breakers............... CHECK, PULL, RESET
2. Essential bus ................................. ON

   - If no success:
   3. Emergency switch ................................. ON
   4. Flood light ........................................ ON
   5. Power ............................................... SET
   6. Flaps ................................................. VERIFY POSITION

**ENGINE FIRE IN FLIGHT / AFTER TAKE OFF**

1. Cabin heat........................................OFF
2. Emergency landing ......................... PREPARE
3. Airspeed........................................73/68/60 KIAS
4. ATC.................................................. INFORM
5. Canopy ........................................... UNLATCH as necessary

   When landing assured:
   6. Fuel tank selector.......................... OFF
   7. Throttle............................................ MAX PWR if possible
   8. Electric fuel pump.......................... OFF
   9. Master switch (BAT)......................... ON
10. Emergency window ......................... OPEN if required

On final:
11. Mixture ......................................... IDLE CUT OFF
12. Flaps ............................................. LDG
13. Ignition .......................................... OFF
14. Master switch................................. OFF

**ENGINE FIRE ON GROUND**

1. Fuel tank selector.......................... OFF
2. Cabin heat........................................OFF

   After standstill:
3. Throttle............................................ MAX POWER
4. Master switch (BAT)............................ OFF

   When engine stopped:
5. Ignition .......................................... OFF
6. Canopy ............................................. OPEN

Evacuate
EMERGENCY PROCEDURES

ELECTRIC FIRE / SMOKE IN FLIGHT

1. Emergency switch .................................... ON  
2. Canopy ............................................. UNLATCH as necessary  
3. Master switch (ALT/BAT) .......................... OFF  
4. Cabin heat.............................................. OFF  
5. Emergency window............. OPEN as necessary  

- If electronics/avionics required apply isolation procedure:
  - Master switch (BAT)................................. ON  
  - Essential bus ........................................... ON  

- If smoke decreases:  
  - Land ASAP  
- If smoke persists:  
  - Master switch (ALT)................................. ON  
  - Essential bus ........................................... OFF  
  - BATT and ESS TIE circuit breakers ............ PULL

ELECTRIC FIRE / SMOKE ON GROUND

1. Master switch (BAT) ................................. OFF  
2. Throttle ................................................. IDLE  
3. Mixture ................................................. IDLE CUT OFF
   - When engine stopped:  
   - Canopy ............................................. OPEN

Land ASAP

SUSPICION OF CARBON MONOXIDE

1. Cabin heat............................................. OFF  
2. Ventilation ............................................ OPEN  
3. Emergency windows .............................. OPEN  
4. Forward canopy .................................... UNLATCH

UNINTENTIONAL FLIGHT INTO ICING

1. Pitot heat ............................................. ON  
2. Cabin heat ............................................. ON  
3. Cabin air distribution ............................... UP  
4. RPM ....................................................... INCREASE
5. Alternate air ......................................... OPEN  
6. Emergency windows .............................. OPEN as required
   - Leave icing area, inform ATC
   - When pitot heat fails:  
   - Alternate static valve .............................. OPEN  
   - Emergency windows .............................. CLOSED

LANDING WITH DEFECTIVE MAIN GEAR TIRE

1. ATC ............................................. INFORMED
   - For landing:  
     • Land on RWY side with “good” tire  
     • Keep wing on “good” side low  
     • Support directional control with brake

LANDING WITH DEFECTIVE BRAKES

After touchdown (if necessary):

1. Fuel tank selector ................................. OFF  
2. Mixture ................................................. IDLE CUT OFF  
3. Ignition ............................................... OFF  
4. Master switch ....................................... OFF
CAUTION LIGHTS

**PITOT**
- Page 1
- Pitot heating system OFF

**LOW FUEL**
- No procedure
  - Fuel qty low (< 3 USG)
  - Single aural alert: left or right tank
  - Continuous aural alert: both tanks

**LOW VOLTS**
- Page 1
- Bus voltage too low

Engine instrument indications outside of green range
- OIL pressure low / high
- OIL temperature high
- CYLINDER Head Temp high / low
- EXHAUST GAS Temp high / low
- FUEL FLOW high
- VOLT high (overvoltage)
- Manifold pressure high

**PITOT HEATING SYSTEM FAILED OR OFF**
- Check pitot heat ON
  - If in icing conditions
    - Expect failure of the pitot-static-system
    - Alternate static valve: OPEN
    - Leave area with icing conditions

**LOW VOLTS**
- Bus voltage too low

Remark: possible reasons are
- Malfunction of electrical supply
- RPM too low
- On ground
  - Increase RPM to 1200
  - Electrical equipment OFF
  - Check Ammeter and voltmeter
    - If light still ON
      - Terminate flight preparation
  - In flight
    - Switch off unnecessary electrical equipment
    - Check Ammeter and voltmeter
    - If light still ON
      - Apply “ALTERNATOR FAIL”-emergency procedure

**OIL pressure low**
- Check OIL PRES LO warning light
  - OIL PRES LO warning light ON or flashing
    - Apply “OIL PRES LO”-emergency procedure
      (Emergency Checklist page 2)
  - OIL PRES LO warning light OFF
    - Check oil temperature and cylinder head temperature (CHT)
      - Oil temperature and CHT normal
        - Monitor oil pressure warning light
        - Monitor oil temperature and cylinder head temperature
      - Oil temperature or CHT rising
        - Reduce engine power to minimum
        - Land ASAP
        - Be prepared for engine failure and emergency landing
      - Oil pressure near zero, vibration, loss of oil, smoke
        - Suspect mechanical failure in the engine
        - Shut down engine immediately
        - Perform emergency landing

**Oil (OP) pressure high**
- Check oil temperature
  - If oil temperature normal:
    - Suspect faulty oil pressure indication, continue flight

**Oil (OT) temperature high**
- Check cylinder head temperature and EGT
  - If CHT and EGT normal:
    - Suspect faulty oil temperature indication, continue flight
  - If CHT or EGT high:
    - Check oil pressure
      - If oil pressure low:
        - Continue with OIL pressure LOW checklist
      - If oil pressure in green range:
        - Check mixture setting, enrich if necessary
        - Reduce power
        - If no success:
          - Land ASAP

01.12.2006 Diamond Aircraft Flight Training Division Page 9
Edition # 14 Does not replace the Airplane Flight Manual
**Cylinder head temperature (CHT) or EGT high**
- Enrich mixture
- Check oil temperature
  - If oil temperature also high:
    - Check oil pressure
      - If oil pressure low:
        - Continue with abnormal checklist “Oil pressure low” (page 10)
      - If oil pressure in green range:
        - Reduce power
        - If no success
          - Land ASAP, be prepared for emergency landing

**Cylinder head temperature (CHT) or EGT low**
- A very low reading for a single cylinder may be the result of a loose sensor

**FUEL FLOW high**
- Check FUEL PRESS warning light
  - If ON:
    - Suspect fuel leak
    - Land ASAP
  - If OFF:
    - Continue flight
    - Take fuel flow from AFM
    - Check fuel quantity frequently

**OVER VOLTAGE**
- Essential bus ON
- Master switch (ALT) OFF
- Master switch (BAT) ON
- Switch OFF unnecessary equipment
- Land ASAP

**Manifold pressure (MP) high**
- If clearly above green range:
  - Reading is faulty

**Contacts**
- Flight Service ........................................... 1800-WX-BRIEF
- Reno FSS .................................................... 122.5
- Flight Watch ................................................ 122.0
- Emergency ..................................................... 121.5

**Airports**
- Beckworth (O02) CTAF ........................................... 122.8
- Carson City (CXP) AWOS / CTAF ...................... 119.925 / 123.0
- Minden (MEV) AWOS / CTAF ........................ 119.325 / 123.05
- Lake Tahoe (TVL) ASOS / CTAF ...................... 124.725 / 122.95
- Lovelock (LVL) ASOS / CTAF ......................... 120.675 / 122.8
- Reno (RNO) ATIS ............................................. 135.85
- Sierraville (O79) CTAF ..................................... 135.175 / 122.7
- Susanville (SVE) AWOS / CTAF ...................... 133.8 / 122.8
- Truckee (TRK) AWOS / CTAF ......................... 118.0 / 122.8

**Ace Aviation Contacts**
- 775-247-4534
- 775-338-2173
- 775-750-0241
- 775-843-3008
- 775-846-9422