

**PH-0D6** MTOW 600 kg

V<sub>glide</sub> **60 kts**

V<sub>r</sub> **45 kts** \*\*

V<sub>x</sub> **56 kts**

V<sub>y</sub> **65 kts**

V<sub>a</sub> **98 kts**

V<sub>fe</sub> **68 kts**

V<sub>so</sub> **41 kts**

V<sub>s1</sub> **47 kts**

V<sub>ra</sub> **108 kts**

V<sub>ne</sub> **132 kts**

V<sub>no</sub> **120 kts**

DMMS **70 kts** (62 kts full flaps)

↳ Defined **Minimum Maneuvering Speed**

**Max. headwind 15 kts** (demonstrated)

**Max. crosswind 10 kts** (demonstrated)

2 m/sec = ca. 400 ft/min

4 m/sec = ca. 800 ft/min

6 m/sec = ca. 1200 ft/min

\*\* aaname HZ



# PH-0D6

## PRE FLIGHT INSPECTION

1. Plane papers - On board
2. Loose objects - Stowed
3. Mass & Balance - **Within limits** !
4. Magnetos - Off
5. Avionics switch - Off
6. Electrical switches - Off
7. Circuit breakers - In
8. Master switch & key - On
9. Fuel quantity (visual) - Checked
10. Fuel drain - Checked
11. Strobe lights - Checked & off
12. Position lights - Checked & off
13. Landing light - Checked & off
14. Controls - Checked
15. Master switch & key - Off
16. Rescue system - Secured
17. General condition - Checked
18. Air intakes (2x) - Checked
19. Oil - Checked

## BEFORE ENGINE START

1. Seats - Adjusted
2. Canopy closed/**locked** & clean
3. Brakes (parking) - Set
4. Safety belts - Fastened
5. Controls - Free & full travel
6. Rescue system - Unlock

## ENGINE START

1. Master switch & key - On
2. Fuel selector **right** - Open
3. Throttle - IDLE

4. Choke (cold eng.) - Forward (max)
5. Fuel pump - On
6. Ignition 2x - On
7. Avionics switch - On
8. Engine controller MGL - On
9. Strobe lights - On
10. Position lights - On
11. Starter - Hold active to start

### WARMING UP & ENGINE CHECK

1. Oil pressure  $\geq 0.8$  bar - Check
2. Choke - Backwards (off)
3. Warming up at 2000 rpm for 2min
4. Fuel pump - OFF
5. Engine 2600 rpm - till 50 C
6. Altimeter - Adjusted
7. Trim - Neutral position
8. COM & TRT - On
9. Flaps (1-2-3) Check
10. Fuel selector  $\rightarrow$  **left** - Open
11. Ignition check at 4000 rpm  
max 300 rpm  $\downarrow$  delta 120 rpm  
between both.
11. Carb heat - On / Off
12. Throttle - IDLE

### TAXI

1. Compass / gyro - Check
2. Brakes - Check

### BEFORE TAKE - OFF

1. Canopy - Closed & **Locked**
2. Safety belts - Fastened

3. Fuel pump - On
4. Flaps - Position 1
5. Transponder - set ACS

### TAKE -OFF

1. Landing light - On
2. Instruments - Check
3. Pitot heat - As required
4. Throttle - To max.power
5. Airspeed - 56kts ( $V_x$ ) / 65kts ( $V_y$ )
6. RPM - Reduce to max.5500 rpm
7. Instruments - Check  $P_s$  &  $T_s$
8. Flaps - Retract  $\geq 200$  ft
9. Trim - As needed

### CRUISE

1. Landing light - OFF
2. Flaps up - Check
3. Engine setting - 4800/5000 rpm
4. Fuel pump - OFF
5. Instruments - Check  $P_s$  &  $T_s$

### DOWNWIND

1. Airspeed - 80 kts
2. Instruments - Check readings
3. Safety belts - Fastened
4. Fuel quantity - Check
5. Fuel selector  $\rightarrow$  **left** - Open
6. Brakes - Check
7. Landing lights - On
8. Carb heat - On
9. Pitot heat - As required
10. Fuel pump - On

### BASE

1. Airspeed - 70 kts
2. Flaps - Position 1

### FINAL

1. Airspeed - 60 kts
2. Instruments - Check readings
3. Flaps - Landing position 2 or 3
4. Trim - As required

### AFTER LANDING

1. Flaps - Retract
2. Transponder - Stand by
3. Trim - Neutral
4. Carb heat - OFF
5. Landing light - OFF
6. Fuel pump - OFF

### ENGINE SHUTDOWN

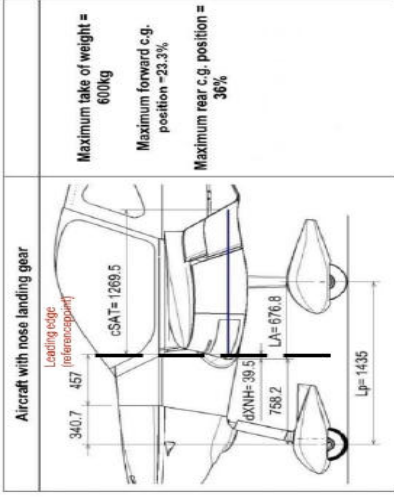
1. Throttle - IDLE (cool down)
2. Avionics etc right to left - OFF
3. Ignition - OFF
4. Main switch - OFF
5. Starter- Turn key to OFF(remove)
6. Fuel selector - Closed
7. Rescue system - Secured

### AIRCRAFT PARKING

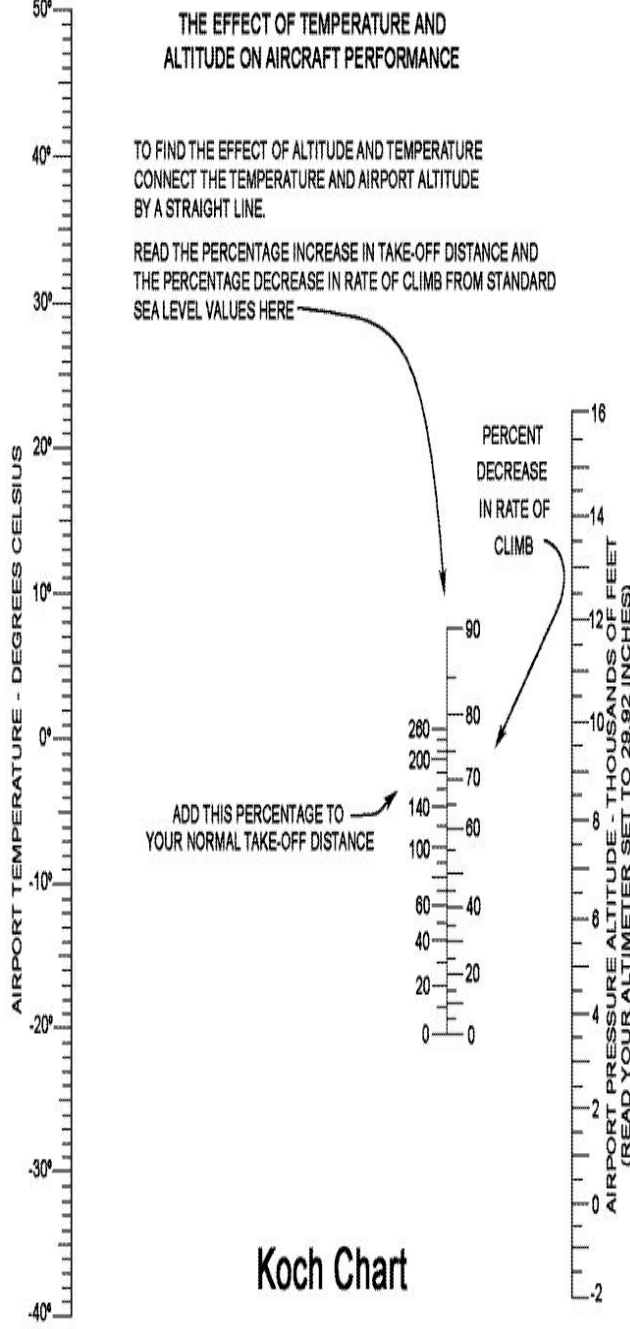
1. Check Ignition - OFF
2. Check general contact - OFF
3. Fuel selector - Closed
4. Parking brakes - Set ?
5. Canopy - Closed / Locked ?

**Secure aircraft if necessary**

**Belmont DW200 Weight and Balance**



<b>Belmont DW200 Weight and Balance PH-0D6 MTOW max 600 kg</b>			
Empty aircraft (zie weegbrief Belmont 12/11/2024)	Mass (Kg)	Lever arm (mtr)	Moment (Kgmtr)
Pilot	354,8	0,375	133,05
Passenger	125	0,570	71,25
Fuel in ltr (soortelijke massa Euro 95 = 0.72 kg/ltr) max 120 ltr	75	0,570	42,75
Rear baggage compartment (max 15 kg)	40	0,2195	8,69
L Wing baggage compartment (max 15 kg)	4	1,260	5,04
R Wing baggage compartment (max 13 kg)	1	0,666	0,67
Center of Gravity (M/Mass)	1	0,666	0,67
	600	0,437	262,11
Lead edge AF		0,034	
Lever arm - lead edge AF		0,403	
MAC 1,270 m (mean aerodynamic chord)		1,270	
CG ref. To MAC (moet liggen tussen de 23.3 % - 36 %)	% of MAC	31,7%	
Zelf invullen			



**Koch Chart**

Conditie: (Bron: British Civil Aviation Authority)	START Vermenigvuldigingsfactor	LANDING Vermenigvuldigingsfactor
<b>Gewicht:</b> Elke verhoging van het vliegtuiggewicht met 10%	1,2	1,1
<b>Vliegveldhoogte (Elevatie):</b> Elke toename met 1000 ft vanaf zeeniveau	1,1	1,05
<b>Temperatuur:</b> Elke toename van de OAT met 10°C	1,1	1,05
<b>Grasbaan:</b> Droog, graslengte tot 13 cm Droog, graslengte 13 - 25 cm Nat, graslengte tot 13 cm Nat, graslengte 13 - 25 cm	1,2 1,25 1,25 1,3	1,2 1,3 1,3 1,4
<b>Baanhelling:</b> Elke 2% omhoog/omlaag	Omhoog 1,1	Omlaag 1,1
<b>Meewind:</b> Elke 10% van de 'lift off' snelheid	1,2	1,2
<b>Baanconditie:</b> Zachte baan of besneeuwd	1,25	1,25