




Flight Procedures

TOMARK Viper SD-4 RTC

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1. FOREWORD

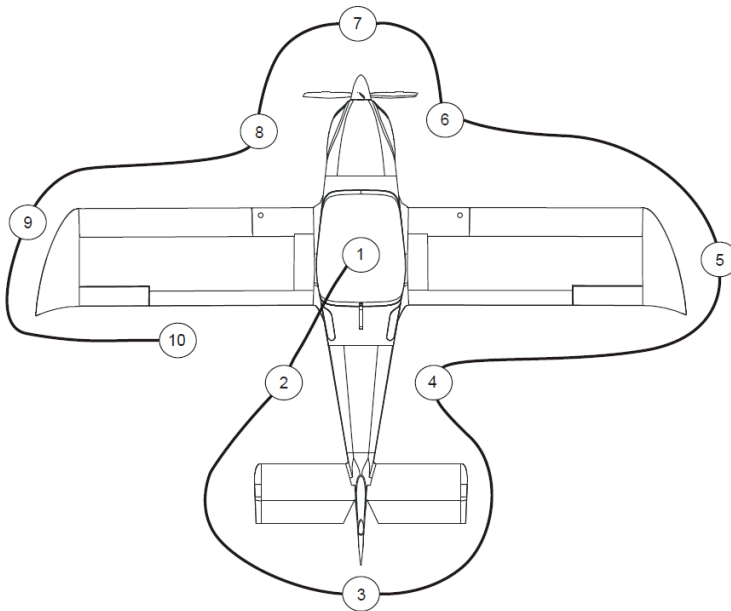
This guide has been prepared to provide pilots with information for the flight procedures based on the **TOMARK Viper SD-4 RTC Aircraft Flight Manual (AFM)**. It is the responsibility of the pilot to study carefully the **AFM**. It is mandatory to become thoroughly familiar with the aircraft systems and technical specifications, deep knowledge and understanding of features and limitations is essential for the safe flight operation. Subtle differences in this document compared to **AFM** are company based procedures that ensures improvement of the flight safety. Content of this document is approved by the Head of Training.

2. FLIGHT PREPARATION

Before each flight define aircraft **take-off weight** and **take-off CG position** according the actual traffic load and ramp fuel. Also define **landing weight** and **landing CG position** of the aircraft calculating with the estimated fuel consumption. Basic information about the weight, payload and CG limitations can be found in **AFM Section 2 LIMITATIONS 2.5** and **2.6**. Detailed information of the calculation method about weights and CG positions can be found in **AFM Section 6 WEIGHT AND BALANCE**.

3. PRE-FLIGHT CHECK

This section is an extract from **AFM Section 4 NORMAL PROCEDURES**. For detailed information about pre-flight inspection refer to that section. In order to complete the pre-flight check the following cockpit and external inspections must be carried out. Illustration of the aircraft walk-around is shown below:



3.1. In the cockpit


- Check A/C documentation
- Verify that IGNITION is OFF

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- Check the canopy for cleanliness, possible damage, functioning of the canopy locks
- Check safety belts and seat harnesses
- Attach loose objects (put them into boxes) or remove them
- Check free movements of the control stick and the rudder
- Verify free movement of the THROTTLE LEVER
- Switch ON the 3 MAIN switches: MASTR, GENRTR and INSTRUMENTS
- Switch ON SECTION switches: EFIS, EMS, FLAPS, TRIM, NAV LIGHTS, STROBE
- Set FLAPS to POSITION III - Check functionality
- Check functionality of Navigation and Strobe lights
- Check fuel quantity indication (EMS screen, compare to actual filling as visible with removed filler cap)
- Switch OFF SECTION switches and the 3 MAIN switches (all OFF)
- Check necessary cabin accessories (first aid kit, fire extinguisher)

3.2. Left side of the fuselage

- Check fuselage skin, damage to the coating, riveted joints, check the attachment of covers
- Check fixation of antennas

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3.3. Empennage


- Check attachment and skins of the surfaces and riveted joints
- Check free movement of the rudder and elevator
- Check play and attachment of trim tabs
- Check play in the hinge pins of the rudder and elevator hinges, steering rods and connections
- Check static pressure sensor at the top of the vertical stabilizer for possible damage
- Check mounting of the strobe
- Check tail skid for damage
- Remove mooring rope and rudder and elevator locks

3.4. Right side of the fuselage

- Check fuselage skin for damage of the coating and riveted joints
- Check attachment of the covers and antennas

3.5. Right wing

- Check wing for integrity of the skin, riveted joints, attachment of the wing tip
- Check flap and aileron hinges and their free movement
- Check securing of flap and aileron pins

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- Check identical extension of the flaps in all position
- Check aileron trim and hinges
- Check visually the quantity of fuel
- Check fuel drain for water and sediment
- Check the closing of the fuel tank
- Remove mooring ropes and aileron locks

NOTE

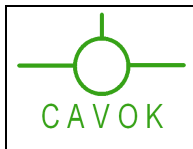
When the same trim is operated simultaneously in opposition, the trim will not respond, vice-versa when operated simultaneously in the same direction, the trim will continue responding. PIC should be aware that the trim might be modified from the co-pilot seat. The not responding of trim is visible to pilot/co pilot on the SkyView screen by stopped movement of trim indicator.

NOTE

Do not fill individual tanks more than 90% of their maximum volume at outside air temperatures exceeding 25°C in order to avoid excessive spillage due to thermal expansion.

3.6. Engine compartment

- Demount the upper part of the engine cowl
- Check the attachment of the engine mount and of the engine
- Check the electric cable cabling, connector connections



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- Check hoses and their attachment
- Check the attachment of the cables to the battery and the air filter
- Check the attachment of the exhaust pipes
- Check the tightness of the engine, lubrication system, cooling system, oil radiator and (traces of operation fluids), attachment of the high-voltage cables of the sparking plugs
- Check clear tube between manifold pressure sensor and engine to not have accumulated fuel
- Check coolant and replenish as required
- Remove oil tank cover (cap)
- Turn the propeller slowly by hand in direction of engine rotation several times to pump oil from the engine into the oil tank
- Maintain the compression pressure for a few seconds to let the gas flow via piston rings into crankcase. This process is finished when air is returning back to the oil tank
- Check oil level and replenish as required
- Install oil tank cover (cap) back
- Check the exhaust pipes, cabin heat shroud and muffler for damage, leakage, and overall condition
- Check the cleanness of the radiator inlets
- Check the condition of the cushioning rubber band of the front landing gear

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- Mount the upper part of the engine cowl
- Check the landing light for cracks (if installed)
- Wash the landing light if its surface is covered with dirt (if installed)

3.7. Propeller


- Firm fit of the blades and of all screws
- Check propeller tips for play. Play of propeller tips should solely originate from the play of the gearbox
- Check the surface of the propeller blades for damage: minor damage (scratches) to the leading edge surface are accepted. No visual cracks or indents are accepted
- Check visible parts of the hub - must be free of cracks

WARNING

The propeller must not be turned in the direction opposite to that of its normal rotation.

WARNING

Before manual turning of the propeller, switch off both ignition circuits, brake the wheels, set engine throttle to the idle position, check main switches being switched off. If the ignition is not off, there is a risk of injury.

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3.8. Front landing gear


- Check the wheel for symmetry, deformation and play of the wheel fairing, check slip mark, the locking of the wheel pin nut, the inflation of the tire (the pressure according to the value on label), the wear of the tire, check the condition of the grounding cable on the landing gear's leg

3.9. Left wing

- Check wing for integrity of the skin, riveted joints, attachment of the wing-tip
- Check flap and aileron hinges and their free movement
- Check securing of flap and aileron pins
- Check identical extension of the flaps in all positions
- Check visually the quantity of fuel
- Check fuel drain for water and sediment
- Check the closing of the fuel tank
- Check the functioning and the condition of the navigation lights
- Remove the pitot tube cover
- Remove mooring ropes and aileron locks

3.10. Main landing gear

- Check the wheels for symmetry, deformation and play of the wheel fairing

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- Check creep marks
- Check the inflation of the tires and their wear
- Check the surface of the main landing gear legs for cracks
- Check the locking of the wheel pin nuts
- Check the overall condition of the disk brakes and of the brake tubing

4. NORMAL OPERATION AND TRAFFIC CIRCUIT DESCRIPTION

4.1. Before engine start

- Pre-flight inspection – Completed
- Luggage – Secured in luggage compartment
- ELT Main Switch – Switch to ARM (One step down to down) When applicable perform ELT check as described in ELT manual
- Brake – Apply Full and Lock
- Headphones – Plug-in jacks into headset sockets
- Control stick and rudder – Check of free movement
- Harness – Fasten and tighten
- Canopy – Close and lock
- GRS Activation Handle – Take-out Operational Safety Pin

➔ *RT: "Gödöllő Traffic, HA-BEW engine start in front of CAVOK hangar."*


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4.2. Engine start

- FUEL selector – Position to the tank with the higher quantity of fuel or **LEFT**
- MASTR Switch – ON
- INSTR Switch – ON
- GNRTR Switch – ON
- EMS Switch – ON
- EFIS Switch – ON
- STROBE Switch – ON
- FUEL PUMP Switch – ON
- STARTER POWER Switch – ON
- Propeller Area – Clear
- IGNITION Switch to – BOTH

Cold start:

- THROTTLE LEVER – Set to IDLE position
- CHOKE – Pull out and hold (if the engine is cold)
- START – Push
- Release after engine is started

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Warm/Hot engine start:

- THROTTLE LEVER – Advance 2-5 mm
- START – Push
- Release after engine is started

WARNING

The built in Dynon SkyView Synthetic Vision System (SVS) is for situational awareness only. Manuevering the aircraft based upon the SVS information is forbidden

4.3. After engine start

- After starting – Adjust THROTTLE LEVER to achieve smooth running at approx. 2000 RPM
- Oil Pressure – Check
- STARTER POWER Switch – OFF
- FUEL PUMP Switch – OFF
- Fuel Pressure – Check
- CHOKE – Release after engine runs uniformly
- Engine Speed for 2 min – Set 2000 RPM
- Warming up oil – Set 2500 RPM until oil temperature reached 50°C



CAUTION


The oil pressure must rise within 10 seconds after starting. Only when the oil reaches a stable pressure, the engine's RPM may be increased. If the oil is cold constantly monitor oil pressure since because of an increased flow resistance in the suction branch the oil pressure may drop again. To avoid acceleration stresses when starting the engine set THROTTLE LEVER to idle. For the same reason, after reducing the throttle wait for about 3 seconds before increasing the THROTTLE LEVER to achieve constant RPM of the engine. If the airplane is standing on a stony surface do not start the engine – there is a risk of propeller by sucked in stones.

NOTE

When starting a cold engine, move THROTTLE LEVER to idle and pull-out and held the choke control. When starting a warm engine, set the THROTTLE LEVER slightly over the idle position. If the engine does not start, repeat the starting not earlier than in 2 minutes, during which the starter will cool off.

4.4. Before taxi

- INTERCOM – Switch ON if necessary
- RADIO – Switch ON
- FLAPS – Switch ON
- TRIM – Switch ON
- GPS – Switch ON
- XPDR – Switch ON

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- NAV LIGHTS – Switch ON if necessary
- SOCKET 12V – Switch ON if necessary
- Radio – ON and SET
- XPDR – ON and SET STBY
- EFIS and EMS – SET (Baro / QNH)
- Altimeter – SET (QNH)
- Trims – Check functionality and indication
- Flaps – Check functionality and retract (Position 0)
- On-board devices and equipment – Check functionality

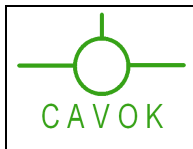
4.5. Taxi out

→ *RT: "Gödöllő Traffic, HA-BEW taxiing from CAVOK hangar to holding point RWY 13 / 31."*

- Brake – Release, test
- Elevator – Full back
- Taxiing speed – Adjust

NOTE

Taxi the aircraft with the tailplane forcing the tail downwards (stick pulled in headwind or no wind; middle position or slightly pushed in tailwind). Taxi slow. Use idle power in straight lines, apply more power for initiating taxi and for the turns only. Do not let the brakes fight with the engine.




WARNING

It is forbidden to taxi with a partially open canopy. The canopy might get damaged when taxiing through rough surface or due to the airflow from the rotating propeller.

4.6. Before take-off

- Brake – Brake and lock
- Canopy – Check closed and locked (verify indication on EMS)
- Harness – Check on and tighten safety belts
- Flight Instruments – Set
- Engine Instruments – Check engine parameters within limits
- Engine Speed – Set 4000 RPM
- IGNITION – Switch L and check engine speed
- IGNITION – Switch BOTH
- IGNITION – Switch R and check engine speed
- IGNITION – Switch BOTH and check engine speed
- Carburettor heat – Pull and check RPM drop (min 50); push back in
- THROTTLE LEVER – MAX, check maximum RPM (min 5000)
- Brake – Check (hold position)
- THROTTLE LEVER – Set to idle position
- THROTTLE LEVER – Set 2000 RPM

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- FUEL selector – Position to the tank with the higher quantity of fuel or **LEFT**
- Trims – Set to required position
- GRS Activation Handle – Check unlocking


CAUTION

Engine RPM drop with only one ignition circuit must not exceed **300 RPM**. Maximum allowable difference of engine RPM by use of either circuit L or R is **115 RPM** When testing the ignition circuits only one ignition circuit may be switched on/off at a time. No run irregularity or RPM fluctuations may occur during the engine test. The maximum allowed temperatures and pressures must not be exceeded defined values during the engine test.

WARNING

Take-off is forbidden, if:

- The engine runs irregularly
- Any of the engine parameter is not within limits
- Insufficient brake performance
- Aircraft systems working incorrectly
- Crosswind velocity exceeds permitted limits
- Usable fuel quantity in the tanks is less than 2 x 10 litres

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4.7. Before take-off at the holding point

- Fuel quantity – sufficient for the task according to fuel requirements
- Engine parameters – In green
- Altimeter setting – Check
- Runway heading – SET
- Flaps – Position I and check
- Approach side – Checked for incoming traffic
- Runway direction – Check free
- Report – Ready for departure


→ *RT: "Gödöllő Traffic, HA-BEW at holding point 13 / 31 line up and take-off, task: LH; RH traffic circuit / airspace work / cross-country flight with destination ZZZZ; number of persons on board; name of the pilot in command"*

4.8. When the runway is clear or take-off is cleared

- FUEL Pump – Switch ON
- XPDR – ACS mode (squawk 7000)
- Line up the plane – Check heading is RWY heading

4.9. Normal take-off

- BRAKE – Unlock and release

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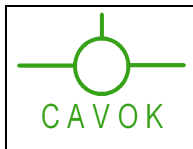
- THROTTLE LEVER – Set take-off power
- Directional control – Apply RH rudder to maintain RWY heading
- Elevator control – Neutral position, at 30-35 KIAS pull slightly to lift nose wheel
- Airplane unstuck – At 40-45 KIAS
- Accelerate in a shallow climb to reach and maintain 65 KIAS
- Climb – Airspeed 65 KIAS
- FLAPS – Retract at 200 ft AAL
- Fuel pump – Switch OFF
- Throttle lever – SET 5000 RPM for climb

4.10. Short field take-off

- THROTTLE LEVER – Set take-off power
- BRAKE – Unlock and release
- Directional control – Apply RH rudder to maintain RWY heading
- Elevator control – Neutral position, at 30-35 KIAS pull slightly to lift nose wheel
- Airplane unstuck – At 40-45 KIAS
- Accelerate in a shallow climb to reach and maintain 56 KIAS

Once cleared the obstacle

- Climb – Airspeed 65 KIAS



- FLAPS – Retract at 200 ft AAL
- Fuel pump – Switch OFF
- Throttle lever – SET 5000 RPM for climb

4.11. Climb

- Airspeed – Steady 65 KIAS
- Engine Speed – Keep continuous 5000 RPM
- Engine parameters – In green band

CAUTION

If the cylinder head temperature or oil temperature and/or coolant temperature approaches or exceeds limits, reduce the climb angle to increase airspeed and possibly return within limits. If readings do not improve, troubleshoot causes other than high power setting at low airspeed.


V_x (Best angle of climb speed) **53 KIAS**

V_y (Best rate of climb speed, at Sea level) **66 KIAS**

V_y (Best rate of climb speed, 10 000 ft) **60 KIAS**

4.12. Turning to crosswind leg

When reaching 500 ft AAL (600 ft AAL in case of LH circuit of RWY31 LHGD) turn to the crosswind leg. Before starting the turn look into direction of crosswind leg to check the airspace and the direction of crosswind leg. The speed in the turn shall be **70 KIAS** so lower the nose to reach and maintain 70 KIAS during

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the turn. Fly the attitude accordingly until the nose points to the new direction. When the turn is completed raise the nose again for the **65 KIAS** pitch attitude. Consider wind condition, this turn is normally less than 90 degrees because of the wind correction. Recommended bank angle during climb is less than normal bank angle.

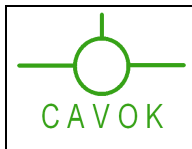
4.13. Turning to downwind leg

This turn shall be initiated when the landing threshold can be seen looking 30 degrees behind the airplane's lateral axis. Before starting the turn check airspace in the direction of the downwind leg.

4.14. Transition to level flight

Shortly before reaching 1000 ft AAL lower the nose to maintain the circuit altitude (1700 ft at LHGD). Let the aircraft to accelerate through 75 KIAS at climb power and then set 4400 RPM, trim aircraft for level flight.

- Engine parameters – In green bands
- FUEL selector – Position to the tank with the higher quantity of fuel or **LEFT** if necessary



NOTE

The fuel system features a return fuel line that ends in the left hand side fuel tank. When flying on the right hand side tank some fuel (approx 5-10 l/h) is pumped into the left tank. Therefore to maintain fuel symmetry during the flight the time increment on the left fuel tank is more than on the right hand side fuel tank.

NOTE

The fuel quantity indication system is most accurate in horizontal stable flight. During maneuvering the fuel level may be indicated with some time delay.

4.15. Downwind leg


Fly the aircraft parallel to the RWY centerline, consider spot wind and make directional correction. At the beginning of downwind check fuel and engine parameters. Change fuel tank as necessary. When passing abeam of threshold and before the base turn:

- CARB HEAT – Pull
- FUEL Pump – Switch ON

Announce intention on radio:

→ *RT: "Gödöllő Traffic, HA-BEW before turning left / right base for RWY 31 / 13 touch and go / full stop landing."*

4.16. Turning to base leg

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The position for the base turn is when the landing threshold can be seen 35 degrees behind the lateral axis. This turn is a level turn and normally more than 90 degrees due to wind correction on the base leg. After the turn reduce engine power and maintain level flight until speed is less than 80 KIAS

- THROTTLE LEVER – 3000 RPM
- FLAPS – Position I

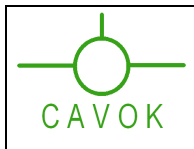
Lower the nose for the descent attitude and maintain 70 KIAS. Do not let the speed go above 80 KIAS with the flaps extended to any position ($V_{FE}=79$ KIAS)

4.17. Final turn

The position for the final turn is when the landing threshold is 10 degrees in front of the lateral axis (consider wind). The speed for this turn shall be 70 KIAS so before the turn lower the nose and turn into the extended RWY centerline. Adjust the bank angle in turn if necessary to achieve the optimal position. Do not exceed bank angle of 30 degrees! **Keep approach speed** and **approach angle** with **pitch** and **thrust** together!

4.18. Positioning the aircraft for landing

The landing flap shall be extended for landing earlier or later as the wind strength requires it. The aircraft shall be configured for landing not below 300 ft



AAL.

If the intention is TOUCH and GO :

- CARB HEAT- OFF(PUSH) on short FINAL

In case of Landing with:

- FLAPS – Position I
- MAINTAIN SPEED – 70 KIAS
- FLAPS – Position II
- MAINTAIN SPEED – 65 KIAS
- FLAPS – Position III
- MAINTAIN SPEED – 60 KIAS


Consider wind gust to define the actual Approach speed!

NOTE

FLAP POSITION III is only to be used for emergency and precautionary short field landings as described in AFM Section 3. At this flap setting, full trimmability is not possible. FLAP POSITION III is allowed to use ONLY for precautionary short field landing training with instructor!

4.19. Landing

Before landing Adjust the engine power and the pitch in order to point the nose to the aiming point approximately 30 meters in front of the threshold mark that is approximately 50 metres in front of the touch down zone. With increasing

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engine power, raise the nose and when reducing engine power, lower the nose in order to maintain the appropriate approach speed. Reaching 3-5 meters height, reduce the engine power.

- THROTTLE LEVER – Set IDLE


and brake the angle of the approach. Look left 25 degrees 30 meters forwards. Start the flare at the main wheels 30-50 cm distance from the ground. In case of crosswind bank into the wind and keep the direction with applying opposite rudder so that the plane will not move sideways from the landing axis. Land on the main wheels first (on the lower one first in crosswind), let the nose wheel gently touch the ground and keep it eased by holding the stick slightly pulled while rolling out. Control the roll out with the rudder and neutral the aileron as the speed drops.

V_s (Stalling speed in clean configuration) **49 KIAS**

V_{s1} (Stalling speed in config Flaps POSITION II) **43 KIAS**

4.20. Go around

In case the landing cannot be completed safely (due to other traffic, vehicle or person on the RWY / the aircraft is too high or low for the safe landing / the weather is not suitable for the landing / due to wind / RWY is not visible) GO AROUND MUST BE PERFORMED.

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Apply full power, maintain RWY track, verify the CARB HEAT is OFF. At the same time stop the descent, check SPEED MINIMUM 60 KIAS, pitch up for climb attitude, when positive rate of climb achieved retract FLAPS to POSITION I, climb at SPEED 65 KIAS, at 200 ft AAL complete after take-off procedure.

Go around procedure:

- THROTTLE LEVER – Set Take-off Power
- CARB HEAT – Check and Push
- AIRSPEED – MIN 60 KIAS
- FLAPS – Set POSITION I (with positive rate of Climb)
- CLIMB SPEED – 65 KIAS


After take-off procedure:

- FLAPS – Retract at 200 feet AAL
- FUEL PUMP – Switch OFF
- THROTTLE LEVER – Set 5000 RPM

➔ *RT: "Gödöllő Traffic, HA-BEW going around."*

4.21. Touch and go

After touch down maintain RWY direction with the rudder and put the nose gear

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down gently, retract the flap to POSITION I. Check CARB HEAT and PUSH (if it is ON), apply full power smoothly and continue the take-off procedure.

After touch down in case of touch and go:


- FLAP – Set POSITION I
- CARB HEAT – Check and Push
- THROTTLE LEVER – Apply Full POWER
- Directional Control – Apply Rudder to maintain RWY Heading
- Continue take-off Procedure.

4.22. Full stop landing

In case of full stop landing let the aircraft decelerate.

- TOUCH DOWN – Main Wheels First
- LANDING ROLL – Lower the nose wheel gently
- Directional Control – Apply Rudder as required
- BRAKE – Minimum required

On grass RWYs keep the nose gear eased up in the air (pulled elevator), on concrete RWY let the nose gear down gently and control the RWY direction with the rudder. When the speed is under control and low enough, apply careful until taxi speed is achieved. Vacate RWY to the appropriate direction and report it.

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→ *RT: "Gödöllő Traffic, HA-BEW RWY 13 / 31 vacated to the left / right, taxiing to CAVOK hangar / to refueling place."*


After landing procedure:

- FLAPS – Retract (POSITION OFF)
- CARB HEAT – PULL (If it is ON)
- XPDR – Set STBY
- FUEL PUMP – Switch OFF

4.23. Parking and shut down

Taxi carefully to the intended parking place.

- THROTTLE LEVER – Idle
- Brake – Apply gently until airplane stops
- Brake – Apply FULL and LOCK
- On-board instruments and equipment – Switch OFF
- Section switches – Switch OFF except EMS
- Engine Parameters – Check, must be within Limits
- IGNITION – Switch OFF, remove Key
- EMS – Switch OFF
- GENRTR – Switch OFF

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- INSTR – Switch OFF
- MASTR – Switch OFF
- FUEL selector – OFF
- GRS Activation Handle – Take-in Operational Safety and Lock
- Aircraft – Secure
- Aircraft log – Fill in

NOTE

Do not park the aircraft with brake locking! Make use of wheel choks!

5. REMARKS

During cross country flight monitor and manually compensate asymmetrical fuel consumption by switching fuel selector valve. The maximum allowed difference of fuel amount between the tanks is 15 litres. Switch ON the electric fuel pump prior to swap the fuel feeding from one tank to another. Monitor the fuel pressure after switching fuel supply and turn the electric fuel pump off if the fuel pressure does not change.

Approaching GÖDÖLLÖ either from airspace work or cross country flight, check fuel 1 minute prior joining traffic pattern and change fuel tank if necessary.