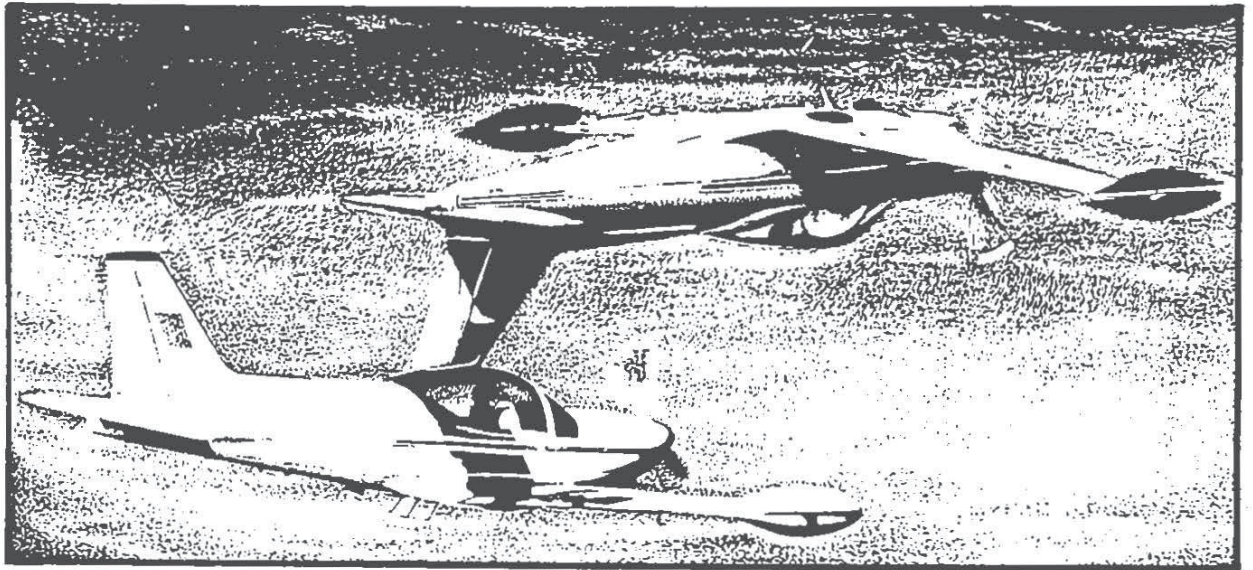

OPERATIONS MANUAL



SIAI MARCHETTI

F 260 D

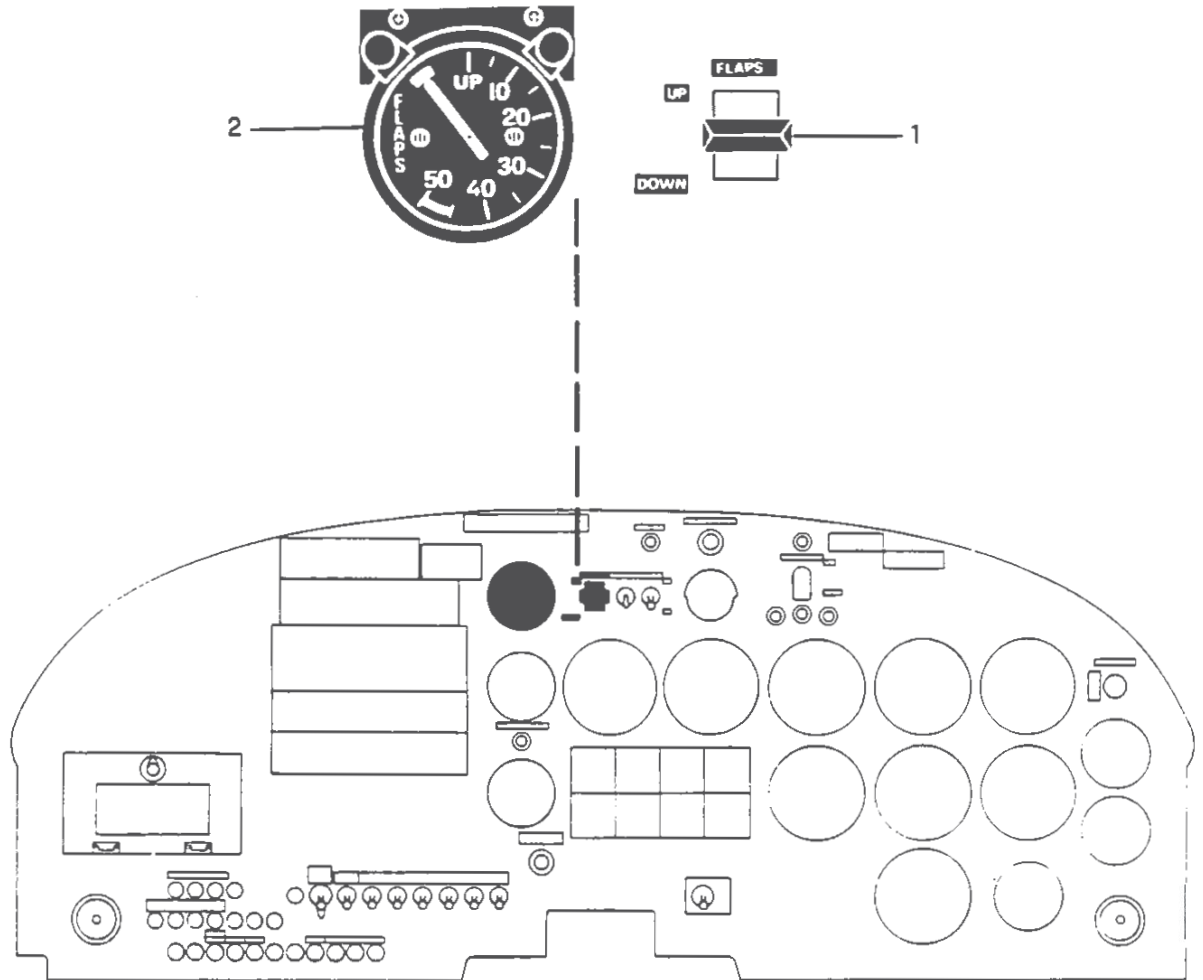
AIRCRAFT

S/N 766 ÷ 772; 783; 785 ÷ 789

AGUSTA S.p.A.

2 MAY 1990

WING FLAPS SYSTEM CONTROL AND INDICATOR



DESCRIPTION	FUNCTION
1. FLAPS switch (Spring loaded to neutral)	<p>UP – The wing flaps retract. The actuator is automatically cut-off when the wing flaps reach the 0° setting.</p> <p>DOWN – The wing flaps extend. The actuator is automatically cut-off when the wing flaps reach the 50° setting.</p>
2. FLAPS indicator	<p>Indicates the wing flaps position from UP (0°) to 50°.</p> <p>With the aircraft on the ground the flap pointer reaches 50° settings, while in flight, it will range between 45° and 50°. This is due to aerodynamic forces acting on the wing flaps. The indicator is represented with no power applied.</p>

Figure 1-19.

ENGINE RUN-UP

1. PARKING BRAKE - Apply.
2. Propeller - Check operation.
 - a. THROTTLE - Set to obtain 1700 ÷ 1800 rpm.
 - b. PROPELLER - Move to DECR RPM to obtain 1100 rpm and return lever to INCR RPM.
3. Carburetor heat control - Check.
 - a. THROTTLE - Set to obtain 1700 ÷ 1800 rpm.
 - b. CARB HEATER - Open.
 - c. AIR CARB indicator - Check for an increase.
 - d. RPM indicator - Check for a drop of 100 rpm.
 - e. CARB HEATER - Closed.
4. Magneto drop - Check.
 - a. THROTTLE - Set to obtain 2100 rpm.
 - b. Switch from both magnetos to one and note drop-off, return to BOTH until engine regains speed and switch to other magneto and note drop-off, then return to BOTH. Drop-off should not exceed 175 rpm and should not exceed 50 rpm between ma-gnetos. A smooth drop-off past normal is usually a sign of too lean or too rich mixture.

NOTE

Do not operate a single magneto for too long a period (2 or 3 seconds are usually sufficient to check drop). This will minimize spark plug fouling.

5. THROTTLE lever - CLOSED.
Engine idling - Check 600 to 700 rpm.
6. THROTTLE - Set to OBTAIN 1200 rpm.

NOTE

Engine is warm enough for take-off when the THROTTLE lever can be opened without engine faltering.

BEFORE TAKE-OFF

1. Flight controls - Check for freedom of movement.
2. Trim control wheel - Set to neutral.
3. BOOST PUMP switch - ON.
4. MIXTURE lever - Set to full RICH.
5. PROPELLER lever - Max rpm (full forward).
6. FLAPS - 20°.
7. LANDING GEAR - Check DOWN. Check 3 green lights.
8. Fuel contents - Check distribution and sufficient for mission.
9. Engine instruments - Check within green arc.
10. Flight instruments - Check.
Airspeed and vertical velocity indicators - Check

zero.

Alimeter - Correct pressure setting.

Accelerometer - Check 1 g and reset if required.

11. Safety harness - Fastened and locked.
12. Canopy - Closed and locked.

TAKE-OFF

1. Aircraft - Aligned with runway.
2. Attitude indicators - Check and adjust.
3. Brakes - Release.
4. THROTTLE - Open smoothly full forward (2700 rpm).
5. Take - off speed - 70 Kts (80 MPH).
6. When safely airborne:
 - a. Brakes - Apply momentarily to stop wheels rotation.
 - b. LANDING GEAR - UP.
LG green lights - Off.
LG red light - On during gear travel, then off when gear is up and locked.

NOTE

Landing gear retraction time is about 5-7 seconds.

- c. FLAPS - UP at 78 Kts minimum after reaching a safe altitude.
Check flap indicator and check flaps visually.
- d. BOOST PUMP - OFF.

CAUTION

Reset immediately BOOST PUMP switch to ON when fuel pressure decreases under 2 PSI or LOW FUEL PRESS caution light illuminates.

NOTE

For additional take-off data refer to Appendix I.

CLIMB

1. THROTTLE - Fully open.
2. PROPELLER - 2700 rpm.
3. Best rate of climb speed at S.L - 108 Kts (125 MPH). Reduce indicated speed 1,5 Kts for each 5000 feet altitude.
4. Best angle of climb speed at S.L - 87 Kts (100 MPH).