

CHECK FLIGHT REPORT



Appendix 1 Issue 3 to CFS 2

IMPORTANT NOTE

If any numerical values in this Appendix do not agree with the current issue of the Flight Manual or other authorised Manual for the aeroplane, the Manual data are to be used, and CAA informed of the discrepancy.

All aircraft should be flown using the data in the CAA approved flight manual. Note that for many types scheduled performance is only valid for a given weight.

LOADING (Applicable to all aeroplanes)

Fuel

The loading should include some fuel in all tanks, so that the tests of Item 13 – 'Fuel System' can be completed.

Weight

Where in the 'Take-off Weight for Test' column, the weight is given as a unique value, it is necessary to fly at this weight because stall speeds and/or climb performance are only scheduled at this weight.

For those aeroplane types which have a maximum landing weight lower than that at which the performance is scheduled, the 'Take-off Weight for Test' is the maximum landing weight.

It is important that the climb and stall checks are made as soon as possible after take-off, to minimise errors resulting from weight reduction.

Centre of Gravity

Any c.g. position is acceptable so long as the c.g.:

- a) is within limits for the weight at take-off,
- b) will remain within limits throughout the flight, as fuel is consumed.

LOADING (Applicable to Aeroplanes on which Spinning Tests are to be made)

Particular care must be taken when deciding the loading for types which are cleared for spinning to ensure that weight and c.g. are within the limits permissible for spinning.

Where performance is only scheduled for a single weight, which is greater than that at which spinning is permitted, spinning will have to be checked on a separate flight, when the aeroplane is loaded within the weight/c.g. envelope permissible for spinning.

CLIMB PERFORMANCE AND STALL SPEEDS

Where N/A is entered in the stall speeds column, the particular stall is not applicable, either because the aeroplane has no flaps, or because no intermediate flap position is scheduled for take-off.

Where a space is left blank, it means that no data is scheduled. The test should still be made, so that the results may be compared with previous results from the individual aeroplane and also with other aeroplanes of the same type.

Where the rate-of-climb is given in this appendix, the data is valid for a start altitude between 500 and 2000 feet over an altitude change of 1500 ft. A full five minute climb may not be necessary.

High performance aircraft

Where the rate-of-climb exceeds 1500 ft/min then a 3 minute climb will be acceptable.

Aeroplane Type	Take-off Weight for Test (lb)	Climb Speed	Rate of Climb (ft/min)	Stall Speeds		
				Flaps Up	Flaps Take-off	Flaps Down
Aeronca 15AC Sedan	1850	60 mph	640			
Alon A-2 Aircoupe	1450	80 mph			N/A	N/A
Auster 3	1550	60 mph	700	36 mph	N/A	29 mph
Auster 4	1555	60 mph	720	37 mph	N/A	30 mph
Auster 5	1555	60 mph	720	37 mph	N/A	30 mph
Auster 5-150	1900					
Auster 5D	1900	70 mph	500	40 mph	N/A	31 mph
Auster 6A	2000	65 kts	737	37 kit	N/A	32 kit
Auster 5J1 Autocrat	1500	60 mph	600	36 mph	N/A	29 mph
Auster 5J1B Aiglet	2000	75 mph	500	40 mph	N/A	32 mph
Auster 5J2 Arrow	1200	60 mph	510	35 mph	N/A	N/A
Auster 5J4	1350	60 mph	600	35 mph	N/A	N/A
Auster 5J4-100	1600					
Auster J1N Alpha	2000	75 mph	500	40 mph	N/A	32 mph
Auster J1U Workmaster	2550					
Auster J5B Autocar	2000	70 mph	550	40 mph	N.A	32 mph
Auster J5V-160	2050	75 mph	780	Flt Man	Flt Man	Flt Man
Chrislea CH3 Ace 2	2550	80 mph		54 mph		45 mph
DH 60G	1550	65 mph	840		N/A	N/A
DH 80A Puss Moth	1880	65 mph	600		N/A	N/A
DH 82A Tiger Moth	1700	65 mph	580		N/A	N/A
DH 83 Fox Moth	1930	65 mph	800		N/A	N/A
DH 83C	1930	65 mph	800		N/A	N/A
DH 85 Leopard Moth	2000	65 mph	560		N/A	N/A
DH 87B Hornet Moth	1700	65 mph	590		N/A	N/A
DH C1 A-1 Chipmunk	1850	69 mph	700			
Ercoupe 415C	1250	70 mph	500		N/A	N/A
Fairchild 24R-46A	2562					
Fairchild 24W-41A Argus	2220	80 mph	700			
Falco F8L	1600	100 mph	740	Flt Man	Flt Man	Flt Man
Falco F8L Series 3	1600	100 mph	740	Flt Man	Flt Man	Flt Man
Falco F8L Series 4	1600	100 mph	740	Flt Man	Flt Man	Flt Man
Forney F1A	1350	70 mph	520	Flt Man	N/A	N/A
Gardan GY80-150 Horizon	2250	Op Man	Op Man	Op Man	N/A	Op Man
Gardan GY80-160 Horizon	2250	Op Man	Op Man	Op Man	N/A	Op Man
Gardan GY80-180 Horizon	2424	Op Man	Op Man	Op Man	N/A	Op Man
Jodel D117	1300	70 mph	710	30 mph	N/A	N/A
Jodel D117A	1300	70 mph	710	30 mph	N/A	
Jodel D140C	2600	80 mph	400			
Jodel D140E	2600	80 mph	400			
Jodel 150 Mascaret	1550		560	56 mph	N/A	
Jodel DR100A	1600					
Jodel DR105A	1600	80 mph			N/A	
Jodel DR1050 Ambassadeur	1600	80 mph	560	56 mph	N/A	
Jodel DR1050-M	1600	80 mph	560	56 mph	N/A	
Jodel DR1050-M1	1600					
Jodel DR1051	1600	80 mph	560	56 mph	N/A	
Jodel DR1051-M1	1600					
Miles M3A Falcon	2200					
Miles M11A W Straight	1800	70 mph	590			
Miles M17 Monarch	1900	70 mph	600			
Miles M38 Messenger 2A Cirrus Major III	2200	70 mph	750	40 mph		30 mph
Miles M38 Messenger 4B Gipsy Major I	2200	70 mph	660	40 mph		30 mph
Nord 1101	3500	70 mph	450			

Aeroplane Type	Take-off Weight for Test (lb)	Climb Speed	Rate of Climb (ft/min)	Stall Speeds		
				Flaps Up	Flaps Take-off	Flaps Down
Percival Proctor 1	2800	90 mph	660	<60mph	N/A	<60mph
Percival Proctor 3	2800	90 mph	660	<60mph	N/A	<60mph
Percival Proctor 4	3000	90 mph	590	62 mph	N/A	<60mph
Percival P56 Provost 1	4400					
Percival P56 Provost T1	1996 kg	100 KIAS at 2600 rpm + 3.5" boost				
Piel CP301-1 Emeraude	1345					
Piper J2 Cub	970	55 mph	270		N/A	N/A
Piper J3C-65 Cub	1100	55 mph	420		N/A	N/A
Piper L4H	554 kg					
Piper PA16	1650					
Piper PA17	1150					
Piper PA18-135	1500					
Piper PA25 Pawnee	2300					
Scintex CP301C	1433					
Scintex CP301-C1 Emeraude	1433					
Scintex CP301-C2 Emeraude	1433					
Scintex CP1330	660 kg					
Taylorcraft Plus D	1200	60 mph	625		N/A	N/A
Wittman W8 Tailwind	1300					

Record of Changes made at Issue 2

DH80A climb speed revised from 55 mph to 65 mph

Record of Changes made at Issue 3

TO weights for Test added for the following;

Auster 5-150, Auster 5J4-100, Auster J1U Workmaster, Beech D17S, Bucker BU131, Callair A9, CASA 1-131 E Series 2000, CEA DR221, Cessna 180, Champion 7AC, 7EC, 7KCAB, Fairchild 24R-46A, Jodel DR100A, Jodel DR1050-M1, Jodel DR1051-M1, Miles M3A Falcon, Percival P56 Provost 1 & T1, Piel CP301-1 Emeraude, Piper L4H, PA16, PA17, PA18-135 & PA25 Pawnee, Scintex CP301C, CP301-C1, CP301-C2 Emeraude & CP1330, Schweizer Thurston Teal TSC-1A1, Wittman WB Tailwind.
End