TEMPORARY REVISION

TR - 15-01

NORMAL TAKE OFF PROCEDURE

This Temporary Revision TR - 15-01 is approved and is valid in conjunction with the latest revision of the DA42 L360 Airplane Flight Manual until this Temporary Revision has been incorporated into the Airplane Flight Manual.

This Temporary Revision:

- Revises a note in the take off procedure

The limitations and information contained herein either supplement or, in the case of conflict, override those in the Airplane Flight Manual.

Doc. No.	Chapter	Affected Pages
D42L-AFM-002, Rev. 7	Chapter 4A	4A - 41

Instructions:

- Print this document on 8.5 x 11 inch yellow paper (double-sided), centered in the landscape orientation. This will print the document 8.5 inches high by 11 inches wide.

- Cut the sheets to make the document 6 inches wide by trimming each side proportionally.

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- Insert this cover page as the first page of the AFM.

- Insert the other pages of this Temporary Revision in front of the corresponding AFM affected pages.

- Sign the Temporary Revision Log as having inserted this Temporary Revision.

4A.6.8 TAKE-OFF

Normal take-off procedure:

(a) MIXTURE control levers .... check - full forward
(It may be necessary to lean the mixture for maximum power if the take-off is from a high density altitude airport)

(b) PROPELLER RPM levers .... check - full forward

(c) THROTTLE levers... MAX PWR (slowly)

WARNING

THE PROPER PERFORMANCE OF THE ENGINE AT FULL POWER SHOULD BE CHECKED EARLY IN THE TAKE-OFF PROCEDURE, SO THAT THE TAKE-OFF CAN BE ABANDONED IF NECESSARY. A ROUGH ENGINE OR SLUGGISH RPM INCREASE ARE REASONS FOR ABANDONING THE TAKE-OFF.

NOTE

The engine should run smoothly and reach approximately 2630-2700 RPM

NOTE

If the engine oil is cold, an oil pressure in the yellow sector is permissible.

(d) Elevator .... neutral

(e) Rudder... maintain direction

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