

Chuck Hall Aviation - Ramona FTC Airplane Hangar is D6	760-789-8178
Ramona ASOS	760-789-7699
Ramona ATIS	132.025
Ramona CTAF	119.875
Ramona Ground	121.65
Ramona Tower Hours: 08:00-20:00	119.875
Ramona Unicom	122.95
Ramona Practice Area	122.75
OWNER: www.Fly4Fun.us	
The Gudorf Group, Inc.	858-432-8786
eMail: Greg@Gudorf.net	

NOTICE

This aircraft conforms to ASTM consensus standards of airworthiness developed and maintained by the aviation community under ASTM Technical Committee F37. *(Checklist v.04-20-2023)*

PASSENGER NOTICE

This aircraft was manufactured in accordance with Light Sport Aircraft airworthiness standards (ASTM). Does not conform to standard category airworthiness requirements.

LIMITATIONS

- This Special Light Sport Aircraft (SLSA) is approved only for Day/Night VFR flights under no icing conditions and only if the pilot has the proper certification for such flights.
- Maximum crosswind component is 14 KTS
- Aerobatics and intentional spins are prohibited!

N328AM AIRSPEEDs (IAS)

VSO	Stall Speed MTOW & Full Flaps	31 MPH
VS	Stall Speed MTOW & Flaps Up	37 MPH
VFE	Maximum Flaps Extended Speed	91 MPH
VA	Maneuvering at Gross Weight	74 MPH
VRA	Rough Air MAX Gross & Min Weight	129 MPH
VNE	Never Exceed Speed	149 MPH
VX	Best Angle of Climb	62 MPH
VY	Best Rate of Climb	75 MPH
VG	Best Glide	68 MPH

ENGINE SPEED

Full Power (Limited 5 Minutes Maximum)	5800 RPM
Maximum Revolutions (No Time Limit)	5500 RPM
Normal Idle	1850-2000 RPM
Warm Up Idle	2000-2500 RPM
Minimum Revolutions at Idle	1850 RPM

FUEL	
Total usable fuel (15 GAL per tank)	30.0 GAL
Non-usable Fuel	0.13 GAL
NOTE: When a gauge reads ½ tank has only	5.55 GAL

MAX TAKEOFF WEIGHT	1,320 lbs
Empty Weight as Equipped	725 lbs
POTENTIAL PAYLOAD	595 lbs
Fuel at 30 GAL:- Payload (People & Baggage)	415 lbs
Fuel at 20 GAL:- Payload (People & Baggage)	475 lbs
Maximum Baggage	66 lbs

Aeroprakt VIXXEN N328AM PREFLIGHT: Pilots must inspect the general condition of the airplane during its preflight check The airplane must have no damage or maladjustments that may be critical for the flight safety. The cockpit glass, propeller, wing and empennage must be clean of rainwater, snow, frost, ice, and dirt as they impair visibility and aerodynamics and increase weight. The preflight check must be performed in accordance the checklist and in the following sequence:

Aeroprakt Vixxen

OVERALL AIRPLANE	LANDING GEAR	EMPENNAGE 1) Empennage Surface CLEAN & INTACT	POWERPLANT
1) Cover REMOVE & STOW	1) Wheel Egirings CLEAN INTACT & SECLIRE	2) Horizontal Stabilizer INTACT & SECURE	1) Prop & Spinner CLEAN, INTACT & SECURE
	2) Wheel Pressure	(Attachment Fittings & Bolts)	2) Top Cowling REMOVE for Inspection
3) Tailpost BEMOVE & STOW	3) Tires NO CRACKS WEAR OK	3) Rudder, Elevator & Trim Tab CLEAN & INTACT	CAUTION : Place cowling on the ground
(1) Painwater Snow Fred Ice Dirt NONE	4) Whool Brakes CLEAN INTACT & SECURE	4) Rudder, Elevator & Trim Tab	with 'nose into wind'
5) Pigging CHECK Visually	5) Proking Eluid	Hinge Brackets INTACT. SECURE & GREASED	3) Coolant & Braking Fluid CHECK Levels
6) Extornal Damago NONE	6) Noso & Main Logs NO CRACK & INTACT	5) Rudder, Elevator & Trim Tab	4) Engine mount NO CRACKS & INTACT
0) External Damage NONE	7) Nose Log Shock Absorbor	Control Linkage Attachment INTACT & SECURE	& Vibration Dampers
COCKPIT INTERIOR Preliminary	/) Nose Leg Shock Absorber		5) Cables & Hoses INTACT & SECURE
			6) Fuel, Oil, Coolant Leaks NONE
7) Cabin CLEAN, INTACT, NO LOOSE OBJECTS	RIGHT WING		7) Exhaust System NO CRACKS & INTACT
8) Seats INTACT, ADJUSTED, SECURE			Attachments, Joints & Springs
9) Seatbelts INTACT	8) Wing & Strut Surface CLEAN & INTACT	6) Fuselage Surface CLEAN & INTACT	8) Oil Reservoir Open & Lift Dipstick
10) Flight Plan, Weight & Balance PERFORMED	9) Wing & Strut INTACT, SECURE	7) Cockpit Glass: CLEAN, INTACT, NO CRACKS	9) Verify all cockpit switches OFF
11) Required Docs (AROW) ONBOARD	(Attachment fittings & bolts)	8) Door Hinges & Lock INTACT	10) Verify all keys are OUT
12) Baggage Container NOTE CONTENTS	10) Wing Fuel Tank Cap IN PLACE & SECURE		11) Propeller: ROTATE Until Oil Reservoir
13) Battery & Cables SECURE, CONDITION OK	11) Fuel Tank Vent Outlet CLEAN & INTACT	LEFT WING	'Gurgles' (1st Flight of Day Only)
14) Starter Key REMOVED	12) Fuel Leaks NONE		CAUTION: ALWAYS ROTATE PROPELLER IN
15) All Electrical Switches OFF	13) Wing Tip & Navigation/Strobe Light INTACT	9) Flaperon CLEAN & INTACT	THE DIRECTION OF THRUST
16) Flight Instruments INTACT	14) Flaperon CLEAN & INTACT	10) Flaperon Control Linkage INTACT & SECURE	(COUNTERCLOCKWISE when facing prop)
17) Control Lock REMOVE & STOW	15) Flaperon Control Linkage INTACT & SECURE	11) Flaperon Hinge Brackets INTACT, BOLTS	TREAT PROPELLER AS LIVE
18) Movement of Controls Check FREE & FULL	16) Flaperon Hinge Brackets INTACT, BOLTS	SECURE, HINGES GREASED	TURN PROPELLER WITH CAUTION
19) FlapsDEPLOY & RETRACT	SECURE, HINGES GREASED	12) Wing Tip & Navigation/Strobe Light INTACT	
20) Flaperon Control Linkage INTACT & SECURE	17) The Devue & Millered Cherely Develope & Cherry	13) Wing Fuel Tank Cap IN PLACE & SECURE	12) Oil Level Wait 2-3 minutes after the burp
21) Yokes/Stick, Rudder Pedals, NEUTRAL	17) The-Down & Wheel Chock Remove & Stow	14) Fuel Tank Vent Outlet CLEAN & INTACT	CHECK Dipstick Reading
Elevator & Trim Tab Lever	RIGHT SIDE OF FUSELAGE	15) Fuel Leaks NONE	(½ between the marks if proper)
22) Flaps RETRACTED		16) Wing & Strut Surface CLEAN & INTACT	13) Oil Reservoir Recap & SECURE
23) Control System Linkages CHECK Visually	18) Fuselage Surface CLEAN & INTACT	17) Wing & Strut INTACT, SECURE	14) Top Cowling RE-ATTACH
(inside the rear fuselage)	19) Cockpit Glass CLEAN, INTACT, NO CRACKS	(Attachment fittings & bolts)	15) Cowling Fasteners INTACT & LOCKED
24) Parking Brake ON	20) Door Hinges & Lock INTACT	18) Drain Belly Valve Collect Fuel Sample,	
25) Battery Switch (under pilot's seat) ON		then CLOSE, NO FUEL LEAKS	COCKPIT INTERIOR Final
26) BackUp Battery Switch ON		19) Tie-Down & Wheel Chock Remove & Stow	1) Usedeste Diversed in 9 Deedu
27) Starter Key Master ON		20) Pitot/Static Probe: COVER REMOVED	1) Headsels Plugged in & Ready 2) Baggage Container BAGGAGE SECURED
28) Record Fuel Quantity Recorded		CLEAN & INTACT	& CONTAINER CLOSED
29) Garmin: Select 'Engine' Page Performed			3) Seatbelts Latched & ADJUSTED
30) Record Total time Performed			(with pilots in the seats)
31) Check Navigation Lights, Performed			Passenger Briefing (Before Engine Start)
Strobe Lights & Landing Light			• S Seatbelts
32) Starter Key Master OFF			• A Air vents
33) BackUp Battery Switch OFF			F Fire extinguisner F Exits & Emergencies
34) Battery Switch (under pilot's seat) OFF			• T Talking & Traffic
			• Y Your Questions
			 ASTM Notice

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ENGINE START	BEFORE TAKEOFF	NORMAL TAKEOFF	NORMAL LANDING - Continued
1) Doors CLOSED & SECURE	1) Parking Brake ON	1) Flaps EXTEND to Position 1	
2) Electrical Switches OFF	2) Controls FULL & FREE MOVEMENT	2) Flight controls Elevator NEUTRAL	15) YOKE MIAIN IAIN BACK Pressure
3) Main Battery Switch (under pilot's seat) ON	3) Instruments SET	Ailerons INTO CROSSWIND	to Lower Nosewheel Slowly
4) Integrated Battery Back Up Switch ON	4) Altimeter SET	Rudder MAIN IAIN CENTERLINE	16) Rudder pedals Set NEUTRAL
5) Navigation Lights ON	5) AHRS ALIGNED	3) Brakes RELEASE	before touching ground
6) Strobe Lights ON	6) Fuel Valves ON	4) Inrottle Smoothly Increase to FULL POWER	with the nose wheel
7) Fuel Valves ON	7) Fuel Level SUFFICIENT FOR FLIGHT	5) Lift the Nose Wheel At 25 MPH	17) Brakes ENGAGE as Required
8) Starter Key INSERT & Set to ON		6) After Take-Off Accelerate 50 MPH	Avoid Braking at a High Speed
9) Fuel Level CHECK	AUTO PILOT	Climb at Vy 75 MPH	or with nose wheel up!
10) Garmin Initialization Verify COMPLETE	1. Engage Use AP Yoke or Mode Controller	7) Flaps RAISE	Avoid resonant vibrations of the main
11) Throttle IDLE	2. Flight Controls Verify AP can be	8) Landing Light OFF	landing gear legs while braking!
12) Choke Lever FULLY FORWARD	overpowered; pitch & roll		18) Flaps RETRACT
(cold engine only)	3. Disengage Verify AP off & audio alert heard	PRE-LANDING CHECKS	19) Landing Light OFF
13) Parking Brake ON	4. Flight Director Set as Appropriate	1) Fuel Valves BOTH ON	
14) Propeller - Open Door Call Out "CLEAR PROP"	or push FD to turn off	2) Fuel Quantity SUFFICIENT	
Verify no person or equipment in danger	5. Flight Controls Verify Free & Clear	3) Parking Brake OFF	BALKED LANDING - GO AROUND
15) Ignition A & B Switch ON	w/AP disengaged, pitch & roll	4) Landing Light ON	1) Throttle Shoothly increase
16) Starter Key Set to START Until Engine Starts	6. Elevator Trim SET FOR		2) Accelerate to 62 MDH Elving Lovel
(10 seconds maximum)	TAKEOFF		2) Accelerate to 62 MPH Flying Level
17) Throttle Idle MINIMUM STABLE REVOLUTIONS		APPROACH	Climb at 62 MDU
(approx 1800 RPM)	RUNUP	5) Speed REDUCE <91 MPH	3) CIIIID at 62 MPH
18) Choke Lever FULLY BACK	1. Face Into Wind Check Clear Behind	() Flanc EVTEND position 1	4) Fidps RETRACT SLOVVLY
(gradually, when engine runs smoothly)	2. Brakes & Parking Brake ON	6) Flaps EXTEND position 1	
19) Engine WARM UP at 2000-2500 RPM	3. Throttle 4000 RPM	7) Elevator Trim Tab ADULET as Dequired	
20) Oil Pressure GREEN within 30 seconds	4. Ignition Circuits LEFT then RIGHT	7) Elevator Inin Tab ADJOST as Required	SHUTDOWN
21) Required Electric Equipment ON & ADJUST	Max RPM drop 300	8) Speed on Final: 02 MPH	5) Throttle IDLE
Instruments	Max RPM Difference 115	+6 MPH III Raill of Strong Turbulence	6) Engine Instruments GREEN
22) Radio Transponder VERIFY ON	5. Throttle <u><</u> 3500 RPM	9) 100 high on hinai REDUCE RPM	7) Radio Switch OFF
23) Transponder VERIFY APPROPRIATE CODE	6. Oil pressure Check 29-73 PSI	at IUIE: SLIP	8) Ignition Switches OFF
24) Transponder set for MODE C VERIFY	7. Engine Idle Throttle Full Idle Check		9) Nav & Strobe Switches Both OFF
	8. Carburetor Heat Check RPM Drop	DU NUT RETRACT FLAPS II	10) Master Key Switch OFF
TAVUNC	with Heat ON	low over obstacles of close to the ground!	11) Garmin Note Total Time
IAXIING	9. Engine WARM UP at 2000-2500 RPM		12) Main Battery Switch (pilot's seat) OFF
26) Coolant & Oil Temperature GREEN	10. Oil TempCHECK minimum 120°F	NORMAL LANDING	13) BackUp Battery Switch OFF
Oil Temp in Green Before Taxi	11. Coolant TempCHECK minimum 140°F	11) Maintain Proper Crosswind Controls:	14) Control Lock INSERT
27) Darking Brako	12. Doors SECURE	a) Direction: MAINTAIN RUNWAY CENTERLINE	
28) Hand Brakes CHECK	13. Seatbelts SECURE	using Rudder	15) Tie-Downs SECURE
20) Throttle SET FOR RECI LIPED TAXI SPEED	14. Landing light ON	b) Side Drift: CORRECT by Banking Against	16) Wheel Chocks SET
30) Voke/Stick: Elevator NELITRA	15. Parking Brake RELEASE	the drift (crosswind, if any)	17) Pitot/Static Probe: COVER ON
Ailerons INTO Crosswind	16. Hand Brakes ON	12) FlareStart at 15 ft & Level Off at 1 ft	18) Tail Post SET
31) Brakes		Maintain Centerline in Flare & Level Off	
Throttle to IDLE When Stopping	SAFETY PLAN on TAKEOFF - Leaving RunUp	13) Throttle IDLE	19) Doors LOCK
32) Emergency Stop IGNITION OF PRAKE	1. Pre-takeoff roll Verbalize	14) Touchdown At Minimum Speed	
	2. Below 1,000 feet Verbalize	Avoid Touching Ground with Tail	20) Weather Cover (if outside) SECURE
	3. Above 1,000 feet Verbalize		

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SI	nort/Soft Field Takeoff	
1)	Takeoff Distance SUFFICIENT	
2)	Flaps EXTEND FULLY	E
3)	Brakes FULL HOLD	1)
4)	Throttle Smoothly to FULL POWER	2)
5)	Brakes RELEASE	3)
6)	Flight controls Elevator NEUTRAL	4)
	Ailerons INTO CROSSWIND	5)
	Rudder MAINTAIN CENTERLINE	_
7)	Rotate at 40 MPH	E
8)	Accelerate to >56 MPH	6)
	(at 3-7 ft above ground)	/)
9)	Set Best Angle of Climb at 62 MPH	8)
10)	Flaps RAISE	_
11)	Landing Light OFF	E
		9) 10)
SI	nort/Soft Field Landing	11)
12)	Flaps EXTEND FULLY	12)
13)	Approach Distance REDUCE by Slipping	12)
	when clear of obstacles	14)
14)	Approach Speed On Final 56 MPH	15)
	+6 MPH in rain or strong turbulence	1)
15)	Maintain Proper Crosswind Controls:	
16)	Direction: MAINTAIN RUNWAY CENTERLINE	1
	using Rudder	16)
17)	Side Drift: CORRECT by Banking Against	17)
	the drift (crosswind, if any)	18)
18)	Flare Start at 15 ft & Level Off at 1 ft	19)
	Maintain Centerline in Flare & Level Off	20)
19)	Throttle IDLE	,
20)	Touchdown at Minimum Speed	21)
	at Beginning of the Runway	ŕ
	Avoid touching ground with the tail	
21)	Flaps RETRACT	L
22)	Yoke MAINTAIN Back Pressure	22)
	to Reduce Speed, then PUSH Gently	23)
	to Lower Nosewheel Slowly	
23)	Rudder pedals Set Neutral before touching	24)
	ground with the nose wheel	
24)	Brakes Soft Field: DO NOT USE	25)
	Short Field: ENGAGE as Required	
	Avoid Braking at a High Speed	
	Avoid resonant vibrations of the main	
	landing gear legs while braking!	

EMERGENCY	EMERGENCY		
EMERGENCY Engine Fire During Start 1) Throttle IDLE 2) Ignition OFF 3) Fuel valves CLOSE 4) Unfasten seat belts and abandon cockpit 5) 5) Take measures to extinguish the fire 6) Throttle IDLE 7) Ignition OFF 8) Brakes APPLY as Required CEngine Failure Immediately After Takeoff PLY as Required Direction NO TURN BACK 0) Airspeed Best Glide 68 MPH 1) Throttle IDLE	EMERGENCYRestarting Engine in FlightI1) ThrottleIDLE2) Fuel ValvesCheck OPEN3) Fuel LevelCHECK4) IgnitionON5) Master KeyTurn to START6) AirspeedBest Glide 68 MPH7) FlapsPosition 18) IgnitionOFF9) Fuel ValvesCLOSE10) Landing AreaSELECT (altitude & wind)6) AirspeedBest Glide 68 MPH7) FlapsPosition 18) IgnitionOFF9) Fuel ValvesCLOSE10) Landing AreaSELECT11) Emergency CallTRANSMIT121.5 MHz or nearest airfield frequencyYoke20) YokePUSH to Descend4) AirspeedSelectric9) Rudder Pedals FULLY AGAINST ROTATION10) YokePUSH slightly forward of neutral11) Rotation StopRudder Pedals NEUTRAL12) YokePull GENTLY		
 2) Ignition 2) Ignition QFF 3) Master Switch 4) Fuel Valves 5) Land STRAIGHT AHEAD avoid colliding with obstacles CLOSE of Engine Power During Climb 6) Airspeed Best Glide 68 MPH 7) Throttle 10LE 3) Ignition 7) Fruel valves 7) CLOSE 6) Piuel valves 7) CLOSE 7) Direction 7) TURN to the Airfield (if altitude permits) 1) Land 10 STRAIGHT AHEAD avoid colliding with obstacles 8 8 8 8 9 9	12) Flaps EXTEND FULLY on Final 13) Land In the SELECTED place avoid colliding with obstacles avoid colliding with obstacles 14) Touchdown at Minimum Speed Precautionary Landing with Engine Power (In case of decision to discontinue the flight with engine running) Do not exceed +4g and 149 MPH! 15) Airspeed SELECT SAFE for the particular situation gentle shaking of the airplane and yoke/stick due to the starting of airflow separation. 16) Throttle SET to Maintain Selected Airspeed Indevertent Icing Encounter 17) Fuel CHECK Levels Check Valves Indevertent Icing Encounter 18) Map CHECK for Nearest airfields/area suitable for landing 1) Yoke PUSH to Descend 19) Landing Area SELECT 20) Radio REPORT decision to land on the selected place if necessary 3) Airspeed <149 MPH		

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EMERGENCY

Loss of Instruments and/or Controls

Loss of Oil Pressure

- Follow PRECAUTIONARY LANDING procedure
- Engine overheating or stopped, follow EMERGENCY LANDING procedure

High Oil Pressure

0	Throttle	REDUCE F	RPM IDLE if necessary
0	Airspeed		Best Glide 68 MPH
0	Oil Pressure		CONTRO
0	Oil Pressure Norm	al Fol	Iow PRECAUTIONARY
			LANDING procedure
0	Oil pressure remai	ining high	Follow EMERGENC
			LANDING procedure

Alternator Failure

Follow PRECAUTIONARY LANDING procedure

Overvoltage

0	Additional electrical items	Switch ON
	(landing light, strobes, etc.)	
0	Voltage	CHECK
	Voltage Normal	CONTINUE Flight
	Voltage High	REMOVE Battery
		Charge Fuse
		& FOLLOW
	PRECAUTIONAR	Y LANDING procedure

Engine Instrument Failures

- Tachometer, oil, water and exhaust temperature indicators, fuel quantity indicator: IGNORE engine instrument readings
- o Engine rpm CONTROL by engine noise
- Follow PRECAUTIONARY LANDING procedure

Loss of flight controls

- Elevator control fails use elevator TRIM TAB control
- Rudder control fails use AILERONS to control direction
- Aileron control fails use RUDDER to control bank

ASI Failure Due to Pitot Line Blockage

- Signs of the blockage: airspeed indicator reading either:
 - does not change with changing airspeed in level flight
 - o or reduces during a steady descent
 - o or increases during a steady climb
- Airspeed indicator readings IGNORE
- In level flight SET THROTTLE to 4000-4500 rpm
- o Altitude MAINTAIN
- In descent SET THROTTLE to IDLE
- Sink rate SET to 3 m/s (600 ft. /min)
- Follow PRECAUTIONARY LANDING procedure

Altimeter, VSI and ASI failure due to static pressure line blockage

- $\,\circ\,$ Signs of the blockage:
 - altimeter and vertical speed indicator readings do not change with changing altitude
 - or airspeed indicator reading increases during a steady descent
 - or airspeed indicator reading reduces during a steady climb
- $\,\circ\,$ IGNORE altimeter, VSI and ASI readings
- Airplane attitude CONTROL by the position of the horizon line with relation to the wings and engine cowling
- Airspeed and vertical speed CONTROL using throttle
- $\,\circ\,$ Follow PRECAUTIONARY LANDING procedure

NOTES FOR ALL PILOTS

The ROTAX "Burp" & Avoiding Oil Overfill o Prior to Oil Check:

- o open oil tank cap and lift dipstick
- turn the propeller by hand in direction of engine rotation (counterclockwise) several times to pump oil from the engine into the oil tank
- it is essential to build up compression in the combustion change. Maintain the pressure for a few seconds to let the pressure flow around the piston rings into the crankcase.
 - The speed of rotation (turning the prop) is not important for the pressure transfer into the crankcase, so take your time and don't rush.
- the process is finished when air is returning back to the oil tank and can be noticed by a murmur (the BURP) from the open oil tank
- o Wait a minute or so and then insert the dipstick to check levels
 - if you think it looks low, wait a minute and reinsert the dipstick then re-read
 - the oil level should be in the upper half (between the 50% and the MAX mark) and should never fall below the MIN.
- o If you do add oil, recognize that the difference between MAX and MIN is very small... just 0.95 pints, or less than ½ a quart.
- o If the level reads above the MIN mark, you will likely be adding only ¼ a quart
- AVOID oil levels exceeding the MAX mark since excess oil could spray out through the venting system.

Cleaning the Windshields & Windows

- o Use Water or Plexus ONLY
- o Use clean microfiber towels ONLY
- o Wipe up and down ONLY