

G-EHMM DR400R Operating Notes

This is an updated set of operating notes for MM. Since it last flew there have been several changes, this includes a new panel layout and the fitting of an ITP 4 blade prop, so please take the time to read through this before you fly MM.

The aircraft is most like CC. They are of similar vintage and the differences are as follows:

The seating and forward view; Quite like CC with a high seating position giving a “flat” appearance during climb. The seat adjuster is under the front of the seat and swings right to unlock and left to lock. The seat back is short with a standard 4 point harness.

Rudder requirements; A significant right pedal force is required during climb, nothing in descent. On the ground you will notice a snatching when you apply more than half rudder pedal, this can be managed with a little practice. This feels similar to YM.



Engine; The engine is the one previously installed in CC. It has a slightly “lumpy” nature at around 1000-1200rpm, this is acceptable and runs smoothly at higher power settings. Static rpm is 2450 rpm which increases to 2550 rpm at normal tow speed. **Note when shutting down you will need to pull the mixture a little more to stop the engine.**

Trim position; The trim position, again similar to CC, but with no actual graduation. T/O and Landing position equivalent to 5.5 units is marked and is approximately mid position, descent position is equivalent to 3 units and has also been marked. So, use forward mark for descent and rear mark for take-off and landing.

Instruments; see photo on previous page

ASI is different. It has only one mark on it at 70kts, so not particularly useful. Standard speeds should be used, so 70kts would be appropriate with any ballasted glider or the JS1.

VSI, below the altimeter and seems to overread a bit, both up and down.

RPM indicator has been relocated to the bottom right of the left instrument panel. It has a red “no go” band which is not applicable to the engine/propeller combination fitted.

Oil pressure gauge is in BAR with a correct green band. 4.4-6.2 BAR is the “normal” operating range but may go down to 1.8 BAR (25psi) whilst idling.

CHT gauge is in an odd position below and to the left of the ASI, it is marked in Fahrenheit. Max is 500F, with 400F being “normal”.

Switches;

Master switch is a plunger type like that fitted to YM. Painted GREEN

Starter is a key operated starter like that fitted in CA.

Strobe light is operated by a switch marked ‘Rotating Beacon’ on the left side of the lower panel.

Landing and Taxi lights are LEDs located on left and right wing respectively. They are operated by quick release circuit breakers located on the right lower panel. See below.



The parameter card is situated on the front left panel;

Speeds are standard, with the descent speed of 100 kts requiring 2200 rpm. Also note that rpm red line limit (2700) will be reached at 84kt on full power.

Switching everything electrical off before shutdown requires a tour of the panel, followed by holding the mixture control out.

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