

## JABIRU J160C FLIGHT NOTES

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Pre Takeoff

As per checklist

### Takeoff

Check:

Engine instruments: In the green.

Carb heat: Off

Trim: Neutral

Fuel Pump: On

Flaps: T/O

*Smoothly* apply full power. Apply right rudder to counteract engine torque effect. Keep stick slightly aft of neutral so that a/c is light on the nose wheel.

Climb at 70 kts and trim.

At 350' AGL, retract flaps. Nose will pitch down so move the stick back to climb at 70 kts and re-trim.

Turn to crosswind at 500' AGL.

In case of an engine failure on takeoff, IMMEDIATELY LOWER THE NOSE to maintain 65 kts. Switch off ignition and fuel tap, lower full flaps and switch off master. NEVER TRY TO TURN BACK TO THE AIRFIELD. TRY TO LAND STRAIGHT AHEAD WITHIN 30 DEGREES OF THE TAKEOFF HEADING.

### Cruise

Climb at 70 - 80 kts at full power to cruise altitude. Periodically lower the nose and from side to side to check for oncoming traffic.

If CHT indicates yellow then lower the nose to increase speed and also reduce power to allow engine to cool.

At cruising altitude, reduce power to 2,600 RPM and trim for level flight.  
Fuel Pump: Off

## Descent & Landing

Reduce power for required rate of descent.  
Switch on carb heat if temperature is near 20° C and there is high humidity.

When on downwind, check:  
Brakes: Unlocked, Fuel Tap: On, Fuel Pump: On, Carb heat: On if required

When opposite the touchdown point, reduce power to 1,800 RPM and pitch up the nose to maintain altitude. When airspeed falls below 80 kts, lower first stage flaps. Adjust pitch to maintain 70 kts and trim.

When the runway threshold is 45° astern, turn to base. Maintain a tight circuit so that in case of an engine failure it will be possible to glide to the runway. Adjust power to maintain correct rate of descent to arrive at the correct height at the final turn.

After turning final, when sure to make the runway, lower full flaps, adjust pitch to maintain 65 kts and trim.  
Carb heat: Off

Adjust throttle to keep aiming point in the centre of the windscreen. The aiming point should be 300' from the runway threshold.

When flaring, look to the far end of the runway and *smoothly* bring the power to idle. Keep holding off till the a/c lands on its main wheels then slowly lower the nose wheel and apply brakes as required.

In case of a crosswind, crab to maintain a straight track over the ground in line with the extended runway centreline. Just before touchdown, positively kick the rudder to straighten the nose.

In case of a touch and go, retract flaps to T/O position and *smoothly* apply full power.

In case of a go around, apply full power then slowly retract flaps to T/O position and maintain 70 kts.

## Shutdown

As per checklist.

