

1 ENGINE START UP

- 1) PREFLIGHT- COMPLETE
- 2) SEATBELTS – ON/SECURED
- 3) PARKING BRAKE - SET
- 4) AVIONICS - OFF
- 5) CIRCUIT BREAKERS - CHECK
- 6) CARB HEAT - OFF
- 7) MASTER BREAKERS -ON
- 8) FUEL VALVE – ON / UP
- 9) IGNITION KEY- INSERT
- 10) CHOKE - AS REQ (1ST START?)
- 11) THROTTLE – CRACKED 1/8”
- 12) PROP CLEAR – START ENGINE
- 13) CHOKE – OFF (AFTER START)
- 14) OIL PRESS CHECK – < 2000 RPM
- 15) AVIONICS MASTER/ BEACON / POS LTS / INTERCOM – ON
RADIO FREQ- SET
- 16) GPS ROUTE - ENTER
- 17) FLAPS – 15 Deg AS REQ,
TRIM NEUTRAL
- 18) CHECK BARO, RADIO, BRS,
FUEL LEVEL (DYNON & SIGHT)

3 BEFORE TAKE OFF

- 1) IGNITION - BOTH
- 2) FLAPS - SET 15 or 0 DEG
- 3) CHOKE - OFF
- 4) CARB HEAT - OFF
- 5) TRANSPONDER - ALT (30 KTS)
- 6) DOORS – LATCHED (BOTH)

V – SPEEDS

V_x – 66 KTS V_y – 78 KTS

Cruise Climb 85 – 90 KTS

Glide/Appch - 60-65

Flaps 0/15

4 CLIMB CHECKLIST

- 1) 400 AGL – 4800 – 5000 RPM
- 2) FLAPS – UP (0 Deg)
- 3) PITCH FOR 78 V_y TO 95 KIAS
- 4) ENGINE TEMPS – MONITOR

5 CRUISE

- 1) FLAPS SET - NEG 6 DEG
- 2) POWER – SET (@ 5000 MSL)
 - 75% - 4800 RPM - 105 KTAS
 - 100% - 5000 RPM - 115 KTAS
- 3) ENGINE INSTRUMENTS - CHECK

5 BEFORE LANDING

G U M P S F L E

- 1) CARB HEAT – ON/OFF/CHK
- 2) FUEL - CHECK (DYNON & SIGHT)
- 3) FLAPS 0< 100KTS / 15< 80 KTS

6 AFTER LANDING

- 1) FLAPS - UP
- 2) TRANSPONDER – SET/CHECK
- 3) CARB HEAT - OFF

7 SHUT DOWN

- 1) CARB HEAT / CABIN HEAT – OFF
- 2) AVIONICS MASTER/ BEACON /
POS LTS / TAXI LT/ – OFF
- 3) FLAPS – UP - “0”
- 4) RPM - IDLE / SMOOTH (1800)
- 5) KEY – OFF, THEN REMOVE
- 6) FUEL VALVE OFF – STOW KEY
- 7) MASTER BREAKERS – OFF/OFF
- 8) PARKING BRAKE – AS REQ
- 9) SECURE CABIN, PITOT COVER
- 10) COCKPIT COVER, TIE DOWNS,
CHOCKS, **CLOSE FLIGHT PLAN?**

2 ENGINE RUN UP

- 1) PARKING BRAKE - SET
- 2) FLIGHT CONTROLS - FREE & CORRECT
- 3) FLIGHT INSTRUMENTS - CHECK
- 4) ALTIMETER / BARO - SET
- 5) TRIM - SET
- 6) TEMP - 124F MINIMUM
- 7) THROTTLE - MIN 3000 RPM
- 8) IGNITION - CK - #1, CK #2
MAX DROP 300 RPM / DIFF 115
- 9) CARB HEAT - ON, IDLE CK, OFF
- 10) ENGINE SYSTEM - OIL PRESS, TEMP, EGT, CHT CHECK
- 11) VOLTMETER CHECK
- 12) THROTTLE IDLE

ENGINE FAILURE -

TAKEOFF ROLL

- 1) PITCH - GLIDE (60 KIAS DMS)
- 2) THROTTLE - IDLE
- 3) LAND STRAIGHT AHEAD
- 4) BRAKES - AS REQUIRED

INITIAL CLIMBOUT

- 1) PITCH - GLIDE (60 KIAS DMS)
- 2) WINGS LEVEL ST AHEAD +/- 30 DEG
- 3) SHOULDER HARNESS SNUG
- 4) IGNITION - OFF
- 5) FUEL SELECTOR - OFF/DOWN
- 6) MASTER BREAKERS - OFF

IN FLIGHT @ 600 AGL MIN

- 1) PITCH - GLIDE (60 KIAS DMS)
- 2) CONSIDER BRS CHUTE SYSTEM
- 3) SELECT LANDING SITE
- 4) ESTABLISH DOWNWIND POS.
- 5) FLAPS - 15/30/40 AS APPROP.
- 6) SHOULDER HARNESS - SNUG
- 7) SECURE, THEN EXIT AIRCRAFT

ENGINE WARNING LIGHT

OIL PRESS LOW

- 1) CONSIDER POWER REDUCTION
- 2) PREP FOR EMERG LANDING

FUEL PRESS LOW

- 1) CONTINUE - CHK FUEL FLOW
- 2) MAY BE VAPOR IN SENSOR
- 3) MONITOR FUEL FLOW, TEMPS

ENGINE WARNING LIGHT

OIL TEMP LOW

- 1) OIL TEMP ABOVE 80 DEG ?
 - FULL POWER OK IF NEEDED TO GO AROUND OR CLIMB
 - REDUCE POWER AT SAFE ALTITUDE, ALLOW OIL TO REACH 124 NORM OP TEMP

ALTERNATOR WARN LIGHT

- 1) PULL 30 AMP ALT BREAKER
- 2) RESET 30 AMP ALT BREAKER
- 3) REDUCE ELECTRICAL LOAD
- 4) PREP FOR LANDING WITH BATTER ONLY, POSS NO FLAP
- 5) HIGH DRAW ITEMS ARE -
 - a. TRANSPONDER
 - b. FLAP MOTOR
 - c. RADIO IF TRANSMITTING