

START

Preflight Inspection.....COMPLETE
Time.....RECORD
Fire Extinguisher.....SECURE
Seats.....ADJUST
Seatbelts.....ON
Brakes.....TEST
Trim.....SET
Flaps.....UP
Fuel Selector.....LEAST FULL TANK
Circuit Breakers/Fuses.....CHECK
Panel Lights.....CHECK OFF
Prime.....AS REQUIRED
Mixture.....FULL RICH
Throttle.....1/4" OPEN
Carb Heat.....COLD
Switches.....AS REQUIRED
Controls.....FREE & CORRECT
Master/Alternator.....ON
Aux Fuel Pump.....TEST
Magnetos.....BOTH
Prop Area.....CLEAR
Starter Button.....DEPRESS

ENGINE FIRE DURING START

1. Starter Button...HOLD DEPRESSED
Continue cranking the engine and try flooded start technique.

If Engine Starts:

2. Power.....2000 RPM (1 min.)
3. Engine.....SHUT DOWN

If Engine does NOT Start:

4. Starter Button...HOLD DEPRESSED
5. Mixture.....IDLE CUTOFF
6. Fuel Selector Valve.....OFF
7. Starter Button.....RELEASE
8. Master Switch.....OFF
9. Airplane.....EVACUATE
10. Fire.....EXTINGUISH

AFTER START

Throttle.....800-1000RPM
Oil Pressure.....IN LIMITS
Mixture.....LEAN FOR TAXI
Avionics Master.....ON
Fuel Computer.....SET
Transponder...ALT & SQUAWK CODE
Brakes.....TEST
Lights.....ON

RUN-UP

Trim.....SET
Flaps.....UP
Fuel Selector.....FULLEST
Primer.....IN/LOCKED
Mixture.....FULL RICH
Throttle.....1800 RPM
Carb Heat.....CHECK
Ammeter.....TEST
Eng. Instruments & Suction.....CHECK
Magnetos.....CHECK
Throttle.....IDLE, THEN 800-1000
Flight Instruments.....CHECK
Lynx Transponder.....SELF-TEST

BEFORE TAKEOFF

Lights.....ON
Transponder.....ALT
Aux Fuel Pump.....ON

CLIMB – At 1000' AGL

Aux Fuel Pump.....OFF
Eng. Instruments.....CHECK

CRUISE

Mixture.....LEAN
Eng. Instruments.....CHECK
Fuel.....CHANGE EVERY 30 MIN

BEFORE LANDING

Mixture.....RICH
Aux Fuel Pump.....ON
Lights.....AS REQUIRED
Seatbelts.....ON

AFTER LANDING

Lights.....AS REQUIRED
Transponder.....1200
Aux Fuel Pump.....OFF
Mixture.....LEAN
Flaps.....UP

SHUTDOWN

Avionics master.....OFF
Exterior & panel lights.....AS REQ
Magnetos.....GROUNDING CHECK
Mixture.....IDLE CUTOFF
Magnetos & Master.....OFF
Control lock.....INSTALL

ENGINE FAILURE AFTER TAKEOFF

1. Pitch down to Best Glide or Landing Speed (as appropriate)..... ESTABLISH
2. Flaps..... AS REQUIRED
If time permits:
3. Magnetos.....OFF
4. Master Switch.....OFF
5. Throttle.....IDLE
6. Fuel Selector Valve.....OFF
7. Seat Belts/Shoulder Harness.SECURE

FORCED LANDING

1. Establish Best Glide72-80 KIAS
2. Radio.....MAYDAY 121.5 MHz
3. Transponder.....SQUAWK 7700
4. Fuel Selector Valve.....OFF
5. Mixture.....OFF
7. Throttle.....IDLE
8. Fuel Pump.....OFF
9. Magnetos.....OFF
10. Flaps (when field is made)..... AS REQUIRED
11. Master Switch.....OFF
12. Seat Belts/ShoulderHarness SECURE
WARNING: Flaps will not operate when Master Switch is off.

ENGINE FAILURE IN FLIGHT

1. Best Glide.....72-80 KIAS
2. Fuel Selector Valve.....SWITCH
3. Mixture.....RICH
4. Throttle.....ADJUST
5. Carb Heat.....ON
6. Fuel Pump.....ON
7. Magnetos.....CHECK BOTH
8. Starter (if prop stopped).....ENGAGE
9. Throttle.....BEST OPERATION
10. Repeat steps 2 – 6 prop wind milling.
11. No Start.....Forced landing checklist.

ENGINE PARTIAL POWER LOSS

1. Conserve Altitude.....72-80 KIAS
2. Fuel Selector.....SWITCH
3. Mixture.....ENRICHEN
4. Throttle.....ADJUST
5. Carb Heat.....ON
6. Magnetos.....CHECK BOTH
7. LAND...AS SOON AS PRACTICAL

ENGINE FIRE IN FLIGHT

1. Fuel Selector Valve.....OFF
2. Mixture.....IDLE CUTOFF
3. Throttle.....IDLE
4. Cabin Heat.....OFF
5. Fuel Pump.....OFF
6. Magnetos.....OFF
7. Perform Forced landing checklist
WARNING: No restart.

CABIN FIRE IN FLIGHT

1. Master Switch.....OFF
2. Cabin Heat.....OFF
3. Fire Extinguisher.....ACTIVATE
4. Air Vents & Canopy.....OPEN
5. LAND...AS SOON AS PRACTICAL

SPIN RECOVERY

1. Throttle.....IDLE
2. Ailerons.....NEUTRAL
3. Rudder.....FULL OPPOSITE DIRECTION OF SPIN
4. Control Stick.....FORWARD
5. Rudder.....Neutralize
6. Recover from dive

Vr 50-55

Vx 68

Vy 79

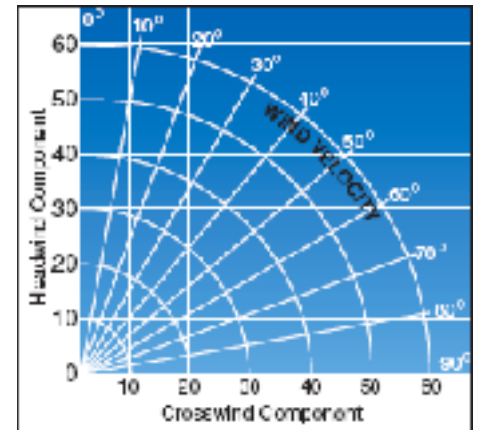
Va 104

Best Glide 72-80

Approach:

Flaps up 75-80

Flaps down 70-75



PREFLIGHT INSPECTION

CABIN

CanopyOpen
Control Lock Remove
Ignition Switch.....Off
Master SwitchOff
Mixture.....Idle Cutoff

LEFT SIDE OF FUSELAGE

Static SourceUnobstructed
Fuselage.....Undamaged
Baggage DoorSecure

EMPENNAGE

ElevatorsFreedom of Movement
RudderFreedom of Movement
Trim Tabs..... Secure, Undamaged
Tail Cone and LightSecure
Tie DownRemoved

RIGHT SIDE OF FUSELAGE

Static SourceUnobstructed
Fuselage.....Undamaged
Antennas..... Secure, Undamaged

RIGHT WING TRAILING EDGE

BrakeUndamaged
Flap.....Secure, Undamaged
Aileron.....Secure, Undamaged

RIGHT WING TIP

Wing Tip and Lights.....Undamaged
Aileron CounterweightSecure
Wing Inspection PlatesSecure
TiedownRemoved

RIGHT WING LEADING EDGE

Fuel TankQuantity, Cap Secure
Tank DrainFuel uncontaminated
Sump DrainFuel uncontaminated
Wing Inspection PlatesSecure
Fuel Tank VentUnobstructed
Tire, WheelUndamaged, Inflated
ChocksRemoved

RIGHT COWL

Cowl.....Open
Engine BafflesUndamaged
Engine Cooling OpeningsOpen
Engine Oil.....Checked
BatterySecure
Vacuum Pump Vent....Unobstructed
CowlClosed, latches popped out

NOSE

Prop, SpinnerSecure, undamaged
CowlingSecure, undamaged
Landing Light...Secure, undamaged
Carb Air Intake.....Unobstructed
Nose gearSecure, inflated
Engine Cooling OpeningsOpen
ChocksRemoved

LEFT COWL

WindshieldClean, undamaged
OAT Gauge.....Secure, undamaged
Fuel Pump Overflow Drain.....Open
Fresh Air Vents.....Open
Crankcase Breather TubeOpen
Cowl.....Open
BafflesSecure, undamaged
CowlClosed, latches popped out

LEFT WING LEADING EDGE

Fuel TankQuantity, Cap Secure
Tank DrainFuel uncontaminated
Sump DrainFuel uncontaminated
Wing Inspection PlatesSecure
Fuel Tank VentUnobstructed
Tire, WheelUndamaged, Inflated
ChocksRemoved

LEFT WING TIP

Wing Tip and Lights.....Undamaged
Aileron CounterweightSecure
Wing Inspection PlatesSecure
TiedownRemoved
Pitot TubeUnobstructed

LEFT WING TRAILING EDGE

BrakeUndamaged
Flap.....Secure, Undamaged
Aileron.....Secure, Undamaged

NIGHT FLIGHT PREFLIGHT

Spare FusesIn glove box or ashtray
FlashlightAboard
Aircraft LightsCheck operation