

Check Tach and Hobbs time in aircraft log.

STARTING

Master – on -- check ATIS
Avionics Master – off
Lights – Strobe on, position – on, if night
Brakes – set
Fuel selector – set on fullest tank
MIXTURE – full rich
THROTTLE – ¼ inch open
CARB HEAT – cold
MAGNETOS – on both
FUEL Pump -- on
PRIME – as required (4 for first start)
Propeller area – visually clear
Yell -- “ CLEAR PROP”

STARTER – engage

OIL Pressure – check for indication
FUEL pump – off, check pressure
Engine gages – check in normal range
Avionics master sw. – on

Mixture -- Lean for taxi

Instruments, radios, nav aids – set
Call for taxi

TAXI OUT

Brakes – check before gaining speed
Turn needle – in direction of turn,
Ball – opposite
Directional gyro – increasing, Rt. Turn
Attitude indicator –
< 5 deg bank in dir of turn

BEFORE TAKEOFF

Point into the wind – if able
Brakes – set
Mixture – rich for run-up
THROTTLE – 2000 RPM
CARB HEAT – full hot, RPM must decrease, then cold
MAGS Check – 175 rpm drop max., within 50 between L/R
VACUUM check – 4.8 to 5.2 inches
Pitot Heat – on, check alternator increases, then off
Engine gages – in normal range
THROTTLE – set (800 – 1000 RPM)

CONTROL SURFACES – free and correct

FLAPS – set for Takeoff

TRIM – set for Takeoff

Mixture – SET for takeoff

CARB HEAT – cold

FUEL PUMP – on

FUEL selector – confirm on fullest tank

DOOR/window – latched & locked

SEAT Belts / shoulder harnesses – fastened

Radios-nav aids - SET

Review Takeoff procedure

LIFTT -- Lights / ICE / FLAPS / Transponder – set

Note TAKEOFF TIME -- Call for Takeoff

NORMAL TAKEOFF

FLAPS – 0 or 10 deg (1st notch)

In position – check HEADING INDICATOR w/runway

THROTTLE – Full power (> 2250 rpm)

ENGINE gages – check in normal range

BRAKES – release

Rotate – 65 mph

FLAPS – slowly remove at 75 mph

Climb out 85 – 90 mph, (Vy – 85, Vx – 74 mph)

CLIMB CHECKS

After turn out of traffic, above 1000' AGL

FUEL PUMP – off, check pressure

Landing light – off, when clear of all traffic

Reduce power below 2600 rpm within 5 minutes

LEVELOFF / CRUISE CHECKS

Accelerate to desired cruise speed, reduce to 2500 rpm

Check heading indicator with Magnetic Compass

MIXTURE – lean to peak plus 100 rich, (4 ticks left)

Monitor fuel burn

Switch fuel tanks every hour– check fuel pressure to land with fuel tanks balanced

BEFORE LANDING CHECK

G – GAS, set to fullest tank

L – Landing light – on for traffic deconfliction

U – Undercarriage – down and welded

M – Mixture – set

P – **Fuel Pump – ON**

S – Seatbelts / Shoulder harnesses – Fastened

NORMAL LANDING

THROTTLE – 1700-1800 rpm

CARB HEAT – full hot

FLAPS – 25 deg, hold 85 mph until starting to flare

THROTTLE – idle, at touchdown or (as req'd)

GO AROUND

THROTTLE – full power

CARB HEAT – full cold

FLAPS – set one notch > 65, then full up at 75 mph

TRIM – for 85- 90 mph climb

AFTER LANDING

FLAPS – full up

CARB HEAT – cold

BRAKES – check, slow to taxi speed

After clearing the runway

FUEL PUMP – off

Landing Light – off, unless req'd for taxi

Carb heat – cold

Flaps -- up

Mixture – Lean for taxi

SHUTDOWN

CONTACT FSS – close Flight Plan (if req'd)

Radios – off

Fuel pump – confirm off

Landing light – confirm off

THROTTLE – 1000 rpm

MIXTURE – cutoff

MAGNETOS – off, put key on the glareshield

Master switch – off

PARKING BRAKE – set, **only if not being chocked!!**

Log Tach and Hobbs times in aircraft logbook