

BEFORE START

Preflight Inspection completed
 Mass & Balance checked
 Papers on board
 Emergency Equipment checked
 Seats & Belts locked
 Parking Brake set
 Passenger Briefing performed
 COM / NAV / All Electrical Equipment off
 Circuit Breakers checked
 Flight Controls checked
 Fuel Selector both

STARTING ENGINE

Carburetor Heat cold
 Throttle 5 mm open
 Mixture rich
 Battery & Alternator on
 Beacon on
 Primer as required
 Primer Pump locked
 Propeller Area clear
 Magneto / Ignition Switch Start
 Throttle 1.000 RPM
Oil Pressure (within 30 sec) **rising**
 Ammeter positive
 Mixture lean for ground operations

AFTER START

COM / NAV / GPS on & set
 Transponder STBY
 Altimeter QNH
 Gyro Compass aligned
 Nav-Lights as required

TAXI

Brakes checked
 Turn Indicator, Gyro, Compass (turn) checked
 Attitude Indicator (stable) checked

RUN UP

Parking Brake set
 Engine Instruments check
 Mixture rich
 Throttle 1.700 RPM
 Magnetos -125 RPM / ±50 RPM
 Carburetor Heat check
 Suction 4,6 – 5,4
 Throttle Idle 600 – 700 RPM
 Throttle 1.000 RPM

BEFORE TAKE-OFF

Magneton both
 Fuel Quantity checked
 Fuel Selector both
 Carburetor Heat cold
 Mixture rich
 Flaps checked & set
 Trim set for Take-Off
 Doors & Windows closed & locked
 Departure Briefing performed
 Emergency Briefing performed
 Pitot Heat as required
 Landing Light on
 Transponder ALT
 Flight Controls free & correct

= Ready for departure =

TAKE-OFF

Gyro Compass aligned
 T/O Time copied

= RWY vacated =

AFTER LANDING

Flaps retracted
 Carburetor Heat cold
 Pitot Heat off
 Transponder STBY
 Landing Light off
 Landing Time copied
 Flight Plan closed

PARKING

Parking Brake set
 Throttle 1.000 RPM
 Nav-Lights off
 COM / NAV / All Electrical Equipment off
 Mixture cut off
 Beacon off
 Magneto / Ignition Switch off & removed
 Battery & Alternator off

AIRSPEEDS [mph]

V_R	60	V_{FE}	100	V_S	61
V_x	70	V_A	112	V_{S0}	54
V_y	80	V_{NO}	145	$V_{REF \ 0^\circ}$	80
V_{BG}	80	V_{NE}	182	$V_{REF \ 30^\circ}$	70
$V_{TGT} = V_{REF} + \frac{1}{2} HWC + GUST$					(min. + 5 kt / max. + 20 kt)

AFTER TAKE-OFF

Flaps retracted
 Climb Power set
 Mixture set
 Landing Light off

CRUISE

Cruise Power set
 Mixture leaned
 Altimeter QNH / Standard Alt ____ ft / FL ____

CRUISE POWER SETTING

Altitude	RPM	BHP	TAS	I/h	Altitude	RPM	BHP	TAS	I/h
2.500 ft	2.500	70%	128 mph	29,2	7.500 ft	2.500	63%	126 mph	26,9
	2.400	63%	122 mph	26,9		2.400	57%	119 mph	25,0
	2.300	57%	116 mph	25,0		2.300	51%	112 mph	23,5
5.000 ft	2.500	66%	128 mph	28,0	10.000 ft	2.500	59%	124 mph	25,8
	2.400	60%	121 mph	25,8		2.400	54%	117 mph	24,2
	2.300	54%	114 mph	24,2		2.300	48%	110 mph	22,7

APPROACH

Altimeter QNH ____ / ____ ft
 COM / NAV set
 $V_{REF} = 80-70 \text{ mph}$; V_{TGT} ____
 Approach Briefing performed
 Gyro Compass aligned
 Carburetor Heat as required
 Mixture enriched
 Fuel Valve both
 Seats & Belts secured

FINAL

Landing Light on
 Carburetor Heat warm
 Mixture rich
 Flaps as required

EMERGENCY CHECKLIST

FLY THE AIRPLANE – SILENCE THE WARNING – CONFIRM THE EMERGENCY

ENGINE RESTART (IN FLIGHT)

Airspeed 80 mph
 Carburetor Heat warm
 Mixture rich
 Fuel Valve both
 Magneton both
 Primer Pump locked

If restart is not successful:

ENGINE FAILURE perform

ENGINE FIRE (IN FLIGHT)

Mixture cut off
 Fuel Valve close
 Throttle close
 Cabin Heat close
 ENGINE FAILURE perform

ELECTRICAL FIRE (IN FLIGHT)

Battery & Alternator off
 Cabin Heat close
 Vent open
 All Electrical Equipment off
 Circuit Breakers check

If fire is out and electrics required:

Battery & Alternator on
 Electrical Equipment (one at a time) on
 Malfunctioning Equipment off

ENGINE ROUGHNESS (IN FLIGHT)

Carburetor Heat on
If roughness continues after one min:
 Carburetor Heat off
 Mixture adjust
 Fuel Valve switch tanks
 Magnetos Left & Right check separately
 With Magneto Left or Right only Mixture rich
 ENGINE FAILURE prepare

ENGINE FAILURE

Airspeed 80 mph
 ATC inform
 Transponder 7700
 Mixture cut off
 Fuel Valve close
 Magnetos off
 Seats & Belts secured
 Flaps as required
 Battery & Alternator off
 Doors unlock
 Crew & Passengers instruct

Landing Technique:

At Touchdown max AOA
 Brakes apply heavily

Emergency Freq.: 121.50 Emergency Squawk: 7700