

PREFLIGHT	ENGINE RUN UP
<ul style="list-style-type: none"> • Check cabin / cabin equipment • Pitot cover Removed and stowed • Ignition switch off • Battery Master switch on • Fuel quantity indicators check • Fuel Valves both open • Flaps extend full. • Battery Master switch off • Documents check • External preflight conduct as per POH 	<ul style="list-style-type: none"> • Check all clear behind • Throttle 4000 RPM <ul style="list-style-type: none"> ➤ Magnetos check RPM drop (300 Max drop 115 max Differential) ➤ Engine instruments check Oil Pressure 29-73 PSI (2-5 Bar) ➤ Suction check ➤ Throttle Check idle Minimum 1400 rpm ➤ Throttle set 2000 RPM
PRESTART	BEFORE ENTERING RUNWAY
<ul style="list-style-type: none"> • Seat belts & shoulder harnesses adjust • Fuel shutoff valve check on • Doors Latched • Passenger Brief (S.A.F.E.T.Y) • Flaps UP • Controls Full Free movement • VHF & UHF Radio switches OFF • Battery Master Switch On • Circuit breakers check all in. • Ignition A & B both on • Electric Trim set to Neutral • Fuel Quantity check with DIP. • APPLY Pressure to BRAKES and set Park Brake <p>STARTING</p> <ul style="list-style-type: none"> • Propeller area check all clear "Clear Prop" • Throttle Closed. • Strobes on • Choke If Cold ON, OFF for HOT Start • Ignition switch "Start" 	<ul style="list-style-type: none"> • <i>Radio "Call given"</i> • <i>All lights on</i> • <i>Transponder set ALT</i>
	AFTER TAKEOFF
	<ul style="list-style-type: none"> • <i>300 Ft flaps up</i> • <i>Temperature and pressure check</i>
	BEFORE LANDING
	<ul style="list-style-type: none"> • <i>B – Brakes check off</i> • <i>U – Undercarriage</i> • <i>M – Magnetos (Ignition both on)</i> • <i>P- Pump / pressure</i> • <i>F – Fuel sufficient / selectors on</i> • <i>I – Instruments Green range</i> • <i>S – Switches</i> • <i>H – Hatches and Harnesses</i>
AFTERSTART	AFTER LANDING CLEAR OF THE RUNWAY
<ul style="list-style-type: none"> • Throttle set 2000 RPM • Oil pressure check Green within 30 sec. • Ammeter check charging • Radio Switch ON • Radios on frequency checked • Transponder set STBY • Radio Call for Radio Check 	<ul style="list-style-type: none"> • Clear of runway radio call • Brakes set • Identify flaps and select up • Strobe / landing lights off • Brakes release taxi to parking
BEFORE TAKE OFF	SHUTDOWN / SECURING
<ul style="list-style-type: none"> • Parking brake set • Cabin doors closed and latched • Flight controls free and correct • Flaps set 0° or 10° (Short field) <ul style="list-style-type: none"> ○ Flaps Must not be used for crosswind Takeoffs • Flight instruments set • Fuel shutoff valves on • Elevator trim set for take off • Throttle Friction adjusted. 	<ul style="list-style-type: none"> • Brakes on • Radios and all electrical equipment off • Ignition switch off key removed • FLYdat Numbers Recorded • Master battery switch off • Control lock install • Paper work complete • Secure aircraft / tie downs or hanger

**** Memory checks given in Italic blue**



AIRCRAFT EMERGENCY CHECKLIST FOXBAT 24-5260
(REFER TO POH FOR MORE COMPREHENSIVE CHECKLISTS)

AIRSPEEDS		FORCED LANDING
<ul style="list-style-type: none"> • GLIDE 52 KIAS • MANEUVERING 80 KIAS • Vy (Best Rate of Climb) 55 KIAS • Stall (Clean) 39 KIAS • Stall (Flap) 30 Kias • Maximum Demonstrated Crosswind 15 Kts • Maximum Headwind for Take off 25 Kts 		<ul style="list-style-type: none"> • FLY THE AIRCRAFT AIRSPEED 52 Kts • SELECT LANDING AREA 6's • IF time permits: • FUEL VALVES CLOSE • IGNITION SWITCH OFF • WING FLAPS AS REQUIRED • MASTER BATTERY SWITCH OFF • DOORS UNLATCH PRIOR TO TOUCHDOWN • TOUCHDOWN SLIGHTLY TAIL LOW • BRAKES APPLY HEAVILY
TAKE OFF SAFETY BRIEF		PRECAUTIONARY LANDING WITH POWER
<p>If anything should happen prior to lift off I WILL close the throttle apply brakes and stop the aircraft. If I suffer an Engine failure after Take-off with sufficient runway remaining, I WILL close the throttle lower the nose and land straight ahead. If I suffer an engine failure with no runway remaining, I WILL close the throttle lower the nose pick a position 15-20° either side of the nose and make an off-field landing. If I suffer an Engine failure above 700ft I will consider a return to land on the opposite runway.</p>		<ul style="list-style-type: none"> • FLY THE AIRCRAFT AIRSPEED 52 KTS • SELECT LANDING AREA 6's • WING FLAPS 15° • PRECAUTIONARY SEARCH PROCEDURE • WING FLAPS FULL ON FINAL • FINAL APPROACH SPEED 52 Kias • Plan to Touch down at 30-35 Kts • TOUCHDOWN SLIGHTLY TAIL LOW • BRAKES APPLY HEAVILY
ENGINE FAILURE AFTER TAKEOFF		
<ul style="list-style-type: none"> • FLY THE AIRCRAFT AIRSPEED 52 KIAS • SELECT LANDING AREA • IF time permits: • FUEL VALVES CLOSE • IGNITION SWITCH OFF • WING FLAPS AS REQUIRED • BATTERY MASTER SWITCH OFF 		
ENGINE FAILURE DURING FLIGHT (Trouble Check)		DITCHING
<ul style="list-style-type: none"> • FLY THE AIRCRAFT AIRSPEED 52 KIAS • SELECT LANDING AREA • CHECK FUEL VALVES both ON • IGNITION SWITCH "BOTH" ON • IF PROPELLOR HAS STOPPED Engage Starter 		<ul style="list-style-type: none"> • TRANSMIT MAYDAY SQUAWK 7700 • SECURE OR JETTISON OBJECTS • APPROACH INTO WIND PARALLEL TO SEA SWELLS • WING FLAPS FULL • SET A 300 FT/MIN DESCENT 52 Kts • TOUCHDOWN IN A LEVEL ATTITUDE
FIRE DURING START		FIRE INFLIGHT
<ul style="list-style-type: none"> • CRANKING ENGINE CONTINUE • CLOSE BOTH FUEL TAPS • IF ENGINE STARTS <ul style="list-style-type: none"> ○ RPM SET 3000 FOR A FEW MINUTES ○ ENGINE SHUTDOWN AND INSPECT DAMAGE • IF ENGINE FAILS TO START <ul style="list-style-type: none"> ○ CRANKING ENGINE CONTINUE ○ FIRE EXTINGUISER OBTAIN • SHUT DOWN AIRCRAFT / FUEL OFF • BATTERY & IGNITION BOTH OFF 		<ul style="list-style-type: none"> • FUEL SHUT OFF VALVES both OFF • MASTER SWITCH OFF • CABIN HEAT AND AIR OFF • AIRSPEED 52 KIAS (IF FIRE IS NOT EXTINGUISHED INCREASE GLIDE SPEED TO FIND AN AIRSPEED WHICH WILL PROVIDE INCOMBUSTABLE MIXTURE) • GO TO FORCED LANDING CHECKLIST