

PREFLIGHT	ENGINE RUN UP
<ul style="list-style-type: none"> • Check cabin / cabin equipment • Control locks removed • Ignition switch off • Master switch on • Fuel quantity indicators check • Flaps extend full. • Master switch off • Fuel shutoff valve check on • Documents check • External pre-flight conducted as per POH 	<ul style="list-style-type: none"> • Check all clear behind • Throttle 1700 RPM <ul style="list-style-type: none"> ➢ Magnetos check RPM drop (125 Max drop 50 max Differential) ➢ Carburettor heat check (RPM drop) ➢ Engine instruments check ➢ Suction check ➢ Throttle Check idle ➢ Throttle set 1000 RPM
PRESTART	BEFORE ENTERING RUNWAY
<ul style="list-style-type: none"> • Seat belts & shoulder harnesses adjusted • Fuel shutoff valve check on • Radios and electrical equipment off • Brakes test and set • Circuit breakers check all in. • Mixture set rich • Carburettor heat set cold • Prime 3 strokes if cold 0 if warm • Throttle set ½ Inch open / closed if engine is warm • Propeller area check all clear “Clear Prop” • Master switch on • Rotating beacon on • Ignition switch Start 	<ul style="list-style-type: none"> • <i>Radio “Call given”</i> • <i>Aircraft lights on</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</i> • <i>U – Undercarriage</i> • <i>M - Mixture</i> • <i>P- Primer locked</i> • <i>F – Fuel sufficient</i> • <i>I – Instruments Green range</i> • <i>S – Switches (Magnetos both)</i> • <i>C – Carburettor heat (As required)</i> • <i>H – Hatches and Harnesses</i>
AFTERSTART	AFTER LANDING CLEAR OF THE RUNWAY
<ul style="list-style-type: none"> • Throttle set 1000 RPM • Oil pressure check Green within 30 sec. • Ammeter check charging • Radios on frequency checked • Transponder set STBY • Flaps up 	<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) • Flight instruments set • Fuel shutoff valve on • Mixture rich • Elevator trim set for take off • Throttle Friction adjusted. 	<ul style="list-style-type: none"> • Brakes on • Radios and electrical equipment off • Mixture cut off • Ignition switch off key removed • Master switch off • Control lock install • Paper work complete • Secure aircraft / tie downs or hanger

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

AIRSPEEDS		FORCED LANDING
<ul style="list-style-type: none"> • GLIDE • MANEUVERING <ul style="list-style-type: none"> ○ 1670 Lbs ○ 1500 Lbs ○ 1350 Lbs • PRECAUTIONARY LANDING WITH POWER • LANDING WITHOUT POWER <ul style="list-style-type: none"> ○ FLAPS UP ○ FLAPS DOWN 	<p>60 KIAS</p> <p>104 KIAS</p> <p>98 KIAS</p> <p>93 KIAS</p> <p>55 KIAS</p> <p>65 KIAS</p> <p>60 KIAS</p>	<ul style="list-style-type: none"> • FLY THE AIRCRAFT AIRSPEED 60 Kts • SELECT LANDING AREA • IF time permits: • MIXTURE IDLE CUT OFF • FUEL VALVE CLOSE • IGNITION SWITCH OFF • WING FLAPS AS REQUIRED • MASTER SWITCH OFF • DOORS UNLATCH PRIOR TO TOUCHDOWN • TOUCHDOWN SLIGHTLY TAIL LOW • BRAKES APPLY HEAVILY
ENGINE FAILURE DURING TAKE OFF		PRECAUTIONARY LANDING WITH POWER
<ul style="list-style-type: none"> • THROTTLE IDLE / CLOSED • BRAKES APPLY • WING FLAPS RETRACT • MIXTURE IDLE CUT OFF • IGNITION SWITCH OFF • MASTER SWITCH OFF 		<ul style="list-style-type: none"> • FLY THE AIRCRAFT AIRSPEED 60 KIAS • SELECT LANDING AREA • WING FLAPS 20° • PRECAUTIONARY SEARCH PROCEDURE • WING FLAPS 30° ON FINAL APPROACH • IGNITION SWITCH OFF • FINAL APPROACH SPEED 55 KIAS • MASTER SWITCH OFF • DOORS UNLATCH PRIOR TO TOUCHDOWN • TOUCHDOWN SLIGHTLY TAIL LOW • IGNITION SWITCH OFF • BRAKES APPLY HEAVILY
ENGINE FAILURE AFTER TAKEOFF		<ul style="list-style-type: none"> • FLY THE AIRCRAFT AIRSPEED 60 KIAS • SELECT LANDING AREA • IF time permits: • MIXTURE IDLE CUT OFF • FUEL VALVE CLOSE • IGNITION SWITCH OFF • WING FLAPS AS REQUIRED • MASTER SWITCH OFF
<ul style="list-style-type: none"> • FLY THE AIRCRAFT AIRSPEED 60 KIAS • SELECT LANDING AREA • IF time permits: • MIXTURE IDLE CUT OFF • FUEL VALVE CLOSE • IGNITION SWITCH OFF • WING FLAPS AS REQUIRED • MASTER SWITCH OFF 		
ENGINE FAILURE DURING FLIGHT (Trouble Check)		DITCHING
<ul style="list-style-type: none"> • FLY THE AIRCRAFT AIRSPEED 60 KIAS • SELECT LANDING AREA • CARBURETTOR HEAT ON • CECK PRIMER IN AND LOCKED • CHECK FUEL VALVE ON • MIXTURE RICH • IGNITION SWITCH "BOTH" OR START IF PROPELLOR HAS STOPPED 		<ul style="list-style-type: none"> • TRANSMIT MAYDAY SQUAWK 7700 • SECURE OR JETTISON OBJECTS • APPROACH INTO WIND PARALLEL TO SEA SWELLS • WING FLAPS 30° • ESTABLISH 300 FT/MIN DESCENT AT 55 KIAS • TOUCHDOWN IN A LEVEL ATTITUDE
FIRE DURING START		FIRE INFLIGHT
<ul style="list-style-type: none"> • CRANKING ENGINE CONTINUE • IF ENGINE STARTS <ul style="list-style-type: none"> ○ RPM SET 1700 FOR A FEW MINUTES ○ ENGINE SHUTDOWN AND INSPECT DAMAGE • IF ENGINE FAILS TO START <ul style="list-style-type: none"> ○ CRANKING ENGINE CONTINUE ○ FIRE EXTINGUISHER OBTAIN • SHUT DOWN AIRCRAFT / FUEL OFF • MASTER SWITCH & IGNITION BOTH OFF 		<ul style="list-style-type: none"> • MIXTURE IDLE CUT OFF • FUEL SHUT OFF VALVE OFF • MASTER SWITCH OFF • CABIN HEAT AND AIR OFF • AIRSPEED 85 KIAS (IF FIRE IS NOT EXTINGUISHED INCREASE GLIDE SPEED TO FIND AN AIRSPEED WHICH WILL PROVIDE INCOMBUSTABLE MIXTURE) • GO TO FORCED LANDING CHECKLIST