PRESTART

Pre-Flight ……..……..Completed as per POH
Maintenance release……..checked and signed
Cabin Door safety ……Latched
Flight times……..Recorded
Seats……Adjusted
Seat belts……Fastened
Parking Brake ……..…Set
Flight controls ……..……..free and correct
Circuit Breakers……IN
Radios / Avionics……OFF
Alternate Air……OFF
Passengers……BRIEF (S.A.F.E.T.Y)
Headsets.....Plugged in
All switches.....OFF
Fuel Selectors……..……..ON
Battery……..ON

Starting engines (on Aircraft battery)

Mixture controls……..……IDLE CUT OFF
Throttle……..……..…OPEN ½ INCH
Propellor controls ……..…FORWARD
Master switch……..…ON
Rotating Beacon……ON
Ignition switch…..……LEFT MAGNETO ON
Auxiliary Fuel pump……...ON
Mixture control …….MOVE FULL RICH until fuel flow is stabilised then IDLE CUT OFF
Check area visually……."CLEAR PROP!"
Starter……..…..ENGAGE
Mixture control……Advance as engine starts
Ignition switches……...BOTH ON

Oil pressure……CHECK GREEN BAND
Alternator ON charge light…CHECKED OFF
Auxiliary fuel pumps……OFF (check pressure)

REPEAT STARTING ENGINES FOR OTHER ENGINE

NOTE: When starting on External power leave Battery and Alternator OFF, After Disconnecting the external power, switch on the battery first and then alternators

PRE-TAXI CHECK

- DISCUSS:
  - Taxi plan runway and route
  - THREATS ERRORS AND NOTAMS
- RADIO CHECK / TAXI CALL…GIVEN
- Release Park Brake and TAXI

ENGINE RUN-UP

- Parking Brake……..……..SET
- Fuel Selectors ……..…ON SAME SIDE TANK
- Mixture controls……FORWARD
- Propellor controls……FORWARD
- Alternate AIR…….. ……OFF
- Check area all clear behind
- Both engines……..……1200 RPM
- Left Engine…..……..1500 RPM
- Alternator output……CHECK
- Standby Voltage regulator……..…CHECK
- Propellor control……....FEATHER CHECK
  (Do not allow more than 500 RPM drop)
- Mixture control.. ….……..CHECK
- Left Engine…..……...2100 RPM
- Alternate AIR control ….……ON THEN OFF
- Magnetos……CHECK
  - *(175 Max drop 50 max Differential)*
- Throttles …… 1200 rpm
- Engine instruments check……...CORRECT

REPEAT STEPS FOR RIGHT ENGINE

BEFORE TAKE-OFF

- Fuel selectors……..…ON SAME SIDE TANK
- Alternators ……ON
- Engine instruments check……...CORRECT
- Vacuum Gauge……..……4.5-5.2 In Hg
- Altimeter……..……..…SET
- Trim Tabs……...……SET
- Clock……...……SET
- Mixtures……...FULL FORWARD
- Propellors…… .FULL FORWARD
- Quadrant Friction……ADJUSTED
- Alternate Air……OFF
- Wing Flaps……..SET FOR TAKE-OFF
- Seat Belts……..…..FASTENED
- Door……..……..LOCKED
- Controls……FULL & FREE
- Auxiliary Fuel pumps……ON
- Pitot Heat……..…..……AS REQUIRED
- Pre take off safety brief……COMPLETE

AFTER TAKEOFF 300 FT

- *Flaps…… UP*
- *Temperature and pressure ……..CHECK*
- *Fuel pumps……..……..OFF*

BEFORE LANDING

- *Auxiliary Fuel Pumps……..……ON*
- *Mixtures……..…FULL RICH*
- *Propellors……FULL FORWARD*
- *Alternate AIR……..OFF*
- *Flaps down……(Below 157 kts)……...15°*
- *Flaps down……(Below 101 kts)…..…...35°*
- *Minimum Control speed……62 kts*

AFTER LANDING CLEAR OF THE RUNWAY	SHUTDOWN / SECURING
• Toe Brakes……...HOLD • Auxiliary fuel pumps……..……OFF • Wing Flaps……UP • Unnecessary radios / Equip..……..OFF	• Avionics master……..……OFF • Throttle ……IDLE • Propellors……...FORWARD • Mixture……IDLE CUT-OFF • Breaker switches …..……...OFF • Magneto switches……ALL OFF • Battery……OFF • Alternators……..…OFF
AIRCRAFT SPEEDS	**TAKE OFF SAFETY BRIEF**
• Minimum control speed……..60 Kts • STALL CLEAN ……..65 Kts • STALL WITH FLAP 30 °……60 Kts • Va(Maneuvering speed)……125 Kts • Vne (Never exceed)……193 Kts • Vmax Crosswind……...25 Kts	If anything should happen prior to take off I WILL close the throttles apply brakes and stop. If I have an engine failure after take off with sufficient runway remaining I WILL close the throttles, lower the nose and land straight ahead. With insufficient runway remaining I WILL CHECK; **MIXTURE UP** **PITCH UP** **POWER UP** **GEAR UP** **FLAP UP** **IDENTIFY DEAD LEG DEAD ENGINE** **CONFIRM WITH THROTTLE** **AND FEATHER DEAD THE ENGINE.** Then continue with asymmetric circuit and land or climb to my safe altitude and divert to my departure alternate

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