

Before Starting Engine

- 1) Preflight complete, documents on board, headset, briefing
- 2) Seat Belts/Shoulder Harness – ADJUSTED
- 3) Fuel Selector Valve – ON
- 4) Brakes – Test and Set
- 5) Radios and Electrical Equipment – OFF
- 6) Door – CLOSED & LOCKED

Starting the Engine

- 1) Mixture – RICH
- 2) Carb Heat – COLD
- 3) Primer
 - Engine Cold – 3-4 strokes, then locked
 - Engine Hot – 1-2 strokes, then locked
- 4) Throttle – Open ¼ inch or less
- 5) Master Switch – ON
- 6) Magnetos – ON
- 7) Control Stick – FULL AFT (“stick coming back”)
- 8) Propeller Area – “CLEAR”
- 9) Starter – ENGAGE, slowly advance throttle, release after engine starts
- 10) Throttle – Set 1000 RPM
- 11) Oil Pressure – Check GREEN within 30 seconds
- 12) Ammeter – Check
- 13) Mixture – LEAN almost to idle cutoff (observe slight rpm rise)
- 14) Radios, Strobes, Turn & Bank – ON
- 15) Look around and move if people are waiting - don't block up the ramp!
- 16) Transponder – ALT & 1200
- 17) RHV ATIS 125.20, Ground 121.65

Run-up

- 1) Tailwheel straight, brakes held tight
- 2) Flight Controls – CHECK (full box with stick & rudder deflection)
- 3) Trim – SET FOR TAKEOFF (stick back, trim flush with elevator)
- 4) Instruments – CHECK & SET, Altimeter set to field elevation
- 5) Fuel – Check quantity, fuel valve ON, primer locked
- 6) Door and Window – CLOSED & LATCHED
- 7) Mixture Rich; Stick Back; Throttle to 1800 RPM
- 8) Engine Instruments and Ammeter – CHECK
- 9) Magnetos – CHECK (100 RPM maximum drop)
- 10) Carb Heat – CHECK (Hot, note RPM drop, Cold)
- 11) Throttle IDLE (600-900 RPM), then 1000 RPM
- 12) Seat belts & shoulder harnesses – FASTENED
- 13) Transponder – ALT & squawk code
- 14) Takeoff Briefing – COMPLETE
- 15) Radio – RHV Tower 119.80

Before Take-off

- 1) Lights – ON, as needed
- 2) Trim – SET FOR TAKEOFF
- 3) Carb Heat – COLD
- 4) Check fuel quantity, Primer – LOCKED
- 5) Mixture – Full RICH or as needed for density altitude
- 6) Takeoff flow – full power, check engine instruments, off the brakes, stick forward to takeoff position

Climb

- 1) Climb – Full Power – 75 MPH
- 2) Mixture – Lean slightly above 3000'

Cruise

- 1) Throttle – 2300 RPM (75% power or less)
- 2) Mixture – Lean for altitude

Descent/Before Landing

- 1) Fuel valve – ON, check fuel quantity, primer locked
- 2) Mixture – RICH or as needed for altitude
- 3) Lights – ON as needed
- 4) Carb Heat – As needed

After Landing

- 1) Carb Heat – COLD
- 2) Mixture – Lean for taxi
- 3) Trim – Takeoff position
- 4) Lights – ON, as needed
- 5) Transponder – ALT & 1200
- 6) Radio – Call Ground 121.65 for taxi

Shutdown

- 1) Engine – 1000 RPM
- 2) Radios and Electrical switches – OFF
- 3) Mixture – LEAN all the way out
- 4) Master Switch – OFF
- 5) Magnetos – OFF

Securing Aircraft

- 1) Tailwheel straight & locked, wheels chocked, wings & tail tied down
- 2) Controls secure – Lap belt around front seat control stick only
- 3) Sunshades – Installed (silver side out)
- 4) Record Hobbs & Tach in aircraft binder
- 5) Double check all electrical switches & master OFF
- 6) Check aircraft into Paperless FBO