

Decathlon 8KCAB CHECKLIST (July 2018)**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) Alternate air - COLD
- 2) Throttle – Open ¼ inch
- 3) Master Switch –ON
- 4) Magnetos – ON
- 5) Engine Monitor – push E button
- 6) To Prime Engine for Cold Start only
– Mixture RICH, Fuel Pump ON (max. 2 sec.), then OFF
- 7) Mixture – IDLE CUTOFF
- 8) Control Stick – FULL AFT (“stick coming back”)
- 9) Brakes – Test firm and HOLD
- 10) Propeller Area – “CLEAR”
- 11) Starter – ENGAGE (max. 10 sec.), release after engine fires
- 12) Mixture – RICH before engine quits
- 13) Throttle – Set 800-1000 RPM
- 14) Oil Pressure – Check GREEN within 30 seconds
- 15) Mixture – LEAN almost to idle cutoff (observe slight rpm rise)
- 16) Ammeter & Volts – Check (Volts on CGR page 2, use S button)
- 17) Strokes, Radio & Intercom – ON (ATIS 125.20 & GND 121.65)
- 18) Transponder – ALT & 1200

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, Fuel pump OFF
- 6) Door & Window – CLOSED & LATCHED
- 7) Once engine oil temperature reaches 90°F:
 - Mixture Rich; Stick Back; Throttle to 1800 RPM
 - Engine Instruments & Ammeter – Check
 - Magnetos – Check L, then R (100 RPM maximum drop)
 - Alternate Air – Check operation
 - Prop – CYCLE (max. 300 RPM drop)
 - Throttle to Idle (600-900 RPM), then 1000 RPM

- 8) Radios – RHV Tower 119.80
- 9) Transponder - ALT & squawk code or 1200

Before Take-off

- 1) Lights – Beacon/Strobes ON (Nav & Landing at sunset)
- 2) Trim – SET FOR TAKEOFF
- 3) Alternate Air – COLD
- 4) Mixture – Full RICH or as needed for density altitude
- 5) Prop – FULL FORWARD

Climb (above 1000' AGL)

- 1) Climb power – Set 25” MP then 2500 RPM
- 2) Engine gauges – Monitor (max EGT 1420°, max CHT 400°)

Cruise

- 1) Power – Set “MP (<75% power on CGR page 2) & 2300 RPM
- 2) Mixture – Lean for altitude
- 3) Engine gauges – Monitor (max EGT 1420°, max CHT 400°)

Before Landing

- 1) Radio – ATIS 125.20, RHV TWR 119.80, Ground 121.65
- 2) Landing Light – As needed
- 3) Mixture – ENRICHEN during descent
- 4) On short final – Prop FULL FORWARD, Mixture RICH

After Landing

- 1) Lights – As needed
- 2) Trim –Takeoff position
- 3) Alternate Air – COLD
- 4) Mixture – Lean for taxi
- 5) Transponder – ALT & 1200, Contact ground

Shutdown

- 1) Radios and Electrical switches – OFF
- 2) Engine – 1000 RPM
- 3) Mixture – IDLE CUTOFF
- 4) Magnetos – OFF
- 5) Master Switch – Record Tach time (pg 2), then OFF

Securing Aircraft

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