

**Decathlon 8KCAB CHECKLIST (Apr 2019)****Before Starting Engine**

- 1) Preflight complete, documents on board, headset, briefing
- 2) Seat Belts/Shoulder Harness – ADJUSTED (For SOLO: secure rear seat and seatbelts, then verify flight controls are free & clear)
- 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 (CGR) – push the “E” button  
**Cold Start Priming Sequence:** Mixture RICH, Fuel Pump ON (max. 2 sec.), then fuel pump OFF  
**Warm Engine Start:** Mixture – IDLE CUTOFF
- 6) Control Stick – FULL AFT (“stick coming back”)
- 7) Brakes – Test firm and HOLD
- 8) Propeller Area – “CLEAR”
- 9) Starter – ENGAGE (max. 10 sec.), release after engine fires
- 10) Mixture – RICH before engine quits (warm start only)
- 11) Throttle – Set 800-1000 RPM
- 12) Oil Pressure – Check GREEN within 30 seconds (in CGR)
- 13) Mixture – LEAN almost to idle cutoff (observe slight rpm rise)
- 14) Ammeter & Volts – Check (Volts on CGR page 2, use S button)
- 15) Stobes, Radio & Intercom – ON (ATIS 125.20 & GND 121.65)
- 16) 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

**Before Take-off**

- 1) Radio – RHV Tower 119.80
- 2) Transponder – ALT & Squawk
- 3) Lights – Beacon/Stobes ON (Nav ON at sunset)
- 4) Trim – SET FOR TAKEOFF
- 5) Alternate Air – COLD
- 6) Mixture – Full RICH or as needed for density altitude
- 7) Prop – FULL FORWARD

**Climb (above 1000' AGL)**

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

**Cruise**

- 1) Power – Set < 23” MP & 2300 RPM (Acro set 25” & 2500)
- 2) Mixture – Lean for altitude (Acro lean slightly)
- 3) Engine gauge – Monitor CGR (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
- 5) Airspeed 70-75 MPH for 3-point landing and 80 for wheel landing

**After Landing**

- 1) Radio – RHV GND 121.65
- 2) Mixture – Lean for taxi
- 3) Trim – Takeoff position
- 4) Lights – As needed
- 5) Contact ground for taxi

**Shutdown**

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