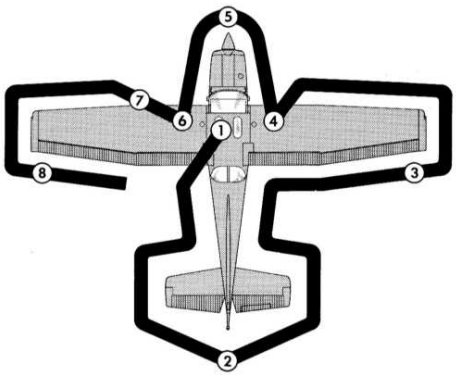

Visually check airplane for general condition during walk-around inspection. In cold weather, remove even small accumulations of frost, ice or snow from wing, tail and control surfaces. Also make sure that control surfaces contain no internal accumulations of ice or debris. Prior to flight, check that pitot heat (if installed) is warm to touch within 30 seconds with battery and pitot heat switches on. If a night flight is planned, check operation of all lights and make sure a flashlight is available.

1 – Cabin
- Documents (AROW) – ON BOARD
- Hobbs & tach – RECORD
- Control wheel lock – REMOVE
- Hydraulic fluid level – CHECK
- Ignition switch – OFF
- Avionics – OFF
- Landing gear lever – DOWN
- Master switch – ON
- Fuel quantity – CHECK
- Landing gear indicator – GREEN (press to test AMBER)
- Flaps – DOWN
- Lights & Pitot heat – ON & CHECK
- Ammeter – verify NEGATIVE
- Master switch – OFF

2 - Empennage
- Baggage door – CHECK SECURE
- Tail tiedown – REMOVE
- Control surfaces – CHECK

3 – Right Wing Trailing Edge
- Aileron – CHECK MOVEMENT
- Flap – INSPECT
- Inspection covers – SECURE

4- Right Wing
- Wing tiedown – REMOVE
- Main tire – CHECK INFLATION
- Main gear & gear bay – CHECK
- Wing fuel sump – DRAIN & CHECK for color, sediment & water
- Fuel quantity – CHECK
- Fuel cap – SECURE

5 - Nose
- Oil – CHECK QUANTITY (6-8 qts)
- Oil dipstick – SECURE
- Engine fuel sump – CHECK QUALITY
- Prop & Spinner – CHECK
- Engine air inlets - CLEAR
- Nose strut & tire – CHECK
- Static sources – CHECK CLEAR (but do not touch)

6 – Left Wing
- Wing fuel sump – DRAIN & CHECK
- Fuel quantity – CHECK
- Fuel cap – SECURE
- Main tire – CHECK INFLATION
- Main gear & gear bay – CHECK

7 – Left Wing Leading Edge
- Pitot cover – REMOVE
- Pitot tube – CLEAR OF DEBRIS
- Fuel tank vent – CHECK
- Stall warning – CHECK
- Wing tiedown - REMOVE

8 – Left Wing Trailing Edge
- Aileron – CHECK MOVEMENT
- Flap – INSPECT
- Inspection covers – SECURE

Operating Data

Fuel capacity – 62 gallons total usable (31 per side)
Engine – Lycoming O-360-F1A6
Horsepower – 180 HP at 2700 RPM
Battery – 24 volt
Alternator – 28 volt, 60 amps

Max demonstrated crosswind – 15 kts
Max T/O & Landing weight – 2650 pounds
Max baggage weight – 200 pounds
Service ceiling – 16,800 feet

Tire pressure

Nose wheel – 40-50 PSI on 5.00-5, 6-ply tires
Main wheel – 60-68 PSI on 6.00-6, 6-ply tires

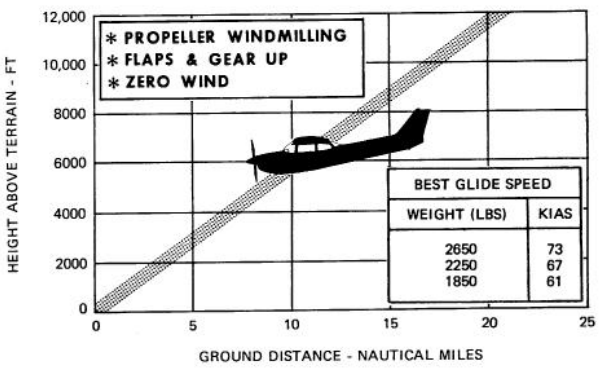

Figure 3-1. Maximum Glide

Refer to Section 3 of the Cutlass Information Manual for complete Emergency Procedures checklists

ENGINE FAILURE (after takeoff)

Airspeed V_{BG} – 70 KIAS flaps up
65 KIAS flaps down
Landing site – SELECT
Mixture – IDLE CUTOFF
Fuel selector – OFF
Ignition switch – OFF
Flaps – AS REQUIRED (30° recommended)
Master switch – OFF

ENGINE FAILURE / LOSS OF POWER

Airspeed – 75 KIAS
Landing site – SELECT & FLY TO
Mixture – RICH
Fuel selector – BOTH
Primer – IN & LOCKED
Carb heat – ON
Ignition – BOTH (if prop stops windmilling, move ignition to START)
** If engine fails to start
Perform Forced Landing checklist

FORCED LANDING (without power)

Airspeed V_{BG} – 75 KIAS flaps up
65 KIAS flaps down
Mixture – IDLE CUTOFF
Fuel selector – OFF
Ignition switch – OFF
Landing gear – DOWN (up for rough or soft field recommended)
Flaps – AS REQUIRED (30° recommended)
Radio call – "MAYDAY, MAYDAY"
Transponder – SQUAWK 7700
Master switch – OFF
Doors – UNLATCH PRIOR TO TOUCHDOWN
Touchdown – SLIGHTLY TAIL LOW
Brakes – APPLY AS NEEDED

ENGINE FIRE (in flight)

Mixture – IDLE CUTOFF
Fuel selector – OFF
Master & ignition switches – OFF
Cabin heat & air – OFF
Airspeed – 105+ KIAS
** Once fire extinguished or landing imminent
Perform Forced Landing checklist

ELECTRICAL FIRE

Master switch – OFF
Avionics & electrical switches – ALL OFF
Vents, cabin air & heat – CLOSED
Fire extinguisher – USE AS NEEDED
** If fire appears out
Master switch – ON
Circuit breakers – CHECK FOR FAULT, do not reset
Radios & electrical – ONE AT A TIME, with a delay between, turn on necessary items to isolate source of fire
Vents, cabin air & heat – OPEN

ELECTRICAL MALFUNCTION

~ Ammeter shows excessive rate of charge
Alternator – OFF
Alternator circuit breaker – PULL
Nonessential electrical equipment – OFF
Land – AS SOON AS PRACTICAL

~ Low-voltage light illuminates (ammeter below zero)
Verify RPM – low power can cause low voltage
Avionics switch – OFF
Alternator circuit breaker – CHECK IN
Master/Alt switch – OFF, then ON
Ammeter – CHECK INDICATION
Low-voltage light – CHECK OUT
Avionics switch – ON
** If low-voltage light illuminates again
Alternator switch – OFF
Avionics & electrical – ONLY ESSENTIALS
Land – AS SOON AS PRACTICAL
- Prepare for lost comm and manual gear extension
- At night, conserve the battery for lights and flaps during landing by reducing the electrical load

LANDING GEAR FAILS TO RETRACT

*Press to test gear lights, rotate to adjust brightness
Master switch – ON
Landing gear lever – CHECK (lever full up)
Landing gear & gear pump circuit breakers – IN
Gear UP light – CHECK
Gear motor – CHECK OPERATION (ammeter & noise)

LANDING GEAR FAILS TO EXTEND

*Press to test gear lights, rotate to adjust brightness
Master switch – ON
Landing gear lever – DOWN
Landing gear & gear pump circuit breakers – IN
Emergency hand pump – EXTEND HANDLE & PUMP
Gear DOWN light – ON
Pump handle – STOW

LANDING W/O POSITIVE GEAR-DOWN INDICATION

*Press to test gear lights, rotate to adjust brightness
Before Landing checklist – COMPLETE
Approach – NORMAL (full flaps)
Landing gear & gear pump circuit breakers – IN
Touchdown – TAIL LOW as gently as possible
Braking – Minimum necessary
Taxi – SLOWLY
Engine – SHUTDOWN before inspecting gear

GEAR UP LANDING

Landing gear lever – UP
Landing gear & gear pump circuit breakers – IN
Runway – SELECT longest hard surface or smooth sod
Flaps – 30° on final approach
Airspeed – 65 KIAS
Doors – UNLATCH prior to touchdown
Mixture – IDLE CUTOFF
Ignition switch – OFF
Fuel valve – OFF