

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
- Ignition switch – OFF
- Avionics – OFF
- Master switch – ON
- Fuel quantity – CHECK
- Flaps – DOWN
- Lights & pitot heat – ON & CHECK
- Ammeter – verify NEGATIVE
- Master switch – OFF

2 - Empennage

- 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 – CHECK BRAKES & LINES
- Wing fuel sump – DRAIN & CHECK for color, sediment & water
- Fuel quantity – CHECK
- Fuel cap – SECURE

5 - Nose

- Oil – CHECK QUANTITY (4-6 qts)
- Oil dipstick – SECURE
- Engine fuel sump – CHECK QUALITY
- Prop & spinner – CHECK
- Engine air inlets - CLEAR
- Air filter – CHECK
- Nose strut & tire – CHECK
- Static source – 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 – CHECK BRAKES & LINES

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 – 22.5 gallons total usable (11.25 per side)

Engine – Continental O-200-A

Horsepower – 100 HP at 2750 RPM

Battery – 12 volt

Alternator – 14 volt

Max demonstrated crosswind – 13 knots

Max weight – 1600 pounds

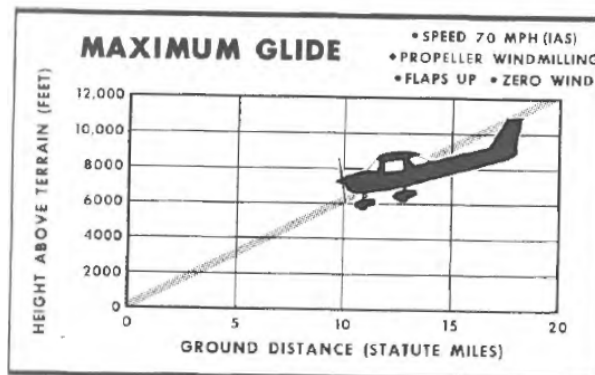
Max baggage weight – 120 pounds

Service ceiling – 12,650 feet

Tire pressure

Nose wheel – 30 PSI on 5.00-5, 4-ply tires

Main wheel – 21 PSI on 6.00-6, 4-ply tires



ENGINE FAILURE AFTER TAKEOFF

Airspeed – 70 MPH
 Landing site – SELECT
 Mixture – IDLE CUTOFF
 Fuel shutoff valve – OFF
 Ignition switch – OFF
 Flaps – AS REQUIRED (40° recommended)
 Master switch – OFF

ENGINE FAILURE DURING FLIGHT

Airspeed – V_{BG} 75 MPH
 Landing site – SELECT, fly to & circle overhead
Attempt engine restart if time allows:
 Carb heat – ON
 Fuel shutoff valve – ON
 Mixture – RICH
 Primer – IN & LOCKED
 Ignition – BOTH (only if prop stops windmilling,
 move ignition to START)
 ** If engine fails to start
 Perform Forced Landing checklist

FORCED LANDING

Airspeed V_{BG} – 75 MPH with flaps up
 65 MPH with flaps down
 Mixture – IDLE CUTOFF
 Fuel shutoff valve – OFF
 Ignition switch – OFF
 Radio call – “MAYDAY, MAYDAY”
 Transponder – SQUAWK 7700
 Flaps – AS REQUIRED (40° recommended)
 Master switch – OFF
 Doors – UNLATCH PRIOR TO TOUCHDOWN
 Touchdown – SLIGHTLY TAIL LOW
 Brakes – APPLY AS NEEDED

ENGINE FIRE IN FLIGHT

Mixture – IDLE CUTOFF
 Fuel shutoff valve – OFF
 Master & ignition switches – OFF
 Cabin heat & air – OFF (except overhead vents)
 Airspeed – 100+ MPH
 ** Once fire extinguished or landing imminent
 Perform Forced Landing checklist

ENGINE FIRE DURING START

Continue cranking engine to attempt start
 ** If engine starts
 Throttle – 1700 RPM for a few minutes, then
 shut down and have maintenance inspect
 ** If engine fails to start
 Throttle – FULL OPEN
 Mixture – IDLE CUTOFF
 Cranking – CONTINUE
 Fire extinguisher – OBTAIN
 Master & ignition switches – OFF
 Fuel shutoff valve – OFF
 Fire - EXTINGUISH

ELECTRICAL FIRE

Master switch – OFF
 Avionics & electrical switches – ALL OFF
 Vents, cabin air & heat – CLOSED
 Fire extinguisher – USE IF NEEDED
 ** If fire appears out & electrical power is necessary
 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

LOW OIL PRESSURE

Oil temperature – MONITOR
 ** If oil temp is normal, land at nearest airport
 ** If oil temperature is rising, engine failure
 may be imminent
 Throttle – REDUCE
 Landing site – SELECT
 - Leave engine running at low power during the approach
 - Use minimum power to reach touchdown spot

ELECTRICAL MALFUNCTION

(ammeter indicating insufficient or excessive charge)
 Avionics switch – OFF
 Alternator circuit breaker – CHECK IN
 Master switch – OFF momentarily, then ON
 Ammeter – CHECK INDICATION
 Low-/over-voltage light – CHECK OUT
 ** If charge is normal on ammeter
 Avionics switch – ON
 Ammeter – CONTINUE TO MONITOR
 ** If ammeter shows insufficient rate of charge or
 if low-voltage light illuminates again
 Avionics & electrical – ONLY ESSENTIALS
 Land – AS SOON AS PRACTICAL
 ** If ammeter shows excessive rate of charge or
 if over-voltage light illuminates again
 Master switch – OFF unless absolutely necessary
 (i.e. at night during landing)
 Land – AS SOON AS POSSIBLE

- Be prepared for lost communications
 - At night, conserve the battery for lights and flaps
 during landing by reducing the electrical load

SPIN RECOVERY

Power – IDLE
 Ailerons – NEUTRAL
 Rudder – FULL OPPOSITE
 Elevator – FORWARD BRISKLY TO BREAK STALL
 ** Once spin stops
 Neutralize rudder & recover from dive