

V <sub>S</sub>	47 KIAS	V <sub>A</sub> @ max weight	97 KIAS
V <sub>S0</sub>	41 KIAS	V <sub>A</sub> @ 1950 lbs	89 KIAS
V <sub>R</sub>	55 KIAS	V <sub>FE</sub>	85 KIAS
V <sub>X</sub>	59 KIAS	V <sub>NO</sub>	128 KIAS
V <sub>Y</sub>	73 KIAS	V <sub>NE</sub>	160 KIAS
V <sub>BG</sub>	65 KIAS		

**Before Starting Engine**

- 1) Preflight inspection – COMPLETE
- 2) Towbar – STOWED
- 3) Fuel caps – ON & SECURE
- 4) Pitot cover – REMOVED
- 5) Control lock – REMOVED
- 6) Documents – ON BOARD
- 7) Hobbs & tach – RECORDED
- 8) Airplane keys – ON DASH
- 9) Pax & PIC briefing – COMPLETE
- 10) Seats & seatbelts – ADJUSTED
- 11) Brakes – TEST & SET
- 12) Avionics & electrical equipment – OFF
- 13) Circuit breakers – CHECK IN
- 14) Fuel selector – BOTH
- 15) Doors – CLOSED & LOCKED

**Starting Engine**

- 1) Primer
  - Engine Cold – 2-3 strokes, locked
  - Engine Hot – 0-1 strokes, locked
- 2) Carb heat – COLD
- 3) Throttle – OPEN ¼ inch
- 4) Mixture – RICH
- 5) Master switch – ON
- 6) Beacon/strobes – ON
- 7) Propeller area – “CLEAR” and visually clear area
- 8) Ignition – START, slowly advance throttle, release after start
- 9) Throttle – SET 800 to 1000 RPM
- 10) Oil pressure – CHECK GREEN within 30 seconds

**After Start**

Look around and move if people are waiting.

**Don't block the ramp!**

- 1) Ammeter – CHECK slightly positive
- 2) Avionics – ON
- 3) Mixture – LEAN for taxi, slightly rich of engine roughness
- 4) Flaps – UP, visually confirm
- 5) Transponder – ALT & 1200
- 6) ATIS/AWOS/ASOS – CHECK
- 7) Flight instruments – SET (altimeter near FE)
- 8) Radios – SET, CONTACT GROUND

**Taxi**

- 1) Brief taxi diagram & hot spots
- 2) Brakes – CHECK gently
- 3) Flight instruments – CHECK OPERATION

**Run-up**

- 1) Nosewheel straight, brakes held tight
- 2) Flight Controls – FREE & CORRECT
- 3) Trim – SET FOR TAKEOFF (yoke aft, trim flush with elevator)
- 4) Flight instruments – CHECK & SET
- 5) Doors & windows – CLOSED & LATCHED
- 6) Primer – IN & LOCKED
- 7) Mixture – RICH
- 8) Throttle – 1700 RPM
- 9) Magnetos – TEST R, BOTH, L, then BOTH (max. 125 RPM drop & 50 RPM differential)
- 10) Carb heat – CHECK HOT, note RPM drop, then COLD
- 11) Engine instruments – CHECK
- 12) Ammeter – CHECK (do not cycle the alternator!)
- 13) Throttle – IDLE (500-800 RPM), then 800-1000
- 14) Throttle friction – ADJUSTED
- 15) GPS/NAV – SET
- 16) Takeoff briefing – COMPLETE

“This will be a normal/short-field (soft-field) takeoff, flaps up (10°), departing runway \_\_\_\_ with a climb to \_\_\_\_ feet. V<sub>R</sub> is 55, V<sub>X</sub> is 59, and V<sub>Y</sub> is 73 KIAS.

For any abnormality with runway remaining, I will call “abort, abort,” reduce the throttle to idle, and bring the aircraft to a stop on the runway. For an engine failure below 400' AGL, I will land straight ahead. I will not attempt to return to the runway until reaching a safe altitude. For any abnormality or emergency I will aviate, navigate, communicate, and run the appropriate checklist. Best glide is 65. Any questions?”

**Before Take-off**

- 1) Lights – AS NEEDED
- 2) Transponder – ALT & squawk code
- 3) Flaps – UP for normal/short-field takeoff (10° for soft-field)
- 4) Mixture – RICH (or set for DA)
- 5) Carb heat – COLD
- 6) Trim – SET FOR TAKEOFF
- 7) Fuel – CHECK quantity, fuel on BOTH, primer LOCKED
- 8) Seats & seatbelts – ADJUSTED
- 9) Doors & windows – CLOSED & LATCHED
- 10) Radios – SET & CONTACT TOWER

**Normal Takeoff**

- 1) Flaps – UP, visually confirm
- 2) Throttle – Smoothly to FULL FWD
- 3) Engine instruments – CHECK
- 4) Elevator – Lift nosewheel at 55 KIAS
- 5) Climb – V<sub>Y</sub> 73 KIAS until 1000' AGL & clear of obstacles, then climb at 85 KIAS

**Enroute Climb** (at 1000' AGL & clear of obstacles)

- 1) Airspeed – 73 to 85 KIAS (climb at 85+ on hot days)
- 2) Engine instruments – MONITOR
- 3) Mixture – RICH\*\*\*

**Cruise**

- 1) Throttle – 2100 to 2400 RPM (< 70% power)
- 2) Engine instruments – CHECK
- 3) Mixture – If engine temp normal, LEAN for altitude
- 4) Trim – SET for cruise airspeed
- 5) Fuel selector – BOTH
- 6) Flight instruments – CHECK

**Descent**

- 1) ATIS/AWOS/ASOS – CHECK
- 2) Flight instruments – CHECK & SET
- 3) Radios – SET, report 10 miles out
- 4) Approach/pattern entry briefing – COMPLETE
- 5) Carb heat – ON if required
- 6) Throttle – REDUCE for descent
- 7) Mixture – ADJUSTED for altitude
- 8) Seats & seatbelts – ADJUSTED

**Before Landing**

- 1) Lights – AS NEEDED
- 2) Fuel – CHECK quantity, fuel on BOTH, primer LOCKED
- 3) Carb Heat – ON before closing throttle
- 4) Mixture – RICH
- 5) Airspeed – 70 to 75 KIAS flaps UP
- 6) Airspeed – 65 to 70 KIAS flaps DOWN

**After Landing** (stop once clear of runway)

- 1) Radio – Switch to GROUND when advised
- 2) Flaps – UP, visually confirm
- 3) Mixture – LEAN for taxi
- 4) Carb Heat – COLD
- 5) Lights – AS NEEDED
- 6) Trim – SET FOR TAKEOFF
- 7) Transponder – ALT & 1200
- 8) Radios – CONTACT GROUND

**Shutdown**

- 1) Avionics and electrical switches – OFF
- 2) Throttle – 1000 RPM
- 3) Mixture – IDLE CUTOFF
- 4) Ignition – OFF, key on dash
- 5) Master switch – OFF
- 6) Fuel selector – LEFT or RIGHT TANK
- 7) Control lock & sunshade – INSTALL
- 8) Pitot cover – INSTALL
- 9) Hobbs & tach – RECORD
- 10) Trash – REMOVE & TIDY UP
- 11) Tiedowns & chocks – INSTALL
- 12) Doors – LOCK

\*\*\***Operating on hot days:** If oil temp and/or EGTs are warmer than normal, do not lean during climb. Use a higher enroute climb speed as soon as possible for better cooling. Mixture may be leaned slightly during climb above 5000' if engine temps are cool.

**Soft-field Takeoff**

- 1) Flaps – 10°
- 2) Elevator – FULL AFT
- 3) Brakes – Minimize use
- 4) Throttle – Smoothly to FULL FWD
- 5) Engine instruments – CHECK
- 6) Elevator – Maintain nose high/tail low until liftoff
- 7) Climb – Remain in ground effect until 55 KIAS, then begin climb\* and accelerate to  $V_Y$  73 KIAS
- 8) Flaps – RETRACT\*\*

\* If obstacles are present: climb at 55 KIAS until clear, then accelerate to  $V_Y$  and retract flaps.

\*\* Minimum flap retraction speed is 60 KIAS.

**Normal and Soft-field Landing**

- 1) Flaps – 30° (or less, as needed with a crosswind)
- 2) Airspeed – PITCH for 65 KIAS
- 3) Throttle – ADJUST for descent rate
- 4) Touchdown – MAIN WHEELS FIRST
- 5) Elevator – Increase gradually to FULL AFT during deceleration
- 6) Brakes – Minimize use

**Short-field Takeoff**

- 1) Flaps – UP (refer to POH page 4-14 for options)
- 2) Brakes – HOLD
- 3) Throttle – Smoothly to FULL FWD
- 4) Engine instruments – CHECK
- 5) Brakes – RELEASE
- 6) Elevator – Lift nosewheel at 55 KIAS
- 7) Climb –  $V_X$  59 KIAS until clear of obstacles
- 8) Accelerate – 70 to 80 KIAS

**Short-field Landing**

- 1) Flaps – 40°
- 2) Airspeed – PITCH for 60 KIAS
- 3) Throttle – ADJUST for descent rate
- 4) Touchdown – MAIN WHEELS FIRST
- 5) Brakes – APPLY, but do not skid tires!
- 6) Flaps – RETRACT

Refer to POH Section 4, Normal Procedures, and Section 5, Performance, to make adjustments for variations in conditions and to calculate takeoff & landing data.