

## BEFORE STARTING ENGINE

1. Preflight inspection — COMPLETE
2. Passenger Briefing — COMPLETE
3. Seats and seatbelts — ADJUST and LOCK
4. Brakes — TEST and SET
5. Circuit Breakers — CHECK IN
6. Electrical Equipment — OFF
7. Avionics master Switch — OFF
8. Fuel Selector Valve — BOTH
9. Fuel Shutoff Valve — ON
10. Avionics Circuit Breakers — CHECK IN

## STARTING ENGINE (With Battery)

1. Hobbs out — NOTE
2. Throttle — OPEN ¼ INCH
3. Mixture — IDLE CUT OFF
4. Prop Area — YELL CLEAR
5. Flashing Beacon — ON
6. Master Switch — ON

### If Engine is Cold

7. Auxiliary Fuel Pump — ON
8. Mixture — SET to FULL RICH until stable fuel flow is indicated (3 – 5 seconds) , then set to IDLE CUTOFF position
9. Auxiliary Fuel Pump — OFF

10. Ignition Switch — START (release when engine starts)
11. Mixture — ADVANCE smoothly to RICH when engine fires
12. Idle — 1000 RPM

### If engine floods

13. Turn off auxiliary fuel pump, place mixture in idle cut off, open throttle ½ to full, and crank engine. When engine starts, set mixture to full rich and close throttle promptly.

14. Oil Pressure — CHECK
15. Navigation Lights — ON as required
16. Avionics Master Switch — ON
17. Radios — ON
18. Flaps — Retract

(External power start found in P.O.H.)

## BEFORE TAKE OFF

1. Parking Brake — SET
2. Passenger Seat Back — MOST UPRIGHT POSITION
3. Seats and Seat Belts — CHECK SECURE
4. Cabin Doors — CLOSED and LOCKED
5. Flight Controls — FREE and CORRECT
6. Flight Instruments — CHECK and SET
7. Fuel Quantity — CHECK
8. Mixture — RICH
9. Fuel Selector Valve — RECHECK BOTH
10. Propeller Blast — CHECK
11. Throttle — 1800 RPM
  - a. Magnetos — CHECK (RPM drop should not exceed 150 RPM on either magneto or 50 RPM differential between magnetos)
  - b. Vacuum Gauge — CHECK
  - c. Mixture — CHECK
  - d. Engine Instruments and Ammeter — CHECK
12. Annunciator Panel — Ensure no annunciators are illuminated.

13. Throttle — CHECK IDLE
14. Throttle — 1000 RPM or LESS
15. Throttle Friction Lock — ADJUST
16. Strobe — AS DESIRED
17. Radios and Avionics — SET and CHECK
18. NAV/GPS Switch — SET
19. Autopilot — OFF
20. Elevator Trim — SET for Takeoff
21. Wing Flaps — SET for takeoff (0° – 10°)
22. Time Off — NOTE
23. Brakes — RELEASE

## NORMAL TAKEOFF

1. Wing Flaps — 0° – 10°
2. Throttle — FULL OPEN
3. Mixture — RICH (above 3000 feet, LEAN to obtain maximum RPM)
4. Elevator Control — LIFT NOSE WHEEL (at 55 KIAS)
5. Climb Speed — 70 – 80 KIAS
6. Wing Flaps — RETRACT

## CRUISE

1. Power — 2000 – 2400 RPM (No more than 80% is recommended)
2. Elevator Trim — ADJUST
3. Mixture — LEAN

## DESCENT

1. Power — AS DESIRED
2. Mixture — ADJUST for smooth operation
3. Altimeter — SET
4. NAV/GPS Switch — SET
5. Fuel Selector Valve — BOTH
6. Wing Flaps — AS DESIRED

## BEFORE LANDING

1. Pilot and Passenger Seat Backs — MOST UPRIGHT POSITION
2. Seats and Belts — SECURED and LOCKED
3. Fuel Selector Valve — BOTH
4. Mixture — RICH
5. Landing/Taxi Lights — ON
6. Autopilot — OFF

## AFTER LANDING

1. Idle — 1000 RPM
2. Flaps — UP
3. Time Down — NOTE
4. Transponder — STDBY
5. Landing Light/Strobes — OFF
6. Trim — Set for Take-Off

## SECURING AIRPLANE

1. Parking Brake — SET
2. Idle — 1000 RPM
3. ELT — CHECK (121.5)
4. Electrical Equipment — OFF
5. Autopilot — OFF
6. Avionics Master Switch — OFF
7. Live Magneto — CHECK
8. Mixture — IDLE CUT OFF
9. Ignition Switch — OFF
10. Master Switch — OFF
11. Hobbs In — NOTE
12. Control Lock — INSTALL
13. Fuel Selector Valve — LEFT or RIGHT

**C-GKHD**

Kawartha Lakes Flight Centre 705.324.8921 www.FlyKawarthaLakes.ca

