

NORMAL PROCEDURES

<p>PREFLIGHT</p> <p>Gust Lock..... REMOVE</p> <p>If Empty Rear Seat..... FASTEN BELT</p> <p>Fuel Gauges..... CHECK</p> <p>ELT and Lights for Night..... CHECK</p> <p>The Downms & Chocks..... REMOVED</p> <p>Right Wing & Strut..... CHECK</p> <p>Right Wheel & Brake (24 PSI)..... CHECK</p> <p>Right Fuel Qty..... CHECK & SECURE</p> <p>Gasculator (1st Flight)..... DRAIN</p> <p>Oil Level..... 6-8 QTS</p> <p>Windsfield..... CLEAN</p> <p>Prop/Spinner/Filter/Light..... CHECK</p> <p>Left Wing-same as right..... CHECK</p> <p>Pitot Tube/Stall Warning..... CHECK</p> <p>Static Port/Antennas..... CHECK</p> <p>Aft Belly Sump (1st Flight)..... SAMPLE</p> <p>Rudder & Elevator..... CHECK</p> <p>Tail Wheel (40 PSI)..... CHECK</p> <p>Tach: Time..... RECORD</p> <p>ENGINE START</p> <p>Passenger Brief..... COMPLETE</p> <p>Seats, Harness, Door..... SECURE</p> <p>Fuel Shut-Off Valve..... ON</p> <p>Brakes..... TEST & SET</p> <p>Electrics/Avionics..... OFF</p> <p>Beacon (Always On)..... ON</p> <p>Alternate Air..... COLD</p> <p>Throttle..... 1/2" OPEN</p> <p>Prop..... FULL FORWARD</p> <p>Mixture..... IDLE CUT-OFF</p> <p>Master..... ON</p> <p>Prime (*details below)..... AS REQ</p> <p>Prop Area..... CLEAR</p> <p>Control Stick..... FULL AFT</p> <p>Mags..... BOTH ON</p> <p>Starter (15 sec limit)..... ENGAGE</p> <p>Mixture (as engine starts)..... FULL RICH</p> <p>Throttle..... 1000 RPM</p> <p>Oil pressure..... CHECK</p> <p>Mixture (for taxi)..... LEAN</p> <p>Avionics..... ON & SET</p> <p>Brakes..... RELEASE</p> <p>* Cold Start Prime: Turn on fuel pump and push mixture to full rich. Hold for 3 seconds then return mixture to idle cut-off and turn off fuel pump.</p> <p>* Hot Start Prime: Not usually required.</p> <p>* Flooded Start: With throttle full open and mixture idle cut-off turn prop 10 revs then do half prime and try start again.</p>	<p>RUN-UP</p> <p>Flight Controls..... FREE & CORRECT</p> <p>Elevator Trim Position..... TAKEOFF</p> <p>Flight Instruments..... SET</p> <p>Fuel Shut-Off Valve..... ON</p> <p>Mixture (<3000')..... RICH</p> <p>Throttle..... 1800 RPM</p> <p>Mags L/R (175/50)..... CHECK</p> <p>- Prop..... CYCLE TWICE</p> <p>- Alternate Air..... CYCLE</p> <p>- Engine Gauges..... GREEN</p> <p>- Throttle..... 1000 RPM</p> <p>TAKE-OFF</p> <p>Doors/Windows/Belts..... SECURE</p> <p>Transponder/Strobes/Lights..... ON</p> <p>Fuel Pump (optional)..... ON</p> <p>Throttle/Prop/Mixture..... FULL FORWARD</p> <p>Rotate..... 56 RPM</p> <p>Climb Speed..... 80-90 MPH</p> <p>Fuel Pump (at 1000')..... OFF</p> <p>Landing Light..... OFF</p> <p>CRUISE</p> <p>Power..... 23"/2400 OR AS REQ</p> <p>Mixture..... LEAN BELOW 75% PWR</p> <p>AEROBATICS</p> <p>Altitude..... FINISH ABOVE 3000' AGL</p> <p>Clear Area..... COMPLETE</p> <p>Engine..... 24" /2500 & GREEN</p> <p>Mixture..... RICH</p> <p>Entry Speed.....</p> <p>- Acrobatic Va..... 130 MPH</p> <p>- Aileron or Barrel Roll..... 120 MPH</p> <p>- Loop..... 140 MPH</p> <p>- Immelmann..... 145 MPH</p> <p>- Hammerhead..... 145 MPH</p> <p>- Snap Roll..... 90 MPH</p> <p>LANDING</p> <p>Brakes..... CHECK FIRM</p> <p>Parking Brake..... OFF</p> <p>Fuel Pump (optional)..... ON</p> <p>GUMPS Check..... COMPLETE</p> <p>Final Approach..... 70-80 MPH</p> <p>SHUTDOWN</p> <p>S Avionics/Electrics..... OFF</p> <p>L Mixture..... IDLE-CUTOFF</p> <p>I Mags..... OFF</p> <p>M Master..... OFF</p> <p>Tach Time..... RECORD</p> <p>Gust Lock (Seat Belt)..... SECURE</p> <p>Flight Plan..... CLOSED</p>
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EMERGENCY PROCEDURES

<p>ENGINE FAILURE AT TAKEOFF</p> <p>Throttle..... CLOSED</p> <p>Land..... ASAP</p> <p>EMERGENCY LANDING</p> <p>Best Glide Speed..... 75 MPH</p> <p>Landing field..... SELECTED</p> <p>Seats & Belts..... READY</p> <p>Door..... AJAR</p> <p>Time permitting:</p> <p>- Engine (details below)..... AIR START</p> <p>- Radio (121.5)..... MAYDAY</p> <p>- Transponder..... 7700</p> <p>- ELT..... ON</p> <p>If No Luck Restarting Engine..... THEN</p> <p>- Mixture..... IDLE CUTOFF</p> <p>- Fuel Shut-Off Valve..... OFF</p> <p>- Master & Mags..... OFF</p> <p>Final Approach..... 75 MPH</p> <p>Before Touchdown..... DO NOT STALL</p> <p>DITCHING OVER WATER</p> <p>Cabin Side Door..... JETTISON</p> <p>If High Swells..... LAND PARALLEL</p> <p>Else..... LAND INTO WIND</p> <p>Before Touchdown..... DO NOT STALL</p> <p>EMERGENCY EXTERNAL OUTF</p> <p>Throttle..... CLOSED</p> <p>Door..... JETTISON</p> <p>Dive..... OUT & SLIGHTLY AFT</p> <p>Parachute..... OPEN WHEN CLEAR</p> <p>ENGINE AFT START</p> <p>Airspeed..... 80+ MPH</p> <p>Mags..... BOTH ON</p> <p>Throttle..... 3/4 FORWARD</p> <p>Mixture (<5000')..... FULL FORWARD</p> <p>Prop..... FULL FORWARD</p> <p>Fuel Shut-Off Valve..... CHECK ON</p> <p>Alternate Air..... FULL HOT</p> <p>Fuel Pump..... ON</p> <p>If No Restart..... THEN</p> <p>- Mixture..... IDLE THEN RICH</p> <p>If Prop Stops Windmilling..... THEN</p> <p>- Starter..... ENGAGE</p> <p>V-SPEEDS (MPH @ Max Wt)</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <tr> <td>Vs</td> <td>53</td> <td>Vr</td> <td>56</td> <td>Va</td> <td>121</td> </tr> <tr> <td>VFINAL</td> <td>75</td> <td>Vx</td> <td>64</td> <td>VNO</td> <td>160*</td> </tr> <tr> <td>VaLIDE</td> <td>75</td> <td>Vy</td> <td>76</td> <td>VNE</td> <td>180</td> </tr> </table>	Vs	53	Vr	56	Va	121	VFINAL	75	Vx	64	VNO	160*	VaLIDE	75	Vy	76	VNE	180	<p>ENGINE FIRE - GROUND</p> <p>Starter..... CONTINUE CRANKING</p> <p>Mixture..... IDLE CUTOFF</p> <p>Throttle..... FULL OPEN</p> <p>If Fire Persist..... THEN</p> <p>- Fuel Shut-Off Valve..... OFF</p> <p>- Mags & Electrics..... OFF</p> <p>Exit Plane..... ASAP</p> <p>Fire Extinguisher..... AS REQ</p> <p>ENGINE FIRE - IN FLIGHT</p> <p>Mixture..... IDLE CUTOFF</p> <p>Fuel Shut-Off Valve..... OFF</p> <p>Mags & Electrics..... OFF</p> <p>Cabin Heat..... OFF</p> <p>Fire Extinguisher..... AS REQ</p> <p>Land..... ASAP</p> <p>ELECTRICAL FIRE</p> <p>Mags..... REMAIN ON</p> <p>Master & All Other Electrics..... OFF</p> <p>Cabin Vents/Window..... OPEN IF REQ</p> <p>Fire Extinguisher..... AS REQ</p> <p>Master (if power required)..... ON</p> <p>- Electric Switches..... 1 AT TIME</p> <p>Land..... ASAP</p> <p>ALTERING TO LOW ALTITUDE</p> <p>Master..... OFF, then ON</p> <p>If Discharge Continues..... THEN</p> <p>- All Non-Essential Electric..... OFF</p> <p>- Fuses..... CHECK</p> <p>Land..... ASAP</p> <p>ABNORMAL OIL PRESS/TEMP</p> <p>Throttle..... REDUCE POWER</p> <p>Land..... ASAP</p> <p>ICING CONDITIONS</p> <p>Pitot Heat..... ON</p> <p>Cabin Heat..... OFF</p> <p>Direction and/or Altitude..... CHANGE</p> <p>WEIGHT & BALANCE (LBS)</p> <p>Empty Weight..... 1326</p> <p>Normal Max Gross Weight..... 1950</p> <p>- Half Fuel Payload (19.5 gals)..... 504</p> <p>- Full Fuel Payload (39 gals)..... 384</p> <p>Acrobatic Max Gross Weight..... 1800</p> <p>- Half Fuel Payload (19.5 gals)..... 354</p> <p>- Full Fuel Payload (39 gals)..... 234</p>
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