

Supernote Kneeboard Checklists for C206F

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BEFORE FLIGHT CHECKLISTS

PERSONAL MINIMUMS

- ☐ **Aircraft:** At least six (6) hours within previous two (2) months
- ☐ **Currency:**
 - Flight review in previous twelve (12) months
 - At least two (2) landings in the last thirty (30) days
- ☐ **Weather (VFR):**
 - **Pattern work:** > 2,000 foot ceiling and five (5) miles visibility
 - **Cross-country:** > 12,000 foot ceiling and ten (10) miles visibility
- ☐ **Crosswind:** < 15 knots maximum crosswind component
- ☐ **Fuel:** 60-minute reserve

DAYS BEFORE FLIGHT

- ☐ **Plan route:** Update EFB, 1800wxbrief, FltPlan, etc.
 - Review route airspace, terrain, alternate landing sites
 - Review all airport information, layout, services, run-up areas, important remarks — Compute weight and balance: retrieve passenger's weight, update "C206 Performance" application
 - Save Route in Garmin Pilot
 - Add Frequencies to Checklists, pages 7,
- ☐ **Weather:**
 - Watch "weekly outlook" reports
 - Check updated weather
- ☐ **Review route TFRs, NOTAMs, airspace, terrain, obstacles, etc.**
- ☐ **Check night currency and sunset/sunrise times**
- ☐ **Charge batteries:** Headphones, ADHRS, iPad, Phone, watch, flashlights, handheld radio, cameras, voice recorder
- ☐ **Verify EFB data is updated:** latest weather, winds, charts, TFRs, etc.
- ☐ **Get sleep**
- ☐ **Evaluate fitness to fly**
- ☐ **Evaluate weather on the way to airport**
- ☐ **Talk to other pilots who have flown recently**

BEFORE LEAVING HOUSE

- ☐ **Appropriate Clothing for WX:** jacket, pants vs. shorts, etc.
- ☐ **Wallet:** credit cards, drivers license, PPL, medical
- ☐ **Flight bag:** knee board, Supernote Nomad
- ☐ **Headphones:** including passenger headphones and backups
- ☐ **Supernote):**
- ☐ **Phone:** Update databases, add airport, APP/DEP, and Center numbers
- ☐ **Watch**
- ☐ **Flashlight**

☐ Water and Snacks

- ☐ **Review route:** TFRs, NOTAMs, PIREPs, radio and navigation, airspace, navigational and procedural information, terrain, obstacles, landmarks, cultural elements (railroads, roads, trails, populated areas), etc.
- ☐ Review destination airport information:
 - Review A/FD information
 - Review the IAPs to the primary and parallel runways expected
 - Review runways and approach lighting installations
 - Review all lighting limitations marked on charts
 - Review the NOTAMS, and pay special attention to FICONs when the airport surfaces are wet or frozen
 - Note the location of the control tower
 - Review light gun signals
 - Highlight destination on the airfield
 - Brief expected taxi route to destination
- ☐ Weather:
 - Check updated weather forecast along route
 - Check updated weather forecast at alternates
- ☐ Verify weight and balance
- ☐ Review aircraft performance: “C206 Performance App”
 - Review takeoff performance
 - Review en-route performance
 - Review landing performance at destination (and expected conditions)
- ☐ **Review avionics:** expected configurations and workflows
- ☐ Prepare in-flight log sheet:
 - Write-down frequencies, en-route altitude, and destination pattern altitude
 - Get departure ATIS information

PREFLIGHT

PREFLIGHT (10HR ENGINE CHECK)

- ☐ **look for stains** (fuel, oil, and exhaust)
 - Fuel stains are normally blue (if you use blue-dyed 100LL avgas). Oil stains are, well, oily. Exhaust stains are generally brightly colored: mostly yellow, orange or red
- ☐ look for signs of heat distress
- ☐ look for signs of chafing
 - where hoses, wire bundles and control cables come into close proximity to the engine or each other. If you see two things rubbing, isolate them with a tie-wrap or clamp before you launch, lest the chafing continue and cause a serious problem in-flight.
- ☐ Open Engine

PREFLIGHT

1. Cabin)

- ☐ a. Control Wheel Lock Remove
- ☐ b. Check ignition switch Off
- ☐ c. Turn on Master Switch Check Fuel Then turn off Master
- ☐ d. Check Fuel Selector Fuller Tank

2. Tail

- ☐ a. Rudder Gust Lock (if installed) Remove
- ☐ b. Tail tie-down (if attached) Disconnect
- ☐ c. Check Control Surfaces for freedom of movement and security
- ☐ d. Check Cargo doors securely latched and locked (right side only)
 - If cargo load will not permit access to the front cargo door inside handle, lock the door from the outside by means of the T-handle stored in the map compartment.

3. Right Wing

- ☐ a. Check Aileron for freedom of movement and security

4. Right Wing Base

- ☐ a. Wing Tie-Down (if attached) Disconnect
- ☐ b. Fuel Tank Vent Opening Check for stoppage
- ☐ c. Main Wheel Tire Check for proper inflation
- ☐ d. Fuel drain valve Sample and check fuel
- ☐ e. Fuel Quantity Visually Check

5. Propeller

- ☐ a. static source opening (both sides) Inspect for stoppage
- ☐ b. Propeller and Spinner Check for nicks and security
- ☐ c. Propeller Check for oil leaks
- ☐ d. Nose Wheel Check for proper inflation
- ☐ e. Oil Level Check - add if under 10 quarts
- ☐ e. Oil Level Fill to 12 for extended flights
- ☐ f. Strainer drain knob Pull and drain for 4 seconds
- ☐ f. Fuel drain valve (2 one for each tank) Sample and check fuel
- ☐ g. Engine heater (Winter)unplug and secure cords

6. Left Wing Base

- ☐ a. Main Wheel Tire Check for proper inflation
- ☐ b. Fuel Quantity Visually Check
- ☐ c. Fuel drain valve Sample and check fuel
- ☐ d. Pitot tube cover Remove
- ☐ e. Wing Tie-Down (if attached) Disconnect
- ☐ f. Fuel Tank Vent Opening Check for stoppage

7. Left Wing

- ☐ a. Check Aileron for freedom of movement and security

BEFORE STARTING ENGINE

- ☐ 1) Exterior Preflight COMPLETE
- ☐ 2) Seats, Belts, Shoulder Harnesses ADJUSTED and LOCK
- ☐ 3) Breaks.....
TEST and SET
- ☐ 4) Cowl Flaps OPEN
- ☐ 5) Radios and Electrical Equipment.....OFF
- ☐ 6) Master Switch ON
- ☐ 7) Fuel Selector Valve..... FULLER TANK

START ENGINE

- ☐ 1) Mixture Rich
- ☐ 2) Propeller HIGH RPM
- ☐ 3) Throttle CLOSED
- ☐ 4) Auxiliary Fuel Pump.....ON
- ☐ 5) Throttle ADVANCE to obtain 8-10 gal/hr
- ☐ 6) Auxiliary Fuel Pump.....OFF
- ☐ 7) Propeller Area.....CLEAR
- ☐ 8) Ignition Switch..... START
- ☐ 9) Throttle ADVANCE slowly
- ☐ 10) Ignition Switch.....RELEASE when engine starts
 - The engine should start in two or three revolutions. If it does not continue running, start again at step (3) above. If the engine does not start, leave auxiliary fuel pump switch off, set mixture to idle cut-off, open throttle, and crank until engine fires (or for approximately 15 seconds). If still unsuccessful, start again using the normal starting procedure after allowing the starter motor to cool.
- ☐ 11) Throttle IDLE
- ☐ 12) Oil Pressure CHECK

BEFORE TAKE-OFF

- ☐ 1) Parking Brake SET
- ☐ 2) Cowl Flaps OPEN
- ☐ 3) Flight Controls..... FREE and CORRECT
- ☐ 4) Cabin Doors and Window CLOSED and LOCKED
- ☐ 5) Flight Instruments and Radios SET
- ☐ 6) Elevator and Rudder Trim TAKE-OFF setting
- ☐ 7) Mixture RICH (below 3000 ft)
- ☐ 8) Radio Freq Check.....
- ☐ 9) Radio Call
 - Hibbing Traffic, 75PJ, taxiway C, Taxing to Runway 31, Hibbing
- ☐ 10) Taxi to RUNUP POSITION
- ☐ 11) Throttle 1700 RPM
 - Magnetos CHECK
 - Propeller CYCLE from high to low RPM
 - Propeller RETURN to high RPM (Full Forward)
 - Engine Instruments and Ammeter CHECK
 - Suction Gage CHECK (4.6 to 5.4)
- ☐ 12) Throttle IDLE
- ☐ 13) Autopilot OFF
- ☐ 14) Throttle Friction Lock ADJUST
- ☐ 15) Wing Flaps 0° - 20°
- ☐ 16) Radio Call
- ☐ 17) Taxi to TAKE-OFF Position

TAKEOFF CRUISE**NORMAL TAKE-OFF**

- ☐ 1) Wing Flaps 0° - 20°
- ☐ 2) Power FULL THROTTLE and 2850 RPM
- ☐ 3) Mixture LEAN for field elevation (rich if below 3000)
- ☐ 4) Elevator Control LIFT NOSE WHEEL at 60 MPH
- ☐ 5) Climb Speed 90-100 mph
- ☐ 6) Wing Flaps RETRACT after obstacles are cleared

MAX PERFORMANCE TAKE-OFF

- ☐ 1) Wing Flaps 20°
- ☐ 2) Breaks APPLY
- ☐ 3) Power FULL THROTTLE and 2850 RPM
- ☐ 4) Mixture LEAN for field elevation (rich if below 3000)
- ☐ 5) Breaks RELEASE
- ☐ 6) Elevator Control SLIGHTLY TAIL-LOW ATTITUDE

- ☐ 7) Climb Speed 78 mph
- ☐ 8) Wing FlapsRETRACT after obstacles are cleared and 90MPH

CRUISE

- ☐ 1) Power..... 15-25 MP, 2200-2550 RPM (no more than 75%)
- ☐ 2) Mixture..... LEAN for to 16 gal/hr (per Farly)
- ☐ 3) Elevator and Rudder TrimADJUST
- ☐ 4) Cowl FlapsAS REQUIRED

ENROUTE MAX PERFORMANCE CLIMB

- ☐ 1) Airspeed 110-120 MPH
- ☐ 2) Power..... 25 MP and 2550 RPM
- ☐ 3) Mixture..... Lean to 18 gal/hr
- ☐ 4) Cowl Flaps OPEN as required

ENROUTE LET DOWN / DECENT

- ☐ 1) Airspeed 100 MPH at sea level 93 MPH at 10k feet
- ☐ 2) Power.....FULL THROTTLE and 2700 RPM
- ☐ 3) Mixture..... Lean for Altitude per fuel flow indicator placard
- ☐ 4) Cowl FlapsFULL OPEN

ENROUTE LET DOWN / DECENT

- ☐ 1) Power..... AS DESIRED
- ☐ 2) Mixture..... LEAN for smoothness in power descents
— Use full rich mixture for idle power.
- ☐ 3) Cowl Flaps CLOSED

LANDING

BEFORE LANDING

- ☐ 1) Fuel Selector Valve..... FULLER TANK
- ☐ 2) Mixture..... RICH (below 3000 ft)
- ☐ 3) Propeller HIGH RPM
- ☐ 4) Wing Flaps Down 0° - 10° (below 160 MPH), 10° - 40° (below 120 mph)
- ☐ 5) Airspeed 85-95 MPH (flaps UP), 75-85 mph (flaps DOWN)
- ☐ 6) Elevator TrimADJUST for landing
- ☐ 7) Optional AutopilotOFF

BALKED LANDING / GO AROUND

- ☐ 1) Power.....FULL THROTTLE and 2850 RPM
- ☐ 2) Wing Flaps Retract to 20°
- ☐ 3) Airspeed 90 MPH
- ☐ 4) Wing Flaps RETRACT slowly

- ☐ 5) Cowl Flaps OPEN

NORMAL LANDING

- ☐ 1) Touchdown..... MAIN WHEELS FIRST
☐ 2) Landing RollLOWER NOSE WHEEL GENTLY
☐ 3) Braking MINIMUM REQUIRED

AFTER LANDING

- ☐ 1) Cowl Flaps OPEN
☐ 2) Wing Flaps RETRACT

SECURING AIRCRAFT

- ☐ 1) Parking Brake SET
☐ 2) Radios and Electrical Equipment.....OFF
☐ 3) Mixture..... IDLE CUT-OFF (Pulled full out)
☐ 4) Ignition Switch.....OFF
☐ 5) Master SwitchOFF
☐ 6) Control LockINTSALL

ABNORMAL

EXECUTING A 180° TURN IN CLOUDS

Upon entering the clouds, an immediate plan should be made to turn back as follows:

- ☐ 1) Note the time on the minute hand and observe the position of the sweep second hand on the clock.
☐ 2) When the sweep second hand indicates the nearest half-minute, initiate a standard rate left turn, holding the turn coordinator symbolic aircraft wing opposite the lower left index mark for 60 seconds. Then roll back to level flight by leveling the miniature aircraft.
☐ 3) Check accuracy of the turn by observing the compass heading which should be the reciprocal of the original heading.
☐ 4) If necessary, adjust heading primarily with kidding motions rather than rolling motions so that the compass will read more accurately.
☐ 5) Maintain altitude and airspeed by cautious application of elevator control. Avoid overcontrolling by keeping the hands off the control wheel and steering only with rudder.

EMERGENCY LET-DOWNS THROUGH CLOUDS

If possible, obtain radio clearance for an emergency descent through clouds. To guard against a spiral dive, choose an easterly or westerly heading to minimize compass card swings due to changing bank angles. In addition, keep hands off the control wheel and steer a straight course with rudder control by

monitoring the turn coordinator. Occasionally check the compass heading and make minor corrections to hold an approximate course. Before descending into the clouds, set up a stabilized let-down condition as follows:

- ☐ 1) Reduce power to set up a 500 to 800 ft/min rate of descent.
- ☐ 2) Adjust mixture for smooth operation.
- ☐ 3) Adjust the elevator and rudder trim for a stabilized descent at 110 MPH.
- ☐ 4) Keep hands off the control wheel.
- ☐ 5) Monitor turn coordinator and make corrections by rudder alone.
- ☐ 6) Readjust rudder trim to relieve unbalanced rudder force if present.
- ☐ 7) Check trend of compass card movement make cautious corrections with rudder to stop the turn.
- ☐ 8) Upon breaking out of clouds resume normal cruising flight.

RECOVERY FROM A SPIRAL DIVE

- ☐ 1) Close the throttle place propeller control in high RPM.
- ☐ 2) Stop the turn by using coordinated aileron and rudder control to align the symbolic aircraft in the turn coordinator with the horizon reference line.
- ☐ 3) Cautiously apply control wheel back pressure to slowly reduce the indicated airspeed to 110 MPH.
- ☐ 4) Adjust the elevator trim control to maintain a 110 MPH glide.
- ☐ 5) Keep hands off the control wheel using rudder control to hold a straight heading. Adjust rudder trim to relieve unbalanced rudder force, if present.
- ☐ 6) Clear engine occasionally but avoid using enough power to disturb the trimmed glide.
- ☐ 7) Upon breaking out of clouds apply normal cruising power and resume flight.

SPINS

Intentional spins are prohibited in this aircraft. Should an inadvertent spin occur, the following recovery technique should be used.

- ☐ 1) Retard throttle to idle position.
- ☐ 2) Apply full rudder opposite to the direction of rotation.
- ☐ 3) After one-fourth turn move the control wheel forward of neutral in a brisk motion.
- ☐ 4) As rotation stops neutralize rudder, and make a smooth recovery from the resulting dive.

FLIGHT IN ICING CONDITIONS

Although flying in known icing conditions is prohibited, an unexpected icing encounter should be handled as follows:

- 1) Turn pitot heat ON
- 2) Turn back or change altitude to obtain an outside air temperature that is less conducive to icing.
- 3) Pull cabin heat control full out and rotate defrost knob clockwise to obtain maximum windshield defroster effectiveness.
- 4) Increase engine speed to minimize ice build-up on propeller blades. If excessive vibration is noted, momentarily reduce engine speed to 2200 RPM with the propeller control, and then rapidly move the control full forward.
 - Cycling the RPM flexes the propeller blades and high RPM increases centrifugal force, causing ice to shed more readily.
- 5) Watch for signs of induction air filter ice and regain manifold pressure by increasing the throttle setting.
 - If ice accumulates on the intake filter (causing the alternate air valve to open), a decrease of 1 to 2 inches of full throttle manifold pressure will be experienced.
- 6) If icing conditions are unavoidable plan a landing at the nearest airport. With an extremely rapid ice build-up, select a suitable "off airport" landing site.
- 7) With an ice accumulation of 1/4 inch or more on the wing leading edges be prepared for a significantly higher power requirement, approach speed, stall speed, and landing roll.
- 8) Open the window and, if practical, scrape ice from a portion of the windshield for visibility in the landing approach.
- 9) Use a 10 - 20° landing flap setting for ice accumulations of 1 inch or less.
 - With heavier ice formations, approach with flaps retracted to ensure adequate elevator effectiveness in the approach and landing.
- 10) Approach at 110 to 120 MPH with 20° flaps and 120 to 130 MPH with 0 - 10° flaps, depending upon the amount of ice accumulation.
 - If ice accumulation is unusually large, decelerate to the planned approach speed while in the approach configuration at a high enough altitude which would permit recovery in the event that a stall buffet is encountered.
- 11) Land on the main wheels first avoiding the slow and high type of flare-out.
- 12) Missed approaches should be avoided wherever possible because of severely reduced climb capability. However, if a go-around is mandatory, make the decision much earlier in the approach than normal. Apply maximum power and maintain 110 MPH while retracting the flaps slowly in 10° increments.

EMERGENCY

ENGINE FAILURE AFTER TAKE-OFF

- ☐ 1) Airspeed 90 MPH
- ☐ 2) Mixture IDLE CUT-OFF
- ☐ 3) Fuel Selector Valve OFF
- ☐ 4) Ignition Switch OFF
- ☐ 5) Wing Flaps AS REQUIRED (40° recommended)
- ☐ 6) Master Switch OFF

ENGINE FAILURE DURING FLIGHT

- ☐ 1) Airspeed 85 MPH
- ☐ 2) Fuel Selector Valve and Quantity CHECK
- ☐ 3) Mixture RICH
- ☐ 4) Auxiliary Fuel Pump
 - ON for 3 - 5 seconds with throttle 1/2 open;
 - Then OFF
- ☐ 5) Ignition Switch BOTH (or START if propeller is not windmilling)
- ☐ 6) Throttle SLOWLY ADVANCE

EMERGENCY LANDING WITHOUT ENGINE POWER

- ☐ 1) Airspeed 90 MPH (flaps UP) 80 MPH (flaps DOWN)
- ☐ 2) Mixture IDLE CUT-OFF
- ☐ 3) Fuel Selector Valve OFF
- ☐ 4) Ignition Switch OFF
- ☐ 5) Wing Flaps AS REQUIRED (40° recommended)
- ☐ 6) Master Switch OFF
- ☐ 7) Doors UNLATCH PRIOR TO TOUCHDOWN
- ☐ 8) Touchdown SLIGHTLY TAIL LOW
- ☐ 9) Brakes APPLY HEAVILY

PRECAUTIONARY LANDING WITH ENGINE POWER

- ☐ 1) Perform the Before Landing checklist DONE
- ☐ 2) Drag over selected field with flaps 20° and 90 MPH airspeed noting the preferred area for touchdown
 - Then retract flaps upon reaching a safe altitude and airspeed.
- ☐ 3) Radio, Electrical Switches OFF
- ☐ 4) Radio, Electrical Switches 40°
- ☐ 5) Airspeed 80 MPH
- ☐ 6) Master Switch OFF
- ☐ 7) Doors UNLATCH PRIOR TO TOUCHDOWN.
- ☐ 8) Touchdown SLIGHTLY TAIL LOW
- ☐ 9) Ignition Switch OFF
- ☐ 10) Brakes APPLY HEAVILY

DITCHING

Prepare for ditching by securing or jettisoning heavy objects located in the baggage area, and collect folded coats or cushions for protection of occupant's face at touchdown. Transmit Mayday message on 121.5 MHz giving location and intentions.

- ☐ 1) Plan approach into wind if winds are high and seas are heavy. With heavy swells and light wind, land parallel to swells.
- ☐ 2) Approach with flaps 40° and sufficient power for a 300 ft/min rate of descent at 75 MPH.
- ☐ 3) cabin and front cargo doors.Unlatch
- ☐ 4) Descent Continuous until touchdown in level attitude
 - Avoid a landing flare because of difficulty in judging aircraft height over a water surface.
- ☐ 5) Place a folded coat or cushion in front of face at time of touch-down.
- ☐ 6) Evacuate aircraft through cabin and cargo doors. If necessary, open window to flood cabin compartment for equalizing pressure so that doors can be opened.
- ☐ 7) After evacuation of cabin Inflate life vests and raft (if available)
 - The aircraft cannot be depended on for flotation for more than a few minutes.

ENGINE FIRE IN FLIGHT

- ☐ 1) 1
- ☐ 2) 2
- ☐ 3) 3
- ☐ 4) 4
- ☐ 5) 5

ELECTRICAL FIRE IN FLIGHT

- ☐ 1) 1
- ☐ 2) 2
- ☐ 3) 3
- ☐ 4) 4
- ☐ 5) 5
- ☐ 6) 6
- ☐ 7) 7
- ☐ 8) 8