PREFLIGHT INSPECTION			
Sta	Il warning tester	. RETRIEVE	
AR	ROW documents	. VERIFY	
Avionics master			
	Г 2 master О		
	onics cooling fan		
	tmeter		
Fla	p position light	. OUT	
	T 1		
Lig Sta	htsll warning	CHECK	
	el quantity		
Fue	el selector	. FULLEST TANK	
Fla	ps		
O:1		CHECK LIGHT ON	
	annunciator Г 1 and BAT 2		
	ernate static source		
	cuit breakers		
Fire	e extinguisher		
_ 	organsy ograss harrier	AVAILABLE	
CV	ergency egress hammerPS handle	, AVAILABLE DIN DEMOVED	
	ch / Hobbs time		
Flig	ghtCircle	. DISPATCHED	
	ALK-AROUND		
	Door lock	LINITOCK	
LEFT FUSELAGE	COM 1 antenna		
SEL	Wing/fuselage fairing	. CHECK	
	COM 2 antenna	. CONDITION	
ᇤ	Baggage door	. CLOSED & SECURE	
	Static button	. CHECK FOR BLOCKAGE	
	Parachute cover		
Щ	Tiedown rope		
EMPENNAGE	Horizontal and vertical stabilizers	. CONDITION	
	Elevator and tab	. CONDITION/	
Α	5 11	MOVEMENT	
□	Rudder	. CONDITION/ MOVEMENT	
	Rudder trim tab		
	Rudder hinges/bolts/cotter pins		
9	Static button		
≨		BLOCKAGE	
9	Wing/fuselage fairings	. CHECK	
ΕA	Door lock Flap and rub strips	. UNLOCK	
AG	Right aileron	. FULL TRAVEL	
띪	Aileron gap seal	. SECURITY	
RIGHT FUSELAGE AND WING	Aileron hinges/bolts/cotter pins	. SECURE	
보	Right wing tip	. ATTACHMENT	
<u>8</u>	Strobe, nav light and lens	. CONDITION	
	Leading edge and stall strips		
	Fuel cap		
		SECURITY	
	Wheel fairings		
	Tire	CONDITION/	
	1110	INFLATION	
	Wheel and brakes	. LEAKS/OVERHEATING	
	Chocks and tiedown ropes	. REMOVE	
	Cabin air vent	. UNOBSTRUCTED	

WALK AROUND (CONT.)					
	ALK-AROUND (CONT.)	CONDITION			
PROP	Vortex generatorCowling				
D P	cowing	SECURE			
AND	Exhaust pipe	CONDITION &			
NOSE /		SECURITY			
N	Transponder antenna	CONDITION			
	Tow barStrut				
	Nose wheel fairing				
	Those wheet idning.	CONDITION			
	Nose wheel and tire	CONDITION/			
		INFLATION			
	Propeller	CONDITION			
	Spinner	LEAKS			
	Air inlets				
	Alternator				
	Landing light	CONDITION			
	Engine oil level	CHECK 6-8 QUARTS			
	Engine oil door				
	Cowling	SECURE			
	External power				
	Vortex generator	CONDITION			
	Exhaust pipe(s)	CONDITION &			
		SECURITY			
WING	Wheel fairings				
	Time	CONDITION			
LEFT	Tire	. CONDITION/ INFLATION			
_	Wheel and brakes	LEAKS/OVERHEATING			
	Chocks and tiedown ropes				
	Fuel drains				
	Cabin air vent				
	Fuel cap	QUANTITY & SECURITY			
	Leading edge and stall strips				
	Fuel vent	UNOBSTRUCTED			
	Pitot mast				
		CLEAR			
	Strobe, nav light and lens	CONDITION			
	Left wing tip Flap and rub strips	CONDITION			
	Left aileron				
	Aileron gap seal	SECURITY			
	Aileron hinges/bolts/cotter pins	SECURE			
FUEL	Left fuel drains				
교	Right fuel drains	SAMPLED (2 drains)			
	Gascolator	SAMPLED FOR 3 SEC.			
SF	CURING AIRPLANE				
	Γ	TRANSMIT LIGHT OUT			
	rking brake				
Hobbs + flight time Pitot tube cover Chocks		RECORDED			
	downsgine inlet plugs				
Ba	ttery charger	CONNECTED			
Wi	ndscreen	CLEANED			
	ading edge				
	ghtCircle				
I U	ggbook	CHAKGING FNTFRFN			
LU	500K	LIN I LIXLU			

EN	GINE START	
	Preflight inspection	. COMPLETED
BEFORE START	Emergency equipment	. ON BOARD
ES	Passengers	. BRIEFED
-OR	Seats and belts	
BEF	Brakes BAT master switches	
	Strobe lights	
	Mixture	
	Power lever	
	Fuel pump	. PRIME THEN BOOST
	Propeller area Power lever	, CLEAK ODEN 1/4 IN
	Ignition switch	
	Power lever	. MAINTAIN 1000 RPM
	Oil pressure	. CHECK
	ALT master switches	
	Avionics power switch	
	Engine parameters Ammeter indication	. MONITOR . CHECK
×	Flaps	
TAX	Radios avionics	. AS REOUIRED
	Cabin heat defrost	
	Fuel selector	
	Parking brake	
	Brakes AHRS calibration	
۵	Doors	
RUN UP	CAPS handle	
RUI	Seats and belts	
	Air conditioner	. AS DESIRED
	Fuel quantity	
	Fuel selector	
	Fuel pump Mixture	
	Flaps	
	Transponder	. SET
	Autopilot	. CONFIGURED
	Nav/Radios/GPSCabin heat defrost	. SET FOR TAKEOFF
	Brakes	
	Power lever	
	Alternator	
	Pitot heat	
	All lightsAnnunciator lights	
	Voltage/ammeter/alternator	
	Pitot heat	
	Lights	. AS REQUIRED
	Magnetos	LEFT ONLY / RIGHT ONLY
	RPM drop	.≤150 RPM,≤75 RPM BETWEEN MAGS
	Engine parameters	
	Power lever	
	Altimeter 1 & 2	
	Flight controls	
	TrimAutopilot	. SET FOR TAKEOFF
	Λατορποτ	. DISCONNECTED
DE	PARTURE BRIEFING	
Ru	nway, crosswind	. BRIEFED
Ro	tation speed	. 70-73 KIAS
	mb-out speed	
C.A	reoff emergency Ps available	500 / -500 / -2000 . 500 FT. AGL
	. 5 4 74114516	

NORMAL TAKEOFF	
Brakes	
Power lever	
Engine parameters Elevator control	. CHECK
80-90 KIAS	
	.1 EAI 3 01
SHORT FIELD TAKEOFF	
Flaps	
Brakes	
Power leverMixture	
Engine parameters	
Brakes	
Rudder	
Elevator control	ONLY
	. ROTATE SMOOTHLY,
Airspeed at obstacle	
	. 10 1
CLIMB	
Climb Power	
Flaps Mixture	. VERIFY UP
Engine parameters	
Fuel Pump	. BOOST
CRUISE	
Fuel Pump Cruise Power	.OFF
Mixture	
Engine parameters	
Fuel flow and balance	. MONITOR
DESCENT	
Altimeter	CET
Cabin heat/defrost	
Landing light	
Fuel system	. CHECK
Mixture	
Brake pressure	. CHECK
BEFORE LANDING	
Seats and belts	. SECURE
Fuel Pump	. BOOST
Mixture	
Flaps	AS REQUIRED AS REQUIRED
Autopilot	. AS REQUIRED
GO-AROUND	
Autopilot	. DISENGAGE
Power lever	FULL FORWARD
Flaps Airspeed	. 50% 75-80 KIAS
Clear of obstacles	. FLAPS UP
AFTER LANDING	
	1000 DDM
Power Lever Fuel pump	
Flaps	. UP
Lights	. AS REQUIRED
Pitot Heat	
SHUTDOWN	
Fuel pump	. OFF
Throttle	. IDLE
Ignition Switch	. CHECK MAG GROUNDING
Mixture	CUTOFF
All switchesMagnetos	. OFF, KIUM I-IU-LEFT
1-146116103	

ENCINE FIRE DUDING START
ENGINE FIRE DURING START
MixtureCUTOFF
Fuel pump OFF
Fuel selectorOFF
Power lever
If flames persist, perform Emergency Engine Shutdown on Ground and Emergency Ground Egress checklists
Ground and Emergency Ground Egress checklists
EMERGENCY ENGINE SHUTDOWN ON GROUND
Power leverIDLE
Fuel pump (if used)OFF
MixtureCUTOFF
Fuel selectorOFF
Ignition switchOFF
BAT-ALT master switches OFF
EMEDICENCY CROUND ECDESC
EMERGENCY GROUND EGRESS
EngineSHUT DOWN
Seat beltsRELEASE
Exit airplane
BRAKE FAILURE DURING TAXI
Engine power
RUDDER
Brake pedal(s)PUMP
Mixture CUTOFF, if directional control cannot be maintained.
mixture co fort, if directional control cannot be maintained.
ABORTED TAKEOFF
Power leverIDLE
Brakes AS REQUIRED
INADVERTENT ICING ENCOUNTER
INADVERTENT ICING ENCOUNTER Pitot heatON
Pitot heatON Exit icing conditions. Turn back or change altitude. Cabin heatMAXIMUM
Pitot heatON Exit icing conditions. Turn back or change altitude. Cabin heatMAXIMUM Windshield defrostFULL OPEN
Pitot heatON Exit icing conditions. Turn back or change altitude. Cabin heatMAXIMUM
Pitot heat

Land as soon as practical.

ENGINE INDICATING SYSTEM FAILURE Annun/engine inst circuit breaker...... CYCLE Land as soon as practical. LOW VOLTS WARNING LIGHT ILLUMINATED Land as soon as practical. **COMMUNICATIONS FAILURE** Switches, controls......CHECK Frequency......CHANGE Circuit bréakers......CHECK Headset......CHANGE Hand held microphone......CONNECT PITOT STATIC MALFUNCTION Pitot heat.....ON (Static blockage) Alternate static source..... OPEN (Static blockage) Pitot heat.....ON (Pitot blockage) **ELECTRIC TRIM/AUTOPILOT FAILURE** Airplane control......MAINTAIN MANUALLY Autopilot......DISENGAGE Circuit breakers......PULL AS REQUIRED: PITCH TRIM ROLL TRIM **AUTOPILOT** Power lever..... AS REQUIRED Control yoke......MANUALLY HOLD **PRESSURE** Land as soon as practical. PFD - LOSS OF AIR DATA Land as soon as practical. Standby instruments...... MONITOR Exit IMC PFD - LOSS OF ATTITUDE DATA Standby instruments...... MONITOR In IMC, autopilot......GPSS MODE Fxit IMC

ENGINE FAILURE ON TAKEOFF (LOW ALTITUDE) Establish best glide or landing speed 88 KIAS OR 80-85 KIAS
Mixture CUTOFF Fuel selector OFF Ignition switch OFF Flaps AS REQUIRED If time permits, power Lever IDLE Fuel pump OFF BAT-ALT Master switches OFF Seat belts SECURED
ENGINE FAILURE IN FLIGHT Establish best glide speed
BAT master switches
ENGINE PARTIAL POWER LOSS Air conditioner OFF Fuel pump BOOST Fuel selector SWITCH TANKS Check mixture SET FOR CONDITIONS Power lever SWEEP
Alternate induction airON Ignition SwitchBOTH, L, THEN R Land as soon as practical.
LOW OIL PRESSURE Power LeverMINIMUM REQUIRED Land as soon as possible.
PROPELLER GOVERNOR FAILURE Propeller RPM will not increase: Oil PressureCHECK Land as soon as practical. Propeller overspeeds or will not decrease:
Adjust Power Lever

CAPS......ACTIVATE

CMOKE AND FILME ELIMINATION	
SMOKE AND FUME ELIMINATION	OFF
Air conditioner Temperature selector	
Vent selector	
	POSITION
Airflow Selector	. MAXIMUM AIRFLOW
If source of smoke is firewall forward	AIRFLOW SELECTOR OFF
Eveball outlets	. OPEN
If airflow does not clear smoke	. PARTIALLY OPEN DOORS
Prepare to land as soon as possible.	
ENGINE FIRE IN FLIGHT	
Mixture	CUTOEE
Fuel pump	
Fuel selector	. OFF
Airflow selector	
Power lever	
Ignition switchCabin doors	. PARTIALLY OPEN
Land as soon as possible.	,
·	
WING FIRE IN FLIGHT	
Pitot heat switch	
Navigation light	. OFF
Landing lightStrobe light	. OFF
If possible, side slip to keep flames aw	
Land as soon as possible.	ay irom ract taint a cabiii.
·	
CABIN FIRE IN FLIGHT	
If in IMC conditions, turn ALT 1, ALT 2,	& BAT 1 switches OFF.
Battery 2 will power the PFD operation BAT-ALT master switches	
Heater	
Air vents	
Fire extinguisher	. ACTIVATE
If airflow does not clear smoke	
When fire extinguished Avionics power switch	
All other switches	. OFF
Land as soon as possible.	
If setting master switches off eliminat	ted source of fire and
airplane is in night/weather/IFR cond	
BAT-ALT master switches	
Avionics power switch	
Activate required systems one at a t	
minimum of equipment necessary t	to safely land.
EMERGENCY DESCENT	
Power lever	. IDLE
Mixture	
Airspeed	. TO VNĚ (205 KIAS)
INADVERTENT SPIRAL DIVE DURIN	IG IMC FLIGHT
Power lever	
Stop the spiral dive by using coordina	
control, watching the attitude indicate	or/turn coordinator to
level the wings.	
Cautiously apply elevator back pressu	re to bring airplane level.
Trim for level flight.	
Power	AC DECITIDED

Power......AS REQUIRED

Exit IMC conditions as soon as possible.

Use autopilot if functional, otherwise keep hands off control yoke, use rudder to hold constant heading.

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_	П	ГЭ	$\boldsymbol{\nu}$	_ [- L	v	I IV		

Airspeed	MINIMUM POSSIBLE
•	(MAX 133 KIAS)
Set mixture (time permitting)	CUTOFF
Activation handle cover	REMOVE
Activation Handle	

Pull activation T-handle from its holder. Clasp both hands around the handle and pull straight down in a strong, steady, and continuous motion. Maintain maximum pull force until the rocket activates. Pull forces up to, or exceeding, 45 pounds may be required. Bending of the handle-housing mount is to be expected.

Warning: Jerking or rapidly pulling on the activation T-handle will greatly increase the pull forces required to activate rocket. Use a firm and steady pulling motion - a "chin-up" type pull enhances successful activation.

Mixture	CUTOFF
Fuel selector	OFF
BAT-ALT master switches	OFF
Ignition switch	OFF
Fuel pump	
ELT	
Seat belts and harnesses	TIGHTEN
Loose items	SECURE
Emergency landing body position	ASSUME
After airplane comes to a complete sto	p, evacuate quickly and
move upwind.	

EMERGENCY LANDING WITHOUT ENGINE POWER

Establish best glide speed	MAYDAY
Transponder ELT, if off airport	
Power lever	IDLE
Mixture	
Fuel selectorIgnition switch	
Fuel Pump	
Flaps, when landing is assured	
Master switches	
Seat belts	SECURE

DITCHING

Transmit on 121.5 MHz or ATC	MAYDAY
Transponder	SOUAWK 7700
CAPS	

If available, life preservers should be donned and life raft should be prepared for immediate evacuation upon touchdown. Consider unlatching a door prior to assuming the emergency landing body position in order to provide a ready escape path.

Airplane	EVACUATE
	INFLATE, ONCE CLEAR
	OF AIRPĹANE

LANDING WITHOUT ELEVATOR CONTROL

Flaps	50%
Trim	80 KIAS
Power	
	BEST GLIDE

POWER LEVER LINKAGE FAILURE

Power lever movement	
Flaps	
Mixture	AS REQUIRED (FULL
	RICH TO CUT-OFF)

Land as soon as possible.

SPEE	:DS	
V _G	Best glide	88 KIAS
V _{FE}	Flaps extended (50%)	119 KIAS
V _{FE}	Flaps extended (100%)	104 KIAS
V_{PD}	Parachute deployment	133 KIAS
V_{S0}	Stall speed, flaps 100%	59 KIAS
V_{S1}	Stall speed, flap up	70 KIAS
V_{NO}	V _{NO} Normal operating 176 KIAS	
V_{NE}	Never exceed	205 KIAS
	Max demonstrated crosswind	20 KTS
	Limited flap landing (50%)	85-90 KIAS
	Limited flap landing (0%)	90-95 KIAS

LIGHT GUN SIGNALS

ATC LIGHT GUN SIGNALS FOR AIRCRAFT				
COLOR & TYPE	GROUND	AIR		
STEADY GREEN	Cleared for takeoff	Cleared to land		
FLASHING GREEN	Cleared for taxi	Return for landing (to be followed by steady green)		
STEADY RED	STOP!	Give way to other aircraft and continue circling		
FLASHING RED	Taxi clear of runway in use	Airport unsafe, do not land		
FLASHING WHITE	Return to starting point on airport	N/A		
ALTERNATING RED/GREEN	Exercise extreme caution			

