

## P2010 Checklist

V-Speeds	Pre Taxi	Climb
Best Glide..... 85 knots	Radios.....Set	Flaps Up.....500 AGL
Va/Vo..... 120 knots	Weather.....Obtain	Climb.....82 KIAS
Vso.....59 knots	Altimeters.....Main/Standby Set	Electric Fuel Pump.....Off
Vs1..... 50 knot	Airspeed/VSL.....Zero	Fuel Pressure.....Green
Vr.....60 knots	GPS Flight Plan.....Set	Landing Light.....Off
Vx..... 65 knots	Clearance.....Obtained	<b>Cruise</b>
Vy.....82 knot	Taxi Light.....On	Power.....23-2400 RPM
Vfe.....91 knots	Pitot Heat.....On Check Ammeter	Fuel Selector.....Switch Every 30
Enroute Climb.....85 knots	Mixture.....Lean	Mixture.....Lean
Approach.....75 knots	<b>While Taxiing</b>	<b>Descent</b>
<b>Before Start</b>	Brakes.....Check	Mixture.....Gradually Rich
Preflight.....Complete	Turn Coordinator.....Check	Throttle.....Reduce as Required
Tiedowns/Chocks .....Out	<b>RunUp</b>	Weather.....Obtain
<b>Safety Covers.....Removed</b>	Brakes.....Hold	Landing Light.....On
Seat/Belts.....Secure	Rudder/Pitch Trim.....Neutral	<b>Before Landing</b>
Circuit Breakers.....In	Controls.....Free/Correct	App Brief.....Complete
<b>Engine Start</b>	ALT OUT.....Extinguished	Fuel Selector.....Fullest
Mixture.....Lean	Fuel Selector.....Fullest Tank	Flaps.....T/O
Throttle.....1/2in	Mixture.....Full	Final App Speed.....70 KIAS
Battery.....Cautions ON	Throttle.....1500RPM	<b>After Landing</b>
Standby Instruments.....No Red X's	Alternate Air.....Max Drop 100	Flaps.....Up
STBY Control Knob.....Charge >80%	Mixture.....EGT increase/FF decrease	Strobes (Night).....Off
Avionics Master.....On	Mixture.....Full	Landing Light.....Off
MFD.....Voltages, Fuel Check	Throttle.....1800RPM	Taxi Light.....On
Fuel Selector.....Lowest Tank	Engine Instruments.....In Green	Electric Fuel Pump.....Off
Nav/Strobe Lights (Day Only).....On	Mag Check.....Max Drop 175 / Dif 50	Pitot Heat.....Off
Fuel Pump.....On, No Warning	Throttle.....Idle	Trim.....Neutral
Mixture.....Rich til fuel flow then Lean	<b>Before Takeoff</b>	Mixture.....Lean
Fuel Pump.....Off	Radios.....Set	<b>Shutdown</b>
Prop.....CLEAR	Heading Indicator.....Check	Mags.....Off then On
Brakes.....Hold	Mixture.....Best Power	Mixture.....Lean
Starter.....Engage	Seat Belts.....Fastened	Mags.....Off
Mixture.....Quickly Advance to Rich	Annunciators.....Clear	All Elect.....Off
Throttle.....Set 1000-1200 RPM	Dep/Emergency Brief.....Complete	Cooling Fan.....Off
Oil Pressure.....Rises within 10 sec	Doors.....Locked	Avionics Master.....Off
Generator.....On	Flaps.....T/O	Batt Master.....Off
Voltmeter.....Green	Transponder.....Alt Squak	Flight Controls.....Lock via Seatbelt
ALT FAIL.....extinguished	Lights.....Landing and Strobe	Chocks/Safety Plugs.....Place
Engine Instruments.....in limits	<b>Takeoff</b>	<b>KVPZ Frequencies</b>
Flaps.....up	Throttle.....Full Open	AWOS.....125.875
AP Master.....as needed	Engine Instruments.....In Green	CTAF.....122.725
Pitch Trim Master.....On if AP On	Rotate.....60 KIAS	FSS.....123.65 / 122.20
	Vx..... 65 knots	South Bend Clearance.....120.525
	Vy.....82 knot	South Bend Approach.....132.050

## P2010 Emergency Checklist

<b>Engine Failure in Flight</b>	<b>Smoke in Cabin - Flight</b>
Best Glide.....85 kts	Cabin heat and defrost.....Off
Landing Spot.....Select	Cabin Ventilation.....Open
Master Switch.....Check On	Fire Extinguisher.....Use if needed
Fuel Pump.....On	If Smoke Persists.....Generator Off
Fuel Quantity.....Check	If Smoke Persists.....Generator On
Fuel Selector.....Switch Tank	RPM.....Keep Over 1000
Throttle.....1cm above Idle	Master.....Off
Mixture.....Full Rich	If Smoke Persists.....Generator Off
Throttle Lever.....As Req.	<b>Smoke in Cabin - Ground</b>
<b>If Engine Does Not Restart:</b>	Master Swtich.....Off
Squawk.....7700	Generator Swtich.....Off
Communicate.....121.5	Cabin heat and defrost.....Off
Throttle Lever.....Idle	Throttle.....Idle
Mixture.....Cut-off	Ignition Key.....Off
Ignition Key.....Off	Fuel Selector.....Off
Fuel Selector.....Off	Fire Extinguisher.....Obtain
Electrical Fuel Pump.....Off	<b>Evacuate</b>
Generator.....Off	<b>AutoPilot Errors</b>
Seat/Belts.....Secure	<b>Hardover or Heading Failure</b>
Doors.....Prop Open	Simultaneously: Overpower Control and disconnect autopilot
<b>Engine Fire In Flight</b>	AP Master.....Off
Cabin Heat and Defrost.....Off	Ap Circuit Breaker.....Pull
Mixture.....Idle	DO NOT REENGAGE AUTOPILOT
Fuel Selector.....Off	<b>Electric Trim Malfunction</b>
Throttle Lever.....Full Forward	Yoke AP Button.....Press and Hold
Ignition Key.....Off	Trim Master.....Off
Electrical Fuel Pump.....Off	Trim Circuit Breaker.....Pull
Master Switches.....All Off	Yoke AP Button.....Release
Cabin Ventilation.....Open	<b>Rudder Trim Runaway or Jam</b>
<b>Execute Engine Not Restarting Procedure</b>	Trim Circuit Breaker.....Check
<b>Engine Fire On Ground</b>	Speed.....Adjust to Control Aircraft
Mixture.....Idle	Rudder.....As Required
Caabin Heat.....Off	<b>Land as soon as practical</b>
Fuel Selector.....Off	<b>Alternator Failure</b>
Ignition Key.....Off	Circuit Breakers.....Check
Fuel Pump.....Off	Generator Switch.....Off then On
Master Swtich.....Off	If Alt Fail Remains.....Generator Off
Parking Brake.....Engaged	Electrical Load.....Reduce
Fire Extinguisher.....Obtained	
Aircraft Evacuation.	