

PREFLIGHT INSPECTION

General condition of aircraft should be checked entirely, including but not limited to damage, corrosion, rivets, screws, bolts, pins, safety wire, inspection plates, etc. Ensure all documentation is current, legal, and onboard per any applicable FAR. You are responsible for ensuring the aircraft is airworthy and legal to fly.

COCKPIT AND LIGHTING CHECK

- | | |
|--|---------|
| 1. Magnetos | OFF |
| 2. Control lock | REMOVE |
| 3. Master switch | ON |
| 4. Anti-collision lights | ON |
| 5. Nav lights | ON |
| 6. Landing light | ON |
| 7. Walkaround - check all exterior lights functional | |
| 8. Check stall warning tab sounds alarm (left wing leading edge) | |
| 9. Lights | OFF |
| 10. Master switch | OFF |
| 11. Flaps | FULL |
| 12. Documentation | Onboard |

RIGHT WING

1. Flap – Hinges and actuator rod secure, flap has slight play
2. Aileron – Free movement. Hinges, hinge pins, nut/bolt secure
3. Wingtip – Free of any major damage
4. Leading edge – No major dents or holes.
5. Chain/tiedown - Remove
6. Check fuel vent – Unobstructed
7. Verify fuel quantity – Sufficient for flight
8. Drain fuel sump(s) – Check for water and sediment
9. Replace Fuel Caps

RIGHT MAIN GEAR

1. Tire – Properly inflated and good condition, cotter pin secure
2. Torque link – Approx. 30-120 deg. Bolts secure and safety wired
3. Strut – Not showing excessive seepage, approximately 4.5” showing
4. Brakes – Caliper secure, no hydraulic leaks, check lines, pads, and rotors

NOSE SECTION

1. Oil – 6-8qts Add 1 full qt if below 5.5
2. Open engine cowling (if possible) – Check ignition leads, and general condition, check for oil seepage/ leaks
3. Cooling inlets – Free of obstruction, remove plugs
4. Alternator belt – Tight and not twisted
5. Spinner – No damage, holes, or cracks, missing screws
6. Propeller – No damage or cracks
7. Engine inlet – Clear of obstructions, remove plug
8. Exhaust stack – Secure
9. Chock – Remove and place in baggage compartment
10. Nose wheel – Proper inflation and good condition, strut not showing excessive seepage, approximately 4.5” visible
11. Windshield – No damage, clean, no excessive pitting or crazing
12. Drain fuel sump - As needed.

LEFT MAIN GEAR

1. Tire – Properly inflated and good condition, cotter pin secure
2. Torque link – Approx. 30-120 deg. Bolts secure and safety wired
3. Strut – Not showing excessive seepage, approximately 4.5” showing
4. Brakes – Caliper secure, no hydraulic leaks, check lines, pads, and rotors

LEFT WING

1. Drain fuel sump(s) – Check for water and sediment
2. Check fuel quantity – Sufficient for flight
3. Check fuel vent – Unobstructed
4. Replace Fuel Cap(s)
5. Pitot mast – Check pitot tube, static port, and drain hole all clear
6. Chain/tiedown – Remove
7. Leading edge – No major dents or holes
8. Wingtip – Free of any major damage
9. Aileron – Free movement. Hinges, hinge pins, nut/bolt secure
10. Flap – Hinges and actuator rod secure, flap has slight

LEFT FUSELAGE

1. Free of major deformities or damage
2. No missing rivets
3. Comm antennas – Secure and undamaged

EMPENNAGE

1. Vertical stabilizer/dorsal fin – Undamaged
2. VOR/Loc antenna - Secure
3. Stabilator – Free movement, hinges and hinge pins secure, no obstructions in actuation area
4. Stabilator actuator – Nut secured with bolt, 4 bolts under stabilator secure, and free of corrosion
5. Rudder – Secure and slight play (do not push to deflect) and actuator secure

RIGHT FUSELAGE

1. Free of major deformities or damage
2. No missing rivets
3. Baggage compartment door LATCHED

ENGINE START

- | | |
|--------------------------|-------------------------|
| 1. Preflight | COMPLETED |
| 2. Seats & Seatbelts | ADJUSTED |
| 3. Phones | OFF |
| 4. Electrical Equipment | OFF |
| 5. Master Switch | ON |
| 6. ATIS | RECEIVED |
| 7. Avionics Master | OFF |
| 8. Parking Brake | SET |
| 9. Fuel Selector | FULLEST TANK |
| 10. Primer | IN AND LOCKED |
| 11. Throttle | CLOSED |
| 12. Mixture | FULL RICH |
| 13. Carb Heat | OFF |
| 14. Anti-Collision Light | FIN ONLY |
| 15. Fuel Pump | ON, CHECK PRESSURE, OFF |
| 16. Magnetos | ON BOTH |
| 17. Propeller | AREA CLEAR |
| 18. Starter | ENGAGE |
| 19. RPM | 1000 |
| 20. Mixture | LEAN |
| 21. Oil Pressure | WITHIN LIMITS |
| 22. Ammeter | CHECK |
| 23. Avionics Master | ON |
| 24. Radios / Transponder | SET FOR TAXI |
| 25. Directional Gyro | SET FOR TAXI |

TAXI CHECK

- | | |
|-----------------------|---------|
| 1. Brakes | CHECK |
| 2. Turn Coordinator | TURNING |
| 3. Directional Gyro | TURNING |
| 4. Attitude Indicator | STABLE |
| 5. Compass | TURNING |

BEFORE TAKEOFF

- | | |
|------------------------|-------------------------|
| 1. Brakes | SET |
| 2. Fuel Selector | FULLEST TANK |
| 3. Mixture | FULL RICH |
| 4. RPM | 2000 |
| 5. Engine Instruments | WITHIN LIMITS |
| 6. Magnetos | CHECK L/R BOTH (175/50) |
| 7. Carb Heat | CHECK THEN OFF |
| 8. Circuit Breakers | IN |
| 9. Suction | 5.0 INCHES |
| 10. Annunciator | PRESS TO TEST |
| 11. Throttle | IDLE then 1000 RPM |
| 12. Mixture | LEAN |
| 13. Fuel Pump | ON |
| 14. Controls | FREE & CORRECT |
| 15. Flight instruments | CHECK |
| 16. Avionics/DG/XPDR | SET |
| 17. Flaps | SET FOR TAKEOFF |
| 18. Trim | SET FOR TAKEOFF |
| 19. Takeoff Briefing | COMPLETE |

CLEARED FOR TAKEOFF

- | | |
|------------------|-----------------|
| 1. Flaps & Trim | CONFIGURED |
| 2. Doors/Windows | CLOSED |
| 3. Flight Timer | SET/NOTED |
| 4. Lights | AS APPROPRIATE |
| 5. Fuel Pump | ON |
| 6. Mixture | SET FOR TAKEOFF |

AFTER TAKEOFF

- | | |
|-----------------------|---------------------|
| 1. Flaps | CHECK ZERO |
| 2. Fuel Pump | OFF, CHECK PRESSURE |
| 3. Engine Instruments | WITHIN LIMITS |

CRUISE / ALT CHANGE / DESCENT

- | | |
|---------------------|-----------------|
| 1. Fuel Balance | MONITOR |
| 2. Power & Mixture | SET AS REQUIRED |
| 3. Directional Gyro | CROSSCHECK |
| 4. ATIS | AS REQUIRED |
| 5. Lights | AS REQUIRED |

BEFORE LANDING

- | | |
|--------------|-------------|
| 1. Mixture | SET |
| 2. Fuel Pump | ON |
| 3. Flaps | AS REQUIRED |
| 4. Carb Heat | OFF |

OFF RUNWAY

- | | |
|--------------------------|----------|
| 1. Power | 1000 RPM |
| 2. Mixture | LEAN |
| 3. Fuel Pump | OFF |
| 4. Anti-Collision Lights | FIN ONLY |
| 5. Flaps | ZERO |
| 6. Trim | NEUTRAL |

ENGINE SHUT-DOWN

- | | |
|-------------------------|-------------|
| 1. Engine | 1000 RPM |
| 2. Avionics Master | OFF |
| 3. Mixture | IDLE CUTOFF |
| 4. Electrical Equipment | OFF |
| 5. Master Switch | OFF |
| 6. Magnetos | OFF |

POST FLIGHT

- | | |
|---|-------------|
| 1. Magnetos | OFF |
| 2. Mixture | IDLE CUTOFF |
| 3. Master Switch | OFF |
| 4. Hand Brake | OFF |
| 5. Note hobbs and tach times | |
| 6. Remove all trash and personal items | |
| 7. Chock nosewheel, install covers, plugs, chains | |

EMERGENCY PROCEDURES

ENGINE FAILURE

**MAINTAIN CONTROL OF AIRCRAFT
PITCH FOR BEST GLIDE SPEED
SELECT LANDING SITE and GO THERE!**

- | | |
|-----------------------|--------------|
| 1. Fuel Tank Selector | SWITCH |
| 2. Magnetos | CHECK BOTH |
| 3. Primer | CHECK LOCKED |
| 4. Throttle | OPEN |
| 5. Mixture | CHECK RICH |
| 6. Fuel Pump | ON |
| 7. Carb Heat | ON |
| 8. Engine Instruments | CHECK |

*IF ENGINE RESTART IS NOT SUCCESSFUL
PREPARE FOR EMERGENCY / OFF-AIRPORT LANDING*

EMERGENCY LANDING

MAINTAIN CONTROL OF AIRCRAFT!

- | | |
|-----------------------|----------------------|
| 1. Declare Emergency | 121.5 / 7700 |
| 2. Seatbelt/Harnesses | SECURED |
| 3. Fuel Selector | OFF |
| 4. Mixture | IDLE CUTOFF |
| 5. ELT | ON |
| 6. Door | UNLATCH IF DITCHING |
| 7. Master Switch | OFF BEFORE TOUCHDOWN |

ENGINE FIRE - IN FLIGHT

MAINTAIN CONTROL OF AIRCRAFT!

- | | |
|---------------------|-------------|
| 1. Fuel Selector | OFF |
| 2. Throttle | CLOSED |
| 3. Mixture | IDLE CUTOFF |
| 4. Heater/Defroster | OFF |

INITIATE EMERGENCY DESCENT
DO NOT ATTEMPT RESTART
YAW AIRCRAFT TO KEEP FLAME AWAY FROM CABIN
PREPARE FOR EMERGENCY LANDING

ENGINE FIRE - START UP

CONTINUE CRANKING ENGINE

- | | |
|------------------|-----------|
| 1. Fuel Selector | OFF |
| 2. Throttle | FULL OPEN |
| 3. Mixture | CUTOFF |

IF ENGINE STARTS:
1. Run engine at 1500RPM for 1 minute
2. Shutdown and inspect engine

IF FIRE UNCONTROLLED: ABANDON AIRCRAFT

ELECTRICAL FAILURE

- | | |
|---------------------|-------------|
| 1. Circuit Breakers | CHECK |
| 2. Alternator | OFF then ON |

IF FAILURE PERSISTS:
TURN OFF NON-ESSENTIAL EQUIPMENT
LAND AS SOON AS PRACTICAL



PROTEUS OFFICE TEL 310 398 6929

EMERGENCY TEL 310 968 3503

**DO NOT REMOVE
THIS CHECKLIST
FROM AIRCRAFT!**