

64477 CHECKLIST

Leave in Airplane

PREFLIGHT INSPECTION

CABIN

- (1) Pilot's Operating Handbook – AVAILABLE IN THE AIRPLANE
- (2) Control Wheel Lock -- REMOVE.
- (3) Ignition Switch -- OFF.
- (4) Avionics Power Switch -- OFF
- (5) Master Switch -- ON.
- (6) Fuel Quantity Indicators -- CHECK QUANTITY.
- (7) Wing Flaps – DOWN
- (8) Master Switch -- OFF.
- (9) Baggage Door -- CHECK for security, lock with key if child's seat is to be occupied.

EMPENNAGE

- (1) Rudder Gust Lock -- REMOVE.
- (2) Tail Tie-Down -- DISCONNECT.
- (3) Control Surfaces -- CHECK freedom of movement and security.

RIGHT WING Trailing Edge

- (1) Aileron -- CHECK freedom of movement and security.

RIGHT WING

- (1) Wing Tie-Down -- DISCONNECT.
- (2) Main Wheel Tire -- CHECK for proper inflation.
- (3) Before first flight of the day and after each refueling, use sampler cup and drain small quantity of fuel from fuel tank sump quick-drain valve to check for water, sediment and proper fuel grade (Blue).
- (4) Fuel Quantity -- CHECK VISUALLY for desired level.
- (5) Fuel Filler Cap -- SECURE and vent unobstructed.

NOSE

- (1) Engine Oil Level -- CHECK. 7 qts. Normal - Do not operate with less than 6 qts. Fill to 8 qts. for extended flights only.
- (2) Before first flight of the day and after each refueling, pull out strainer drain knob for about four seconds to clear fuel strainer of possible water and sediment. Check strainer drain closed. If water is observed, the fuel system may contain additional water, and further draining of the system at the strainer, fuel tank sumps, and fuel selector valve drain plug will be necessary.
- (3) Propeller and Spinner -- CHECK for nicks, security and oil leaks.
- (4) Landing Lights -- CHECK for condition and cleanliness.
- (5) Carburetor Air Filter -- CHECK for restrictions by dust or other foreign matter.
- (6) Nose Wheel Strut and Tire -- CHECK for proper inflation.
- (7) Nose Tie-Down - DISCONNECT
- (8) Static Source Openings (both sides of fuselage) -- CHECK for stoppage.

LEFT WING

- (1) Main Wheel Tire -- CHECK for proper inflation.
- (2) Before first flight of the day and after each refueling, use sampler cup and drain small quantity of fuel from fuel tank sump quick-drain valve to check for water, sediment, and proper fuel grade (Blue).
- (3) Fuel Quantity -- CHECK VISUALLY for desired level.
- (4) Fuel Filler Cap -- SECURE and vent unobstructed.

LEFT WING Leading Edge

- (1) Pitot Tube Cover – REMOVE and check opening for stoppage.
- (2) Fuel Tank Vent Opening -- CHECK for stoppage.
- (3) Stall Warning Vane Opening – CHECK for stoppage. To check the system, place a clean handkerchief over the vent opening and apply suction; a sound from the warning horn will confirm system operation.

- (4) Wing Tie-Down -- DISCONNECT.

LEFT WING Trailing Edge

- (1) Aileron -- CHECK for freedom of movement and security.

BEFORE STARTING ENGINE

- (1) Preflight Inspection -- COMPLETE.
- (2) Seats, Belts, Shoulder Harnesses -- ADJUST and LOCK.
- (3) Fuel Selector Valve -- BOTH.
- (4) Avionics Power Switch, Electrical Equipment -- OFF.

CAUTION

The avionics power switch must be OFF during engine start to prevent possible damage to avionics.

- (5) Brakes -- TEST and SET.
- (6) Circuit Breakers -- CHECK IN.

STARTING ENGINE

- (1) Mixture -- RICH.
- (2) Carburetor Heat -- COLD.
- (3) Master Switch -- ON.
- (4) Prime -- AS REQ'D (2-4 strokes max., none if engine is warm)
- (5) Throttle – OPEN 1/8 INCH
- (6) Propeller Area -- CLEAR.
- (7) Ignition Switch -- START (release when engine starts).
- (8) Oil Pressure – CHECK.
- (9) Flashing Beacon and Navigation Lights – ON as required
- (10) Avionics Power Switch – ON
- (11) Radios – ON
- (12) Wing Flaps – UP

Speeds for Normal Operations – Max Weight

Takeoff:

Normal Climb Out 65-75 KIAS
Maximum Performance Takeoff, Speed at 50 Feet 59 KIAS

Enroute Climb, Flaps Up:

Normal, Sea Level 70-80 KIAS
Normal, 10,000 Feet..... 65-75 KIAS
Best Rate of Climb, Sea Level..... 73 KIAS
Best Rate of Climb, 10,000 Feet..... 68 KIAS
Best Angle of Climb, Sea Level 59 KIAS
Best Angle of Climb, 10,000 Feet 61 KIAS

Landing Approach:

Normal Approach, Flaps Up 60-70 KIAS
Normal Approach, Flaps 40°..... 55-65 KIAS
Short Field Approach, Flaps 40° 60 KIAS

Balked Landing:

Maximum Power, Flaps 20° 55 KIAS
Maximum Recommended Turbulent Air Penetration Speed:
2300 Lbs..... 97 KIAS
1950 Lbs..... 89 KIAS
1600 Lbs..... 80 KIAS

Maximum Demonstrated Crosswind Velocity:

Takeoff..... 15 KNOTS
Landing..... 15 KNOTS

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BEFORE TAKEOFF

- (1) Parking Brake – SET
- (2) Cabin Doors and Windows -- CLOSED and LOCKED.
- (3) Flight Controls -- FREE and CORRECT.
- (4) Flight Instruments – SET
- (5) Fuel Selector Valve – BOTH
- (6) Mixture – RICH (below 3000 feet).
- (7) Elevator Trim - TAKEOFF
- (8) Throttle -- 1700 RPM.
 - a. Magnetos -- CHECK (RPM drop should not exceed 125 RPM on either magneto or 50 RPM differential between magnetos).
 - b. Carburetor Heat -- CHECK for RPM drop
 - c. Engine Instruments and Ammeter -- CHECK.
 - d. Suction Gage -- CHECK.
- (9) Throttle – 1000 RPM or LESS
- (10) Radios – Set.
- (11) Flashing Beacon, Navigation Lights and/or Strobe Lights – ON as required.
- (12) Throttle Friction Lock -- ADJUST.
- (13) Parking Brake -- Release.

TAKEOFF

NORMAL TAKEOFF

- (1) Wing Flaps -- UP.
- (2) Carburetor Heat -- COLD.
- (3) Power – FULL OPEN
- (4) Elevator Control -- LIFT NOSE WHEEL at 55 KIAS.
- (5) Climb Speed – 65-75 KIAS

SHORT FIELD TAKEOFF

- (1) Wing Flaps -- 10°.
- (2) Carburetor Heat -- COLD.
- (3) Brakes - APPLY.
- (4) Throttle – FULL OPEN
- (5) Mixture – RICH (above 3000 feet, LEAN to obtain max RPM)
- (6) Brakes -- RELEASE.
- (7) Elevator Control -- SLIGHTLY TAIL LOW.
- (8) Climb Speed -- 59 KIAS (until all obstacles are cleared).

ENROUTE CLIMB

NORMAL CLIMB

- (1) Airspeed – 70-80 KIAS.
- (2) Throttle – FULL OPEN
- (3) Mixture – RICH (above 3000 feet, LEAN to obtain max RPM)

CRUISE

- (1) Power -- 2200-2700 RPM (no more than 75% power).
- (2) Elevator Trim -- ADJUST.
- (3) Mixture -- LEAN.

DESCENT

- (1) Fuel Selector Valve – BOTH
- (2) Mixture – ADJUST for smooth operation (full rich for idle power)
- (3) Power -- AS DESIRED.
- (4) Carburetor Heat – FULL HEAT AS REQUIRED (to prevent carburetor icing.)

BEFORE LANDING

- (1) Seats, Belts, Shoulder Harnesses -- SECURE
- (2) Fuel Selector Valve -- BOTH.
- (3) Mixture – RICH
- (4) Carburetor Heat – ON (apply full heat before reducing power).

BALKED LANDING

- (1) Throttle – FULL
- (2) Carburetor Heat – COLD
- (3) Wing Flaps - 20°
- (4) Airspeed – 57 KIAS
- (5) Wing Flaps – RETRACT SLOWLY

NORMAL LANDING

- (6) Airspeed – 60-70 KIAS (flaps UP).
- (7) Wing Flaps – AS DESIRED
- (8) Airspeed – 55-65 KIAS (flaps DOWN).
- (9) Touchdown -- MAIN WHEELS FIRST.
- (10) Landing Roll -- LOWER NOSE WHEEL GENTLY.
- (11) Braking -- MINIMUM REQUIRED.

SHORT FIELD LANDING

- (1) Airspeed – 60-70 KIAS (flaps UP).
- (2) Wing Flaps – FULL DOWN (40°).
- (3) Airspeed – 61 KIAS (until flare).
- (4) Power – REDUCE to idle after clearing obstacle.
- (5) Touchdown -- MAIN WHEELS FIRST.
- (6) Brakes – APPLY HEAVILY.
- (7) Wing Flaps – RETRACT.

AFTER LANDING

- (1) Wing Flaps -- UP.
- (2) Carburetor Heat -- COLD.

SECURING AIRPLANE

- (1) Parking Brake -- SET.
- (2) Avionics Power Switch, Electrical Equipment, Autopilot -- OFF.
- (3) Throttle -- IDLE.
- (4) Mixture -- IDLE CUT-OFF (pulled out).
- (5) Ignition Switch -- OFF.
- (6) Master Switch -- OFF.
- (7) Control Lock - - INSTALL.
- (8) Fuel Selector Valve – RIGHT to prevent cross-feeding.

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