

COCKPIT

Required papers check on board
 Oxygen system masks & hoses
 Control wheel release restraints
 Gear handle down
 Circuit breakers IN
 All switches OFF
 Avionics OFF
 Mixture idle cut-off
 Induction air operate
 Flight controls free & correct
 Trim neutral
 Static system drain
 Alternate static valve DOWN
 Battery switch ON
 Interior lighting ON and check
 Annunciator panel check
 Flaps extend
 Fuel gauges check quantity
 Tach & Hobbs record
 Wshield heat ON, warm?, OFF
 Exterior lights ON
 Ice light ON
 Pitot heat ON
 Prop heat ON, amps in blue arc

OUTSIDE

Pitot heat warm
 Stall vane heat warm
 Stall warning sounds
 Prop heat two blades warm
 Ice light operating
 Exterior lights operating

COCKPIT

Pitot, ~~Stall vane~~, Prop heat OFF
 Exterior lights OFF
 Battery switch OFF

EMPENNAGE

Antennas check
 Surface uncontaminated
 Left static port clear
 Alternate static ports clear
 Boots intact
 Elevator check
 Rudder check
 Static wicks check
 Tie down remove
 Right static port clear

RIGHT WING

Surface uncontaminated
 Flap and hinges check
 Aileron and hinges check
 Static wicks check
 Wing tip check
 Fuel tank vent clear
 Boots intact
 Fuel cap check supply, replace
 Chock remove
 Main gear strut 2.5 ± 0.25 in.
 Tire check
 Brake block and disc check
 Fuel tank sump

NOSE SECTION

Fuel filter sump
 Cowling secure
 Propeller and spinner check
 Engine baffle seals check
 Air inlets clear
 Alternator belt taut
 Chock remove
 Nose gear strut 1.5 ± 0.25 in.
 Nose wheel tire check
 Oil 6qt, fill at 5.5
 Dipstick seated
 Oil filler panel latched
 Tow bar stowed securely

LEFT WING

Surface uncontaminated
 Fuel tank sump
 Fuel cap check supply, replace
 Baggage door .. closed and secured
 Boots intact
 Chock remove
 Main gear strut 2.5 ± 0.25 in.
 Tire check
 Brake block and disc check
 Pitot head holes clear
 Fuel tank vent clear
 Wing tip check
 Static wicks check
 Aileron and hinges check
 Flap and hinges check

SAME DAY CHECKLIST

Control lock remove
 Oil 6qt, fill at 5.5
 If fueled sump three places
 Fuel check levels, caps

FUEL LEVELS

see fuel 18 gal
 covers bottom 20 gal
 covers stringer 25 gal
 bottom of hole 30 gal
 middle of hole 40 gal

SPEEDS

V_A maneuvering ... 135kt at 4100lb
 V_G best glide 90kt
 S_0 stall gear + full flaps 58kt
 S_1 stall clean 69kt

WEIGHT

Max ramp 4118
 Max takeoff..... 4000
 Max landing3900
 Max bags / compartment 100
 Empty weight 2804

SHUTDOWN

Tach record
 Fuel levels record
 Transponder VFR
 Radio master OFF
 Lights OFF
 Mixture OFF
 Mags OFF
 Alternator 1 & 2 OFF
 Battery master OFF

TIEDOWN

Control wheel secure restraints
 Wheels chock

SHORT FIELD TAKEOFF

Flaps 20°
 Brakes apply
 Throttle FULL
 Rotation 72kt

SHORT FIELD LANDING

Approach 77kt
 Touchdown numbers

COLD WEATHER START

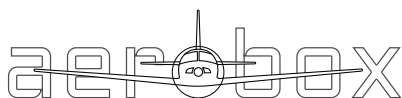
At temps below 20°F continue priming while cranking until engine starts.
 Aux fuel pump LOW only as necessary for smooth operation 1-3 minutes below 20°F

FLOODED START

start with full throttle/zero mixture
 retard throttle
 advance mixture slowly

FLIGHT PLAN EQUIPMENT

Aircraft Equipment SBGR
 Surveillance Equip CB1
 Other Info PBN/B2C2D2



BEFORE STARTING ENGINE

Empty seats .. belts fastened snugly
 Doors latched, four green
 Passenger briefing belts, both exits
 Seat position locked
 Parking brake set
 Radios OFF
 Alternators ON
 Cabin altitude filed elev.+1000
 Cabin altitude rate 8 o'clock
 Cabin pressure control set
 Cabin dump switch OFF
 Induction air primary
 Belts/harness fastened
 Clock time record

STARTING ENGINE

Battery switch ON
 Exterior lights ON
 Mag switches ON
 Aux. fuel pump OFF
 Mixture full RICH
 Prop control full INCREASE
 Throttle full FORWARD
 Primer ... < 100°F: ON 3s, wait 10s
 Prop area CLEAR
 Throttle ¼ – ½” OPEN
 Starter engage
 Throttle 1000 RPM
 Oil pressure check
 Mixture lean
 Radio master ON
 Alternator 1 & 2 check
 Vacuum 1 & 2 check
 Fuel selector desired tank
 Annunciator panel ... all off / all on
 Autopilot test
 Flight plan programmed
 Flaps retract
 Headset ANC ON

TAXIING

ATIS obtain
 Taxi clearance obtain
 Altimeter set
 Compass matches HSI
 Transponder code & alt

RUNUP (“GROUND CHECK”)

Parking brake set
 Seat backs upright
 Seats adjusted & locked
 Flight controls free and correct
 Annunciator panel press to test
 Battery switch ON
 Alternators ON
 Pressurization controls set
 ASI, AI, ALT, CDI check
 Fuel selector proper tank
 Aux. fuel pump OFF
 Engine gauges check
 Induction air primary
 Door latched
 Mixture full RICH
 Prop control full INCREASE
 Throttle 2000
 Magnetos drop <150±50 RPM
 Vacuum 1 & 2 ... 4.8 to 5.0 in. Hg.
 Volt/ammeter check
 Oil temp > 100°F
 Oil pressure check
 Propeller exercise, INCREASE
 Pitot, wshield, stall check amps
 Prop heat blue arc
 Deice boots test
 Throttle idle, then 1000 RPM
 Flaps 10°
 Trim ¼” forward of neutral
 Parking brake released

BEFORE TAKEOFF

Stall warn heat AS REQUIRED
off above 5°C
 Windshield heat . . AS REQUIRED
 Prop heat AS REQUIRED
 Air conditioner OFF
 Clock time record
 Pressurization ctrls as required
 Flaps 10°
 Mixture full RICH
 Prop control full INCREASE

DEPARTURE

Pitot heat ON
 Lights ON
 Transponder set
 Flaps-mixture-prop flow..... check

Rotate 77kt
 Gear up after committed
 Flaps up clear obstacles
 V_X best angle 90kt
 V_Y best rate 110kt
 Cooling climb 130kt

CLIMB

Mixture full RICH
 Prop control full INCREASE
 Throttle full OPEN
 Max MP 38" (35" above 24000)
 CHTs <380°F (max 460°F)

CRUISE

Throttle 28" MP
 Prop control 2300 RPM
 Mixture 50 LOP <1600 TIT ~14gph
 Pressure set cruise altitude

ENTERING ICING

Induction air ALTERNATE
 Pitot heat ON
 Stall warning heat ON

Windshield heat ON
 Prop heat ON
 Defrost knob OUT
 Vent/Defog switch ... ON if desired
 Ice detection light ON
 Surface de-ice as needed
do not operate below -40°C
 Cycle prop as needed
 Ammeter monitor
 Cycle elevator periodically
 Min airspeed 130kt
 Landing with ice on protected
 surfaces no flaps, +10-15kt

DESCENT

Cabin pressure dest elev + 1000
 Compute descent angle 1.4°

APPROACH

Brief.....
 ATIS Altimeter
 Approach Avionics
 Altitude Airspeed
 V_{LO} 170kt down, 130kt up
 V_{LE} 200kt max
 Instrument approach . 110kt, 20MP
 Glideslope intercept
 gear DOWN, flaps 10°
 Enter pattern
 ... 22" MP, 2600 RPM, 130kt clean
 Final 80-85kt
 Pressure field elev + 1000
 Mixture INCREASE
 Prop INCREASE
 Final, short field 77kt

AFTER LANDING

Flaps RETRACT
 Deice equipment OFF
 Mixture lean
 Lights OFF

