

ENGINE FAILURE - TAKEOFF

- *Airspeed*.....80MPH
- *Mixture*.....Cut-Off
- *Fuel Selector Valve*.....Off
- *Ignition Switch*.....Off
- *Master Switch*.....Off

ENGINE FAILURE - FLIGHT

- *Airspeed*.....80MPH
- *Fuel Selector Valve* .Switch Tanks/ON
- *Mixture*.....Rich
- *Aux Fuel Pump*.....On
- *Alt Air*.....On
- *Ignition Switch*.....Both/L/R/Start
 - Use *START* if prop not windmilling
 - Cycle Ignition Switch L/R/Both
- *Forced Landing*.....Execute

ENGINE FIRE - FLIGHT

- *Mixture*.....Cut-Off
- *Master Switch*.....Off
- *Airspeed*.....120MPH
 - Increase speed as required to 200mph
 - Consider using a slip to keep flames away from fuselage
 - Once fire extinguished, establish best glide speed
- *Forced Landing*.....Execute

FLOODED START

- *Throttle*.....Wide Open
- *Mixture*.....Rich
- *Fuel Pump (3 Seconds)*.....On/Off
- *Mixture*.....Cut-off
- *Mag Selector Switch*.....Start
- *Throttle*.....Retard
 - Slowly until engine fires
- *Mixture*.....Rich

ENGINE FIRE – GROUND

- *Cranking*.....Continue
 - Hopefully pull flames into engine

IF ENGINE STARTS

- *RPM*.....1800
 - Continue for several minutes
- *Fuel Selector Valve*.....Off

IF ENGINE FAILS TO START

- *Cranking*.....Continue
- *Throttle*.....Full Open
- *Fuel Selector Valve*.....Off
 - Continue for several minutes or until flames extinguish
- *Ignition*.....Off
- *Master*.....Off
- *Aircraft*.....Evacuate
- *Fire Extinguisher*.....Use

ELECTRICAL FIRE/SMOKE

- *Master Switch*.....Off
- *Radio Master Switch*.....Off
- *All Electrical Switches*.....Off
- *Fire*.....Extinguish

ONCE FIRE IS EXTINGUISHED

- *Circuit Breakers*.....Check
 - DO NOT RESET CB

IF ABSOLUTELY REQUIRED

- *Master Switch*.....On
- *Radio/Elec Switches*.....Min Req'd
 - Minimum required for safe flight

FORCED LANDING – W/ POWER

- *Landing Area*.....Select/Circle
- *Radio, Electric Switches*.....Off
- *Airspeed*.....80MPH
- *Master Switch*.....Off
- *Touchdown*.....Slowest Speed
- *Ignition*.....Off
- *Brakes*.....As Req'd

FORCED LANDING – W/O POWER

- *Airspeed*.....80MPH
- *Seatbelts*.....Secure
- *Mixture*.....Cut-Off
- *Fuel Selector Valve*.....Off
- *Ignition Switch*.....Off
- *Master Switch*.....Off
- *Touchdown*.....Slowest Speed
- *Brakes*.....As Req'd

ELECTRICAL MALFUNCTIONS

IF VOLTMETER INDICATES EXCESSIVE CHARGE

- *Master Switch*.....Off
- *Radio Switch*.....Off
- *All Electrical Switches*.....Off
- *Flight*.....Terminate

As required for Safety of Flight

- *Master Switch*.....On
- *Radio Switch*.....On
- *Radios*.....Minimum Req'd

IF VOLTMETER INDICATES DISCHARGE

- *Radio Switch*.....Off
- *Master Switch*.....Off
- *Alt Field CB*.....Check
 - If Popped, Reset ONCE
- *Master Switch*.....On

If VOLTMETER continues to show discharge

- *Radio Switch*.....On
- *Only Essential Radios*.....On
- *Flight*.....Terminate

* *Items in Italics should be memorized*

FXE

119.85	ATIS
120.9	Tower
121.75	Ground Control
127.95	Clearance Delivery

BEFORE START

- Controls.....Checked
- Chocks.....Removed
- Seatbelts.....Secured
- Tach.....Checked
- Cell Phone.....Off/Secured
- Alternate Air.....Normal
- Trim.....Takeoff
- Fuel Selector.....Main
- Master Switch.....On
- Fuel Pump.....On
- Throttle.....1/4
- Mixture.....Rich
- Fuel Pressure.....Checked
 - 3-5 Seconds On – Note Rise
- Throttle.....Closed
- Mixture.....Cut-Off
- Fuel Pump.....Off
- Throttle.....1/4
- Brakes.....Set
- Stick.....Full Aft
- Prop.....Clear

NORMAL START

- Radio Master.....Off
- Mag Selector Switch.....Start
- Mixture.....Rich
 - Slowly/Smoothly as engine fires
- Throttle.....Set
 - Set 800-1000rpm
- Oil Pressure.....Checked
 - Min 25psi (w/in 30 secs)
 - Max 115psi
- Avionics Master.....On
- Intercomm.....On
- Radio.....On
- Headsets.....Secured
- Out Time.....Noted

BEFORE TAXI

- *ATIS.....Checked
- Altimeter.....Set
- Radios.....Set
- Transponder.....Set/ALT
- Turn Indicator.....Checked
- Compass.....Checked
- Fuel Selector.....Set
- Stick.....Set
 - Position stick for wind conditions
- Brakes.....Checked

BEFORE TAKEOFF

- Seatbelts.....Secured
- Trim.....Set
- Altimeter.....Set
- Fuel Selector.....Set
- Controls.....Checked
- Stick.....Full Aft
- Throttle.....1800 RPM
 - Momentarily increase to full power
- Mixture.....Set
- Voltmeter.....Checked
- Magneto Check.....R/L Checked
 - Max 175RPM dropoff/50 RPM difference
- Engine Instruments.....Checked
 - Oil Pressure: Min 25psi/Max 115psi
 - 55-95 normal
 - Oil Temperature: Min 20c/Max 118c
 - CHT: Min 225F/Max 500F
 - Fuel Pressure: Min 2psi/Max 35psi
- Throttle.....Idle
- EFB.....Set
- *Flight Plan.....Opened

-----Cleared T/O or Position-----

- Clock.....Started
- Fuel Pump.....On
- *Strobes.....On
- Stick.....Set
- Compass.....Checked

CLIMB/CRUISE

- Airspeed.....Checked
 - Climb 80-90mph & IAS vs. Planned
- Power.....Checked/Set
 - 24/25clb-2350(65%)8.5gph/2450(75%)11
- Engine Instruments.....Checked
- Boost Pump.....Off
- Mixture.....Set
 - Lean Above 5,000ft
 - 75% - 150F Rich 65% - Peak EGT
 - CHT =< 435F@75% <= 400F@65%
- *Flight Plan.....Opened

AEROBATICS

- Seatbelts/Parachute.....Secured
- Loose Items/EFB.....Secured
- Engine Instruments.....Checked
- G-Meter.....Reset

DESCENT/LANDING

- Mixture.....Set
- Fuel Selector.....Set
- Fuel Pump.....On

AFTER LANDING/SHUTDOWN

- *Strobes.....Off
- Boost Pump.....Off
- On Time.....Noted
- Mag Ground.....Checked
- Radios/Intercomm/Transponder.....Off
- Radio Master.....Off
- Mixture.....Cut-Off
- Magnetos.....Off
- Master Switch.....Off
- Fuel Selector.....Off
- Circuit Breakers.....Checked
- *Flight Plan.....Closed
- Tach/In Time.....Checked/Noted