

# LN-SDB Checklist

## Before Starting Engine

Preflight Inspection ..... COMPLETE  
Passenger Briefing ..... COMPLETE  
Seats and Seat Belts ..... ADJUST & LOCK  
Fuel Shut-Off Valve ..... ON  
Brakes ..... SET  
Alternate Air ..... COLD  
G-load ..... RESET  
Propeller Control ..... HIGH RPM  
Circuit Breakers ..... CHECK IN  
Electrical and Avionics Switches ..... OFF

## Starting Engine

Engine fire ..... REVIEW  
Master Switch ..... ON  
Throttle ..... OPEN  
Mixture ..... RICH  
Engine Prime ..... AS REQUIRED  
(Fuel Pump ON 3-5 sec., then OFF)  
Mixture ..... CLOSED  
Throttle ..... 1/2 CM OPEN  
Magneto Switches ..... BOTH  
Propeller Area ..... CLEAR  
Starter ..... ENGAGE  
Mixture ..... RICH WHEN ENGINE STARTS  
Throttle ..... 1200 RPM  
Oil Pressure ..... CHECK  
Strobes, lights ..... ON  
Avionics ..... ON  
ATIS/Clearance ..... RECEIVE / OBTAIN  
Avionics / Alt / Transponder .. CHK & SET ALT  
Flight Instruments ..... CHECK  
Engine Instruments ..... CHECK  
Brakes & Steering ..... CHECK

## Run-up

Seat Belts ..... SECURED  
Flight Controls ..... FREE & CORRECT  
Fuel Quantity ..... CHECK  
Radios / Avionics ..... SET FOR DEPARTURE  
Elevator Trim ..... CHECK / SET  
Mixture ..... RICH  
Throttle ..... 1800 RPM  
Magneto ..... CHECK (-200±50)  
Propeller ..... CHECK (-500)  
Alternate air ..... CHECK, SET COLD  
Engine Instruments / Ammeter ..... CHECK  
Throttle ..... IDLE / 1000 RPM / LEAN  
Cabin Door ..... CLOSED & LOCKED  
Takeoff emergency ..... REVIEW

## Take-Off

Landing lights ..... ON  
Mixture ..... RICH  
Propeller Control ..... HIGH RPM  
Throttle ..... FULL OPEN  
Engine instruments ..... GREEN

## Climb Check

Power ..... 25/2500  
Engine instruments ..... GREEN  
Airspeed ..... 70-85 MPH

## Cruise

Power ..... SET TO CRUISE 24/2400  
Mixture ..... LEAN WHEN BELOW 75%  
Landing Lights ..... OFF

## BEFORE AEROBATICS

Loose Items ..... STOW  
Mixture ..... FULL RICH  
Engine Instr ..... CHECK  
Magneton ..... CHECK BOTH  
Fuel Selector ..... ON  
Door/Window ..... CHECK LOCKED  
Harness ..... CHECK FASTENED  
Terrain ..... CHECK OBST./ EMERG.FIELD  
Emergency Bail-out Procedure ..... REVIEW  
Populated Area ..... AVOID  
Minimum Altitude ..... DETERMINE  
Power ..... 25/2500  
Clearance Turn ..... PERFORM

## Approach Brief

Approach ..... RUNWAY  
Frequency ..... SET  
Go-Around ..... BRIEF

## Before Landing

Seat Belts ..... FASTENED  
Landing light ..... ON  
Mixture ..... RICH  
Propeller ..... HIGH RPM  
Approach Speed ..... 75-80 MPH

## Shutdown and Securing

Avionics ..... OFF  
Mixture ..... IDLE CUTOFF  
Magneton - Master - Lights ..... OFF  
Controls and seatbelts ..... SECURE  
G-load ..... NOTE  
cont.....

## Før Hangar

- Vask vinduer med rennende vann
- Vask alle frontflater
- Vask bort olje under flyet
- Støvsug innvendig

## Speeds

Vr - 56  
Vx - 60  
Vy - 80  
Vs - 53  
Cruise Climb- 75-80  
Va - 107 (normal) 132 (acro)  
Vref- 80, Vref short- 75  
(all speeds MPH)

## EMERGENCY PROCEDURES

### ENGINE RESTART

Caution: If propeller ceases to turn, diving will not cause windmilling.  
Fuel starvation may occur after a series of inverted maneuvers since the header tank may have had insufficient time to refill.

#### Cheek:

Assume ..... ERECT Flight Attitude  
Throttle ..... 3/4 Forward  
Mixture ..... Full Forward  
Propeller ..... Full Forward  
Fuel Valve ..... On  
Emergency Fuel Pump ..... On  
Magneton ..... On  
Master ..... On  
Starter ..... Engage

### ALTERNATE AIR

If induction ice is indicated (gradual decrease in manifold pressure), use full alternate air until all ice is dissipated.

### FUEL PRESSURE LOSS

For fuel pressure loss or fluctuation, turn "ON" the Emergency Fuel Pump.

### ENGINE FIRE ON GROUND

Mixture ..... idle cut-off.  
Fuel valve ..... off.  
Master & magnet switches ..... OFF  
Cabin heater ..... OFF  
Extinguish with fire extinguisher.

## ENGINE FIRE IN FLIGHT

Fuel valve .....  
Master switch .....  
Cabin heaters .....  
Accomplish emergency landing and evacuate aircraft.

## ELECTRICAK SYSTEM

### MALFUNCTION - FIRE

The ammeter indicates current to or from the battery.

A steady discharge on the ammeter indicates an inoperative alternator system. Turn off unnecessary electrical equipment to reduce battery drain. Master switch may be turned off to conserve battery power if necessary.

Indication of electrical fire may be visible smoke or the smell of hot or burning insulation. Should an electrical fire develop, the following procedures are recommended:

Master switch .....  
All electrical switches .....  
Open air vents or windows ONLY if absolutely necessary for ventilation.

Proceed to the nearest suitable airport for landing.

If electrical power is necessary for safety in flight under the above conditions, the following procedures are recommended:

Disengage and isolate each power circuit.

Engage each circuit separately. Allow sufficient time to analyze for faulty operation. When faulty circuit is identified, disengage faulty circuit.

Properly functioning circuits may be re-engaged.

Land as soon as practicable for repairs.

## EMERGENCY EXITS

The right cabin door can be removed by releasing the upper window latches and pulling the safety pin and then pulling up the red emergency door release handle and pushing door away from aircraft. If necessary, exit may be made from left side of aircraft by opening left window. Force forward portion of window past its hinge stops by pushing out on forward window frame.