

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
Magnetos 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
Magnetos 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
Magnetos - 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
Magnetos 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 OFF
Master switch OFF
Cabin heaters OFF
Accomplish emergency landing and evacuate aircraft.

ELECTRICAL 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 wisps of smoke or the smell of hot or burning insulation. Should an electrical fire develop, the following procedures are recommended:
Master switch OFF
All electrical switches OFF
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 of 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 upon 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.