

		EXTERIOR CHECKLIST GA 7 LN AEV/VYM	PAGE 1 TWS FEB 07
Tire inflation: Main 40 Psi.		Nose 40 Psi	
If starting with ext. 12 V. power should be necessary- Consult TWS and POH Section 4-8.			
1	Fuel system - 4 positions	DRAIN	
2	Documents – Service Lim/HIL+MEL	CHKD	
3	Fire ext/First aid/Survival kit	SEC.	
4	Magnetos	OFF	
5	ELT	AUTO	
6	Master (+ 3Green & Alt lights check)	ON	
7	Flaps Extend	FULL	
8	Control wheel lock	REM.	
9	Fuel ON –Chk. quantity on instruments	CHKD	
10	Master	OFF	
11	Right door & Baggage door	CHKD	
12	RH Flap	CHKD	
13	RH Aileron	CHKD	
14	RH Wing static wicks	CHKD	
15	RH Wing surface	CLEAN	
16	RH Fuel quantity – Visually	CHKD	
17	RH Fuel tank filler cap	CHKD	
18	RH Fuel vent	CHKD	
19	RH Oil quantity (Min 6) and oil filler cap	CHKD	
20	RH Engine cowling	CHKD	
21	RH Propeller & spinner TURN 4 X	CHKD	
22	RH Main wheel/Brakes (oleo 8cm)	CHKD	
23	N. whl. strut/torque link/tire(oleo 6.5cm)	CHKD	
24	Shimmy dampener – Max. 9 Cm. in	CHKD	
25	Wash all oleo legs with fuel	CLEAN	
26	Nose baggage door	LOCK	
27	Nose gear door return springs (Total 4)	CHKD	
28	Execute as 22-12 above on LH side	CHKD	
29	Antennas	CHKD	
30	LH Static port	OPEN	
31	Tail section and trim tabs	CHKD	
32	Rudder lock	REM.	
33	Tail surface, static wicks	CLEAN	
34	RH Static port	OPEN	
35	Towbar/Chocks	REM.	
ELECTRICAL EQUIPMENT CHECK:			
36	NO STEP ON FLAP-Then Master ON	CHKD	
37	Flaps -raise	UP	
38	2 stallwarnings RH – flaps up & dwn	CHKD	
39	Pitot heat (Max 3 min. on ground !)	CHKD	
40	Landing & Taxi lights	CHKD	
41	Nav & Strobe lights	CHKD	
42	Master	OFF	
BEFORE FIRST FLIGHT: - Perform		1-42	
BETWEEN EACH FLIGHT:-Perform		All red	
AFTER LAST FLIGHT: -Perform		43-49	
43	Chocks – all 3 wheels	ON	
44	Fuel for the next day- DO NOT OVERFILL!	CHKD	
45	Park in hangar	CHKD	
46	Tidy up cockpit/cabin+(Vacuum clean.)	CHKD	
67	Master+Dome+Map light	OFF	
48	Lock all doors (Total 3)	CHKD	
49	If OAT. below or at -6°C – Preheat	ON	

BEFORE STARTING ENG.: NB! PREHEAT : $\leq -6^{\circ} \text{C}$

1	A/C doc./ W&B /Preflight	COMPLETED
2	Control locks/Chocks	RMWD.
3	Nose section door/All doors	LOCKED
4	Seat Belts-NO HOLD ON GLRSHLD	ON/CHKD
5	Brakes / NO ITEMS INWSHLD	AS REQ/CHK
6	All El. Equipment	OFF
7	All radios	OFF
8	Controls	FREE
9	Trim for T/O -3 indicators	SET
10	Cowl Flaps	OPEN
11	Fuel Selectors	ON

STARTING ENGINES: (LEFT ENGINE FIRST)

1	MASTER	ON
2	Gir - 3 GREEN-Handle DOWN	CHKD
3	Mixture – Props	FWD
4	Aux Fuel Pumps ON – Chk. Press	OFF
5	Prime 5-8 sec.	CHKD
6	Throttles	As req.
7	Strobe/Ext.Lights/Ann.Panel	ON/CHKD
8	Magneto L-(R on AFTER start)	ON
9	START ENGINES MAX 4 Prop.-Blades	
10	Oil Pressure 30 sec	CHKD
11	Alternator	ON
12	Gyro Suction –No red eyes	CHKD
13	Lights /Ann. Panel	AS REQ/OUT
14	All radios/Autopilot	ON/TEST-OFF

PRE TAXI/TAXI:

1	ATIS (If available)	CHECKED
2	Altimeters QNH	SET
3	Fuel Sel: L=Xfeed&R=ON+VVersa	CHKD
4	Flight Instr. + ATT/DG/TB	CHKD
5	Brakes/NO ITEMS IN WSHLD	CHKD

ENGINE RUN UP: (CHK OIL TEMP $\geq 75^{\circ} \text{F}$)

1	RPM - Suction 4.3-6.1	At 1800
2	Magnetos Max. Drop/Diff 175/50	CHKD
3	Ex. Prop.Gov/Feathr.Mx drop 300	At 1800/1500
4	Carb Heat	CHKD
5	Alternators Output L+R	CHKD
6	Idle- Then 1000	CHKD

BEFORE TAKE-OFF:

1	Props. Mixtures	FWD
2	Fuel BOTH ON- (No X-Feed)	CHKD
3	Fuel Pumps CHK Press	ON
4	Lights	ON
5	Flaps	CHKD/SET
6	Gyro Suction	CHKD
7	Trim – 3 indicators	CHKD/SET
8	Compass-Gyros	CHKD
9	ATC-CLEARANCE	CHKD
10	Transponder Code	SET
11	Speed-Bugs	SET
12	T/O Brief / NAVAIDS	CHKD/SET

ON RWY:

1	Compasses RWY head. Bug	CHKD
2	Pitot Heat & Transponder	ON/ALT
4	Engine instruments 2000RPM	CHKD
5	Autopilot	CHKD/OFF
6	Door	LOCKED
7	T/O Power - SLOWLY Full PWR	SET

Va 114	Vre 100	Vso 64	Vxse 85	Vsse 85
Vfe 130	Vle 130	Vx 81	Vyse 85	Vx-w 15
Vlo 130(e)	Vsl 67	Vy95	Vmca 61	Vr 75
MAX OIL TEMP175°F		MIN/MAX CHT:		240° F/ 400° F
EGT: 125° Rich of peak EGT				
CLMB: (95 ▶ 100 KIAS – 1000ft : CIIMB 100 KTS)				
1	Gear (Before 100 KTS)	UP		
2	Climb power (25"/2500RPM)	SET		
3	Climb speed	100 KTS		
3	Landing Lights	OFF		
4	Altimeters TA	1013.25Hpa		
5	Fuel pumps	OFF/CHK PRESS		
6	Cowlflap	OPEN		
CRUISE:				
1	Cowl Flaps	CLOSED		
2	Cruise power (22"/2200RPM)	SET		
3	Mixt 100° Rich of p EGT	CHKD.		
DESCEND: (500ft/min-120/130 KTS-MIN. CHT≥250°F				
1	ATIS (If available)	CHKD		
2	Heading Systems	SET		
3	Approach Briefing	JEPP Brief Strip		
4	NAVAIDS&IDENT/GPS	SET/OFF		
5	Mixture	ENRICH		
6	Power Red 1" / minute	SET		
7	Altimeters (TL)	QNH SET		
8	Single Engine Approach	MEMORIZE		
APPROACH/(BEF. LAND)-INBOUND TO FAF: 110 KIAS				
1	Seat belts	FASTENED		
2	Fuel Pumps	ON		
3	Carburator heat	CHKD		
4	Mixture	AS REQ.		
5	Throttles 17"	SET		
6	Prop Max 2300RPM	SET		
7	AT OR BELOW 120 KIAS	<input type="checkbox"/> LAPS ET 10°		
FINAL: 90 KIAS+/-5KTS				
1	Throttles 16-20"	SET		
2	At FAF: Gear DWN 3 GREEN	CHKD		
3	Lights –Check Wings for ice	AS REQ.		
4	1000 ft before Minima& 90 KIAS	GUMP/CHKD		
5.	Cowlflaps	OPEN		
AFTER LANDING: (Out of RWY)				
1	Flaps	UP		
2	Cowl Flaps	OPEN		
3	Carb. Heat	OFF		
4	Pitot Heat	OFF		
5	Transponder/Lights/Fuelpumps	OFF		
6	Throttles 1000RPM	2 Minutes		
PARKING:				
1	Parking Brake	ON		
2	Radios &EL Equipm.	OFF		
3	Engine - COOL DOWN 1-2 min	CHT< 250°F.		
4	Mixture	ICO		
5	Magnetos/Altern/Master	OFF		
6	Fuel	OFF		
7	Report irregularities-Ref. MEL	OK		
8	Lock Cntrls+Seats in rear position	CHKD		
9	Before installing ext. R. Lock: Align rudder with tail fin !	CHKD		
10	Tidy up Cockpit+Cabin/Seatbelts	OK		
11	P. brake OFF Secure plane/chocks	OK		
12	Last flight: Perform AFLF CHKLST	CHKD		

3800 LBS	3200 LBS	2800 LBS
98 KIAS	91 KIAS	85 KIAS
ENGINE FIRE ON GROUND –		
1	Mixture	I-C-O
2	Continue Cranking - Throttles	OPEN
3	Fuel selector	OFF
4	Master-Alt-Magnetos	OFF
5	Airplane	EVACUATE
6	Fire Extinguisher	EXTINGUISH
ENGINE FAILURE/AFTER T/O BELOW 1000FT AGL		
1	Airplane	MAINT. CTRL/IAS
2	Gear	RETRACT
3	Mixture	FULL FORW.
4	Props	FULL FORW.
5	Throttles	FULL FORW.
6	Inop. Engine	IDENTIFY
7	Throttle –Inop Engine: RETARD	VERIFY/CLOSE
8	Prop. Control –Inop. Engine	FEATHER
9	Mixture Inop Engine	I-C-O
10	IAS	V_{xse}
11	Inop.Engine	SECURE
12	a) If VMC & <1000ft - Inop. Eng.	SECURE & LAND
13	Perform Single Engine. App.	CHECKLIST
14	b) If IMC	FOLLOW CLP
15	>1500 ft. AGL & Establ. on CLP	CAUSE CHECK
SECURE/SHUTDOWN INOPERATIVE ENGINE		
1	Inop.Engine	IDENTIFY
2	Throttle	CLOSE
3	Propeller	FEATHER
4	Mixture	I-C-O
5	Cowlflap	CLOSE
6	Magnetos Dead Engine	OFF
7	Alternator Dead Engine	OFF
8	Fuel Selector	OFF
9	Aux. Fuelpump	OFF
ENGINE FAILURE DURING FLIGHT > 1000 FT AGL		
1	Throttles-Forward	AS REQUIRED
2	Inop Engine	IDENTIFY
3	Perform	TR.SHOOT/RESTART
TROUBLESHOOT/RESTART INOP ENGINE – CHECK BEFORE SECURING INOP ENGINE:		
1	Fuel Pressure	CHECK FUEL PUMP ON
2	Temp/Press. within Limits	CHECK
3	Magnetos L/R	CHECK
4	Mixture	ADJUST / UNTIL FIRE
5	If NO start	SECURE INOP ENG.
OPERATING ENGINE:		
5	Throttle/Mixture/Fuel Cock/Cowl	AS REQUIRED
6	Aux Fuelpump	ON
7	Trimtabs	5° TWD OPR ENG
8	Electricload	CHECK
9	Land	ASAP
SINGLE ENGINE APPROACH		
1	Fuel Cock –Selected Tank	FULLEST
2	Aux. Fuel Pump	ON
3	Carb. Heat	AS REQ.
4	Mixture	LEAN BEST PWR
5	Propeller Cotrol	FULL FORW.
6	Approach	90 KIAS
7	Within Gliding Distance	GEAR DOWN
8	When Landing Assured	FLAP DOWN

1	Throttle	FULL FORW.
2	Propeller Control	CHK. FULL FORW.
3	Mixture	LEAN BEST PWR.
4	Carb Heat	OFF
5	Wing Flaps	UP
6	Gear	UP
7	Cowl Flap	OPEN
8	Airspeed	85 KIAS (BLUE LINE)
ENGINE OR WING FIRE IN FLIGHT		
1	Fuel Selector Aff. Engine	OFF
2	Fuel Pumps Aff Engine	OFF
3	Affected Engine	SECURE
4	Navigation & Strobe Light	OFF
OPERATING ENGINE:		
1	Power/Cowlflap	AS REQ.
2	Cabin Heat – Affected Engine	COOL
3	Electrical Load	REDUCE
4	Land	ASAP
ELECTRICAL FIRE IN FLIGHT		
1	Alternator & Master Switches	OFF
2	All Other Switches (Ex. Magneto)	OFF
3	Canin Air	COOL
4	Vents	CLOSED
5	Fire Extinguisher-If needed	ACTIVATE
CABIN FIRE		
1	Master Switch	OFF
2	Alternator Switch	OFF
3	Cabin Air	COOL
4	Vents	CLOSED
5	Fire Extinguisher – If needed	ACTIVATE
6	Land the Aeroplane	ASAP
CABIN VENTILATION PROCEDURE		
1	Fresh Air Vents	OPEN
2	Direct Vision Window	OPEN
3	Cabin Heat Selectors	COLD
4	Floor Heat Shutoffs	OPEN
5	Defrosters	ON
AIR START (UNFEATHERING PROCEDURE)		
1	Fuel Selector Aff. Engine	ON
2	Aux. Fuel pump Affected Engine	ON
3	Throttle 1/4 Inch	OPEN
4	Mixture Aff. Engine	RICH
5	Magnetos / Alternator	ON
6	Prop Control Aff. Engine	FORWARD
7	(Starter -If prop don` t W. mill)	ENGAGE
8	Throttle -Until Engine is Warm	ADJUST
9	Aux Fuel Pump	OFF
10	Oil Pressure	CHECK
11	Warm Up Engine	15"/2000RPM
LANDING GEAR FAILS TO RETRACT		
1	Master Switch	ON
2	Landing Gear Control	RETRACT POS.
3	Circuit Breakers-Check	LG BREAKER IN
4	Emergency Gear Ext. Handle	FULL IN
5	Gear Selector	DOWN
6	Landing Gear Lights Green	CHECK/TEST
7	Airspeed Reduce	100 KIAS OR LESS
8	Gear Selector	RECYCLE (UP)
If Landing Gear fails to Retract:		
9	Gear Selector-leave extended pos.	DOWN

LANDING GEAR FAILS TO EXTEND

1	Master Switch	ON
2	NAV Lights Switch	OFF
3	Gear Selector-Check	DOWN
4	Circuit BreakersCheck	LG BREAKER IN

If Landing Gear still fails to extend:

5	Circuit Breaker – LG Breaker	PULL OUT
6	Emergency Gear Ext. Handle	PULL OUT

ALTERNATOR FAILURE
SINGLE ALTERNATOR FAILURE

1	Alternator	OFF
2	Altern. Circ. Br. If Necessesary	CHK/RESET
3	Alternator	ON

IF CIRCUIT BREAKER RE-TRIPS

1	Alternator	OFF
2	Electrical Load	RED <60A

DOUBLE ALTERNATOR FAILURE

1	Electrics	OFF
2	Alternators	OFF

Complete Failure Proced. on each Alt SEPARATELY
CROSSFEED DRILL

1	Fuel Pump Operating Engine	ON
2	Fuel Pump Dead Engine	OFF
3	Fuel Cock Dead Engine	OFF
4	Fuel Cock Operating Engine	X-FEED

LANDING: NO X-FEED !
EMERGENCY DESCENT- (TURB COND. IN BRACKETS)

1	Throttles	IDLE
2	Propeller Controls	FULL FORWARD
3	Mixture	AS REQUIRED
4	Wing Flaps	UP (10)
5	Gear	UP (DOWN)
6	Moderate Bank	INITIATE
7	Airspeed	188 (120)KIAS (Vne)

DITCHING

1	Transmit	MAYDAY
2	Heavy Objects (Bag. Comp)	SECURE
3	Gear	UP
4	High Winds-Heavy Swells	INTO WIND
5	Light Winds-Heavy Swells	PARAL TO SWELLS
6	Seat Belts/Harness	SECURE
7	Wing Flaps	FULL DOWN
8	Establish Descend	300FT/MIN 75 KIAS
9	Cabin Door	Unlatch
10	Master	OFF
11	Face – at Touchdown	CUSHION
12	Touchdown Wings Level-Tail	SLIGHTLY LOW
13	Airplane	EVACUATE
14	Lifewests/Raft	INFLATE

INADVERTED OPENING OF CABIN DOOR IN FLIGHT

1	Flight Controls-Maneuver for	LANDING
2	Airspeed	100 KIAS OR LESS
3	Pilot's Vent Window	OPEN
4	Cabin Door	CLOSE/SECURE
5	If Door not Secured	100 KIAS OR LESS
6	Normal Landing-Flap	UP

STATIC SOURCE BLOCKAGE

1	Autopilot Altitude Hold	OFF
2	Alternate Static Source	PULL

DV Panel Closed: ASI Reads +10 – Altimeter 130
DV Panel Open: ASI Reads +15 - Altimeter 210

