

Pre-flight inspection checklist

1

Entire airplane

1. Covers and clamps – REMOVED
2. Airplane - rainwater, snow, frost, ice and dirt – CLEAN
3. Rigging – CHECK visually
4. External damage – NONE

Power plant

1. Propeller & spinner – OK & SECURE
2. Top cowling – REMOVE for inspection
3. Oil, coolant and hydraulic fluid – CHECK level
4. Engine mount & vibration dampers – NO CRACKS and OK
5. Cables, fuel, oil and coolant hoses – OK & ALL SECURE
6. Fuel, oil, coolant leaks – NONE
7. Exhaust system joints and springs – NO BROKEN SPRINGS
8. Top cowling – RE-INSTALL
9. Cowling and its locks – OK & LOCKED

Landing gear

1. Wheel spats (if fitted) – CLEAN, SECURE, OK
2. Tyre pressures – OK
3. Tyres – NO DAMAGE, WEAR OK
4. Main wheel brakes – CLEAN, SECURE, OK
5. Hydraulic fluid – NO LEAKS
6. Nose and main legs – NO CRACKS & OK
7. Nose leg shock absorber – OK & SECURE

Right wing

1. Wing and strut – CLEAN & OK
2. Wing and strut attachment fittings and bolts – IN PLACE, SECURE, OK
3. Wing fuel tank cap – IN PLACE & SECURE
4. Fuel leaks – NONE
5. Fuel tank vent outlet – CLEAN & OK.
6. Wing tip and navigation/strobe light – OK & SECURE
7. Control locks – REMOVED
8. Flaperon – CLEAN & OK
9. Flaperon hinge brackets – HINGES GREASED
10. Flaperon control linkage attachment – OK & SECURE

Pre-flight inspection checklist

2

Right side of fuselage

1. Fuselage surface – CLEAN & OK
2. Cockpit glass – CLEAN, NO CRACKS
3. Door hinges and lock – OK
4. Recovery system condition (if fitted) – CHECK visually
5. Drain valve under RH fuselage – CLOSED, NO FUEL LEAKS
6. Fuel test – DRAIN & CLOSE VALVE

Stabiliser & elevator

1. Surfaces – CLEAN, OK
2. Clamps/stops – REMOVED
3. Horizontal stabiliser fittings and bolts – OK & SECURE
4. Rudder, elevator and trim tab – OK & SECURE
5. Rudder, elevator and trim tab hinge brackets – OK, SECURE & GREASED
6. Rudder, elevator & trim tab attachments – OK & SECURE

Left side of fuselage

1. Fuselage surface – CLEAN & OK
2. Cockpit glass – CLEAN, & NO CRACKS
3. Door hinges and lock – OK & SECURE
4. Battery and power cables attachment – OK & SECURE
5. Control system linkages in rear fuselage – CHECK visually
6. Baggage container condition – CHECK visually

Left wing

1. Flaperon control linkage attachment – OK & SECURE
2. Flaperon hinge brackets – HINGES GREASED
3. Flaperon – CLEAN & OK
4. Control locks – REMOVED
5. Fuel tank vent outlet – CLEAN & OK
6. Fuel leaks – NONE
7. Wing fuel tank cap – IN PLACE & SECURE.
8. Wing tip and navigation/strobe light – OK & SECURE
9. Wing and strut attachment fittings and bolts – IN PLACE, SECURE, OK
10. Wing and strut surface – OK & SECURE
11. Pitot/static pressure probe – COVER OFF, CLEAN & OK



Pre-start & take-off checklist

Pre-start & take-off checklist

Cockpit

1. Cabin – CLEAN, NO LOOSE OBJECTS
2. Seats – OK, ADJUSTED & SECURE
3. Harness – OK, ADJUSTED & SECURE
4. Doors – CLOSED & SECURE
5. Flight planning – PERFORMED
6. Maps, docs required – AVAILABLE & STOWED
7. Baggage – SECURED, ZIPPER CLOSED
8. Starter key – REMOVED
9. All electric switches – OFF
10. Flight instruments – OK, CHECK READINGS
11. Controls – FREE & FULL
12. Controls, rudder, elevator trim – NEUTRAL/SET TRIM
13. Flaps – CHECK & RETRACT
14. Park brake – ON
15. Parachute safety pin (if fitted) – REMOVE

Engine starting

1. Starter key – INSERT, TURN TO ON
2. Fuel levels – CHECK BOTH
3. Fuel valves – CHECK ONE ONLY ON
4. Throttle – SET TO IDLE
5. Doors – CHECK CLOSED
6. Carburetor heat (cold engine only) – ON
7. Choke lever (cold engine only) – FULLY FORWARD
8. Propeller – CHECK 'CLEAR PROP!'
9. Starter key (cold engine only – IGN OFF) – START FOR 5 SECS
10. Ignition – ON
11. Starter key – START (10 SECS MAX)
12. Throttle – SET 1,800-2,000 RPM
13. Choke lever – FULLY BACK SLOWLY
14. Carburetor heat (if fitted) – OFF
15. Engine – WARM UP 2,000-2,500 RPM
16. Required electrical equipment/insts – ON & ADJUST

Taxiing

1. Throttle – IDLE
2. Parking brake – OFF
3. Coolant and oil temperature – CHECK
4. Taxi-way – CHECK CLEAR
5. Throttle – SET REQUIRED TAXI SPEED
6. Elevator – NEUTRAL
7. Ailerons – AGAINST CROSSWIND
8. Brakes – AS NEEDED, THROTTLE IDLE
9. To stop emergency – IGNITION OFF & BRAKE

Engine check

1. Face into wind – CHECK CLEAR BEHIND
2. Brakes – ON
3. Throttle – 4,000 rpm
4. Check both ignition circuits – 300 rpm MAX DROP PER SIDE
5. Oil pressure at 4,000 – 115 rpm MAX DIFFERENCE
6. Temperatures – CHECK 29-73 PSI (2-5 BAR)
7. Engine idle – WITHIN LIMITS
- MIN 1400 rpm, set 1800-2000 rpm

Before take-off

1. Runway threshold – STOP
2. Brakes – ENGAGE
3. Coolant Temperature – CHECK MIN 60° C (140° F)
4. Oil temperature – CHECK MIN 50° C (120° F)
5. Fuel level – CHECK SUFFICIENT
6. Fuel valves – CHECK ONE ONLY ON
7. Flaps (wind under 16 kts) – EXTEND TO POSITION 1
8. Flaps (wind over 16 kts) – FLAPS UP

Speeds at MTOW 600 kgs		Engine speeds (rpm, engine warm)	
Stall speed with full flap	32 kts	Best glide (no flap)	54 kts
Stall speed clean	42 kts	Best glide (with flap)	49 kts
Maximum flap speed	80 kts	Idle	1,800-2,000
Rough air cruise max	89 kts	Maximum continuous	5,500
Never exceed	124 kts	Maximum (5 mins max)	5,800
Best angle of climb	49 kts		
Best rate of climb	54 kts		

