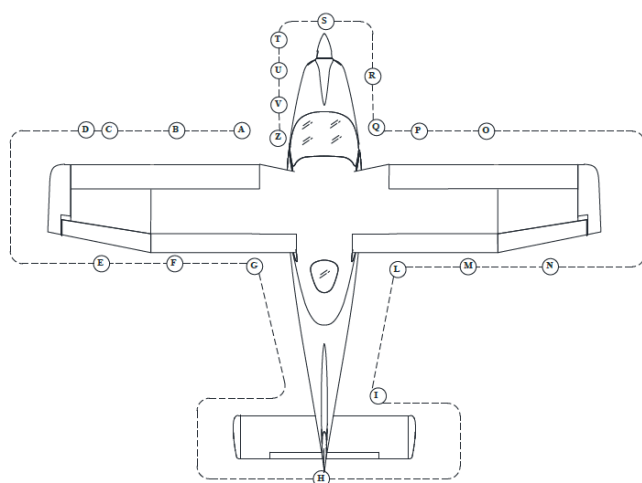


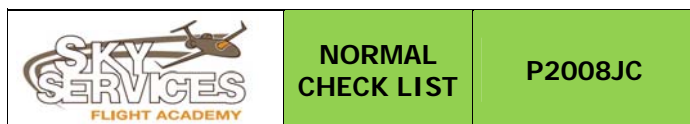
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COCKPIT PRELIMINARY CHECK

1	MASTER SWITCH	OFF
2	PARKING BRAKE	SET
3	AIRCRAFT DOCUMENTS	CHECK
4	WEIGHT & BALANCE	VERIFY
5	SAFETY BELTS	CK CONNECTION/CONDITION
6	FLIGHT CONTROL	REMOVE LOCK/CK TRAVEL
7	IGNITION SWITCH	OFF/KEY EXTRACTED
8	MASTER SWITCH	ON
9	VOLTMETER CHECK	CK 10-12 VOLT
10	AMMETER CHECK	RED ARC
11	FUEL LEVEL	VERIFY
12	ACOUSTIC STALL WARNING	CK
13	NAV/STROBE/LDG/TAXI LIGHT	CK ALL ON
14	MASTER SWITCH	OFF
15	FAK/FIRE EXT/ELT/CANOPY HAMMER/BAGGAGE RESTRAIN	CK
COCKPIT PRELIMINARY CHECK LIST		COMPLETED

EXTERNAL WALKAROUND

- A Left fuel filler cap: check visually for desired fuel level (using a graduated stick). Drain the left fuel tank by drainage valve using a cup to collect fuel (drainage operation must be carried out with the aircraft parked on a level surface). Check for water or other contaminants. Close filler cap.
- B Remove protection plug and check Pitot tube is unobstructed; do not blow inside vents.
- C Left side leading edge and wing skin: visual inspection; Check stall strip.
- D Left strobe light: visual inspection; Check for integrity and fixing.
- E Left aileron, hinges and LH tank vent line: check for damage, freedom for play, and check LH fuel tank line for obstructions.
- F Left flap and hinges: visual inspection.
- G Left main landing gear: *CHECK inflation, tire condition, alignment, fuselage skin condition. Check fuselage skin status, tire status (cuts, bruises, cracks and excessive wear), slippage markers integrity, gear structure and brakes hoses: there should be no sign of hydraulic fluid leakage.*
- H Stabilator and tab: *CHECK stabilator leading edge. Check the actuating mechanism of stabilator and the connection with related tab: CHECK free of play, friction. CHECK fuselage bottom and top skin. CHECK antennas for integrity.*
- I Vertical tail, rudder: visual inspection, check free of play, friction.
- L Right main landing gear: *Check inflation, tire condition, alignment, fuselage skin condition. Check fuselage skin status, tire status (cuts, bruises, cracks and excessive wear), slippage markers integrity, gear structure and brakes hoses: there should be no sign of hydraulic fluid leakage.*
- M Right flap and hinges: visual inspection.
- N Right aileron, hinges and RH tank vent line: check for damage, freedom for play, and check RH fuel tank line for obstructions.
- O Right strobe light, leading edge and wing skin: *Visual inspection, CHECK stall strips, CHECK strobe light for integrity and fixing.*
- P Stall Indicator Switch: *CHECK for integrity and free of play.*
- Q Right fuel filler cap: check visually for desired fuel level. Drain the right fuel tank by the drainage valve using a cup to collect fuel. Drainage operation must be carried out with the aircraft parked on a level surface. Check for water or other contaminants. Close filler cap.
- R Nose wheel strut and tire/ RH static port: *CHECK inflation, tire condition and condition of shock absorber: there should be no sign of hydraulic fluid leakage. Check the right static port for obstructions.*
Propeller and spinner condition: check for nicks, cracks, dents and other defects, propeller should rotate freely.
Check fixing and lack of play between blades and hub.



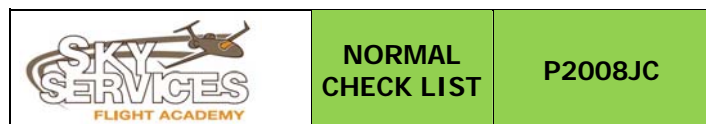
- T Check the engine cowling surface conditions, then open engine inspection doors and perform the following checks:
- a) *Nacelle inlets and exhaust openings must be free of obstructions. Check connection and integrity of air intake system, visually inspect that ram air intake is unobstructed. If inlet and outlet plugs are installed, they must be removed.*
- b) *Check radiators. There should be no indication of leakage of fluid and they have to be free of obstructions.*
- c) *Check for foreign objects*
- d) *Only before the first flight of a day:*
(1) *Verify coolant level in the expansion tank, replenish as required up to top (level must be at least 2/3 of the expansion tank).*
(2) *Verify coolant level in the overflow bottle: level must be between min. and max. mark.*
- BEFORE PROCEEDING WITH THE NEXT STEPS BE SURE MAGNETOES AND IGNITION SWITCH ARE OFF WITH KEY EXTRACTED*
- (3) *Turn the propeller by hand to and from, feeling the free rotation of 15° or 30° before the crankshaft starts to rotate. If the propeller can be turned between the dogs with practically no friction at all further investigation is necessary. Turn propeller by hand in direction of engine rotation several times and observe engine for odd noises or excessive resistance and normal compression.*
- (4) *Carburetors: check the throttle and choke cables for condition and installation.*
- (5) *Exhaust: inspect for damages, leakage and general condition.*
- (6) *Check engine mount and silent-blocks for condition.*
- e) *Check oil level and replenish as required. Prior to oil check, switch off both ignitions circuits and turn the propeller by hand in direction of engine rotation several times to pump oil from the engine into the oil tank, or let the engine idle for 1 minute. This process is finished when air is returning back to the oil tank and can be noticed by a murmur from the open oil tank. Prior to long flights oil should be added so that the oil level reaches the "max" mark.*
- f) *Drain off Gascolator for water and sediment (drain until no water comes off). Then make sure drain valve is closed.*
- g) *Check drainage hoses free of obstructions*
- h) *Verify all parts are fixed or locked: inspect fuel circuit for leakages.*
- U Close engine cowling, check for proper alignment of cam-locks.
- V Landing light and LH static port: *CHECK, Visual inspection for integrity.*
Right side tank vent: check for obstructions
- Z Remove tow bar and chocks, stow on board pitot, static ports and stall warning protective covers.

EXTERNAL WALKAROUND **COMPLETED****PRE STARTING ENGINE**

1	SEAT & SEAT BELTS	ADJUST/FASTEN
2	THROTTLE FRICTION	ADJUST
3	CIRCUIT BREAKERS	CHECK ALL IN
4	MASTER SWITCH	ON
5	GENERATOR LIGHT/VOLTAGE	CHECK ON/10.5 VOLT AT LEAST
6	ELECTRIC FUEL PUMP	ON/CHECK NOISE & PRESSURE RISE/OFF
7	AVIONIC MASTER SWITCH	ON/CHECK ALT CAUTION INSTRUMENTS/OFF
8	FLAPS	Switch selector: set to NORMAL
CONTROL	Control switch (standard): <i>cycle fully extended and set UP</i>	
	Switch selector: HAND CONTROL	
CONTROL	Control switch (hand control): <i>cycle fully extended then set TO</i>	
	<i>Cycle fully up and down, from both left and right controls, check for trim disconnect switch operation. Set neutral</i>	
9	PITCH TRIM	
10	NAV & STROBE LIGHTS	ON
11	CANOPY	CLOSED & LOCKED
12	BRIEFING	

PRE STARTING ENGINE CHECK LIST **COMPLETED****ENGINE STARTING**

1	MASTER SWITCH	ON
2	THROTTLE	IDLE
3	CHOCK	AS REQUIRED
4	FUEL SELECTOR	ON LESSER TANK
5	ELECTRIC FUEL PUMP	ON
6	AREA AROUND PROPELLER	CLEAR
7	VIA DALL'ELICA	SHOUT
8	IGNITION SWITCH	BOTH THEN START
9	OIL PRESSURE RISE	CHECK WITHIN 10 SEC
10	GENERATOR SWITCH	ON
11	VOLTMETER/AMMETER	>14VOLT/GREEN ARC
12	ENGINE INSTRUMENTS	CHECK
13	CHOKE	OFF (If used)
14	ELECTRIC FUEL PUMP	OFF
15	FUEL PRESSURE	MINIMUM 2,2 PSI
ENGINE STARTING CHECK LIST		COMPLETED



Edizione 23/04/2015

BEFORE TAXING

- | | | |
|---|-------------------------------------|----------------|
| 1 | AVIONIC MASTER SWITCH/RADIO/AVIONIC | ON |
| 2 | ALTIMETER | SET QNH or QFE |
| 3 | GYRO & FLIGHT INSTRUMENTS | CHECK/ALIGN |
| 4 | RADIO CALL | PERFORM |
| 5 | TAXI LIGHT | ON |
| 6 | PARKING BRAKE | RELEASE |

BEFORE TAXIING CHECK LIST**COMPLETED****TAXIING**

- | | | |
|---|---------------------------------------|--------------|
| 1 | BRAKES | CHECK |
| 2 | STEERING | CHECK |
| 3 | GYRO INSTRUMENTS & COMPASS | CHECK |

TAXIING CHECK LIST**COMPLETED****BEFORE TAKE OFF**

- | | | |
|---|--------------------|---------------|
| 1 | PARKING BRAKE | SET |
| 2 | TAXI LIGHT | OFF |
| 3 | ENGINE INSTRUMENTS | WITHIN LIMITS |

Oil pressure: 2-5 bar (*above 1400 rpm*)
0.8 bar (*below 1400 rpm*)

- | | | |
|---|-------------------------------|-----------------------|
| 4 | GENERATOR LIGHT | CHECK OFF |
| 5 | ELECTRIC FUEL PUMP | ON |
| 6 | FUEL SELECTOR / FUEL PRESSURE | ON FULLEST TANK/CHECK |
| 7 | PROPELLER | 1640 RPM |

- a. Ignition test: *select LH, check drop within 130 RPM;*
b. Select BOTH: *check speed 1640 RPM;*
c. Select RH: *check speed drop within 130 RPM;*
d. *Maximum difference between LH and RH 50 RPM;*
e. Select BOTH: *check speed 1640 RPM.*

- | | | |
|---|-------------------------|-------|
| 8 | CARBURATOR HEAT CONTROL | CHECK |
|---|-------------------------|-------|

- a. *Pull selector fully out*
b. *Propeller speed: check 100 RPM drop*
c. *Push selector fully IN*
d. *propeller speed: check 1640 RPM*

- | | | |
|----|----------------|-----------------------------|
| 9 | FLAPS | SET TO (15°) |
| 10 | PITCH TRIM | NEUTRAL |
| 11 | FLIGHT CONTROL | CHECK TRAVEL |
| 12 | SEAT BELTS | FASTENED |
| 13 | CANOPY | CLOSED & LOCKED ON 3 POINTS |
| 14 | RADIO CALL | PERFORM |

BEFORE TAKE OFF CHECK LIST**COMPLETED****TAKE OFF & CLIMB**

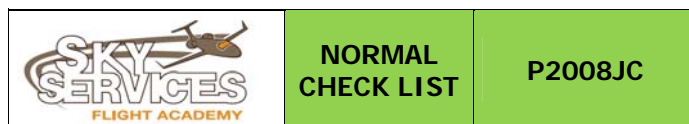
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|----|----------------------------------|----------------------------|
| 1 | FINAL BRIEFING | PERFORM |
| 2 | PARKING BRAKE | RELEASED |
| 3 | CARBURATOR HEATING | OFF |
| 4 | DIRECTIONAL GYRO/COMPASS | ALIGN |
| 5 | RADIO CALL | PERFORM |
| 6 | RUNWAY & TRAFFIC PATTERN | CLEAR OF TRAFFIC |
| 7 | TAKEOFF LIGHT | ON |
| 8 | THROTTLE | SET FULL: 2100 +/- 100 RPM |
| 9 | ENGINE INSTRUMENTS | CHECK |
| 10 | ROTATION SPEED | ALL WEIGHTS 42 KIAS |
| 11 | FLAP RETRACTION SPEED | ABOVE 50 KIAS |
| 12 | BEST RATE OF CLIMB SPEED Vy | ALL WEIGHTS 66 KIAS |
| 13 | ELECTRIC FUEL PUMP/FUEL PRESSURE | OFF/CHECK GREEN ARC |
| 14 | PROPELLER | MAX 2250 RPM |

TAKE OFF & CLIMB CHECK LIST**COMPLETED****CRUISE**

- | | | |
|---|---------------------------|----------------------|
| 1 | PROPELLER | MAX 2250 RPM |
| 2 | ENGINE INSTRUMENTS | WITHIN LIMITS |
| 3 | CARBURATOR HEATING | AS REQUIRED |

CRUISE CHECK LIST**COMPLETED****BEFORE LANDING**

- | | | |
|---|-------------------------|---------------------|
| 1 | ELECTRIC FUEL PUMP | ON |
| 2 | FUEL SELECTOR | ON FULLEST TANK |
| 3 | LANDING LIGHT | ON |
| 4 | THROTTLE FRICTION | ADJUST |
| 5 | ON DOWNWIND | FLAPS TO/15° |
| 6 | APPROACH SPEED | ALL WEIGHTS 66 KIAS |
| 7 | ON FINAL | FLAPS LDG/40° |
| 5 | FINAL APPROACH SPEED | ALL WEIGHTS 51 KIAS |
| 6 | CARBURATOR HEATING | OFF |
| 7 | OPTIMUM TOUCHDOWN SPEED | 51 KIAS |

BEFORE LANDING CHECK LIST**COMPLETED****BEFORE AEROBATIC**

- | | | |
|---|----------------------|----------------------------|
| 1 | ALTITUDE | MIN. 3000 FT AGL |
| 2 | ELECTRIC FUEL PUMP | ON |
| 3 | CARBURATOR HEATING | OFF |
| 4 | ENGINE INSTRUMENTS | WITHIN LIMITS |
| 6 | FUEL SELECTOR | ON FULLEST TANK |
| 7 | SEAT BELTS | FASTENED/TIGHTENED |
| 8 | LOOSE OBJECTS | SECURE |
| 9 | SURROUNDING AIRSPACE | CLEAR OF TRAFFIC/OBSTACLES |

BEFORE AEROBATIC CHECK LIST**COMPLETED****GO AROUND**

- | | | |
|---|----------------------|------------------------------------|
| 1 | PITCH | LEVELED/SLIGHTLY PITCHED UP |
| 1 | THROTTLE | FULL OPEN |
| 2 | SPEED | MINIMUM 61 KIAS |
| 3 | FLAPS | RETRACT WHEN POSITIVE RATE |
| 4 | TRIM | ADJUST |
| 5 | RADIO CALL | PERFORM |
| 6 | FUEL PRESSURE | GREEN ARC |

GO AROUND CHECK LIST**COMPLETED****AFTER LANDING**

- | | | |
|---|--------------------|---------|
| 1 | FLAPS | RETRACT |
| 2 | ELECTRIC FUEL PUMP | OFF |
| 3 | LANDING LIGHT | OFF |
| 4 | TAXI LIGHT | ON |

AFTER LANDING CHECK LIST**COMPLETED****ENGINE SHUT DOWN**

- | | | |
|----|--------------------------------------|----------------------|
| 1 | PARKING BRAKE | SET |
| 2 | TAXI LIGHT | OFF |
| 3 | RADIO CALL | PERFORM |
| 4 | PROPELLER | 1 MINUTE AT 1200 RPM |
| 5 | RADIO/AVIONIC/ AVIONIC MASTER SWITCH | OFF |
| 6 | NAVIGATION LIGHTS | OFF |
| 7 | IGNITION SWITCH | OFF/EXTRACT KEY |
| 8 | STROBE LIGHT | OFF |
| 9 | MASTER & GENERATOR SWITCH | OFF |
| 10 | FUEL SELECTOR | OFF |
| 11 | CANOPY | UNLOCK & OPEN |

ENGINE SHUT DOWN CHECK LIST**COMPLETED****POST FLIGHT**

- | | | |
|---|---------------------------|---------|
| 1 | FLIGHT CONTROL | LOCK |
| 2 | STATIC/DINAMIC COVER | SET |
| 3 | WHEEL CHOCK/MOORING CHORD | SET |
| 4 | PARKING BRAKE | RELEASE |
| 5 | CANOPY | CLOSE |
| 6 | TLB | FILL |

POST FLIGHT CHECK LIST**COMPLETED**

NOTE: Le voci trascritte in grassetto e con carattere più grande sono da intendersi **MEMORY ITEM**

The aircraft is certified in normal category in accordance with EASA CS-VLA.

Non aerobatic operations include:

- Any manoeuvre pertaining to "normal" flight
Stalls (except whip stalls) Slow deceleration (1 kts/sec)
Lazy eights 99 KIAS
Chandelles 113 KIAS
Turns in which the angle of bank is not more than 60° 99 KIAS

This Check List is compliant to Section 4 – Normal Procedure of the Aircraft Flight Manual Doc. No. 2008/0100 1st Edition – Rev. 0
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CAPUA (CE) – Italy on the 30th July 2013.

AIRCRAFT MODEL: **P2008JC/JF**EASA TYPE CERTIFICATE NO: **A.583**

Sky Services Flight Academy

Head of Training