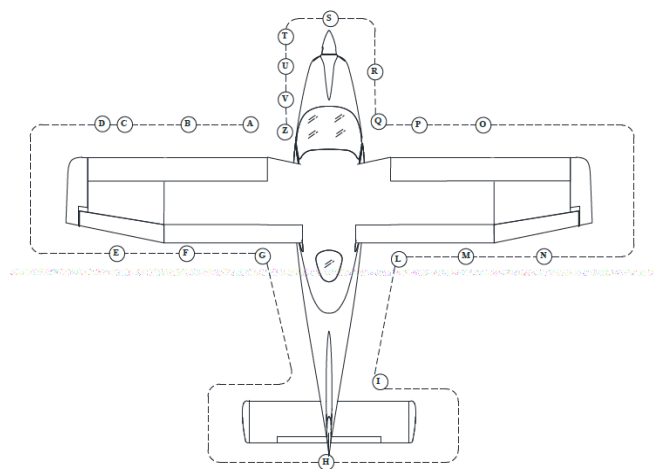


**COCKPIT PRELIMINARY CHECK**

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 LIGHT	CK ALL ON
14	TORCH	TEST
15	PITOT HEATING SYSTEM	Remove plug, set to ON, CHECK advisory light ON. After about 5 sec. turn OFF. Check Pitot if warm
16	MASTER SWITCH	OFF
17	FAK/FIRE EXT/ELT/CANOPY HAMMER/BAGGAGE RESTRAIN	CK

**COCKPIT PRELIMINARY CHECK LIST COMPLETED**

**EXTERNAL WALKAROUND**



- A Left fuel filler cap: check for desired fuel level (use a graduated dipstick). Drain the left fuel tank sump by quick drain 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. Make sure filler cap is closed.
- B Remove pitot plug and check Pitot for obstruction; do not blow inside pitot tube.
- 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, LH tank vent: checks 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 side tank vent: visual inspection, check free of play, Friction; Rh side tank vent : check 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 Micro Switch: CHECK for integrity and free of play.
- Q Right side fuel filler cap: check desired fuel level (use a graduated dipstick). Drain the right fuel tank sump by quick drain 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. Make sure filler cap is closed.
- 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.
- S 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 exhausts 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/Taxi light and LH static port : CHECK, Visual inspection for integrity. Right side tank vent: check for obstructions
- Z Tow bar and chocks: REMOVE stow on board pitot, static ports and stall warning protective covers. Windshield and windows: inspect for cracks, erosion, crazing, visibility and cleanliness

**EXTERNAL WALKAROUND COMPLETED**

**PRE STARTING ENGINE**

1	SEAT POSITION & SAFETY BELT	ADJUST/FASTEN
2	FLIGHT CONTROLS	OPERATE FULL STROKE CHECKING FOR MOVEMENT SMOOTHNESS, FREE OF PLAY AND FRICTION
3	PARKING BRAKE	CHECK SET
4	THROTTLE FRICTION	ADJUST
5	CIRCUIT BREAKERS	CHECK ALL IN
6	MASTER SWITCH	ON/CHECK ALT OUT CAUTION LIGHT ON/ VOLTAGE 10.5 VOLT MIN
7	ELECTRIC FUEL PUMP	ON/CHECK NOISE & PRESSURE RISE/OFF
8	AVIONIC MASTER SWITCH	ON/CHECK INSTRUMENTS/OFF
9	FLAPS CONTROL	CYCLE FULLY EXTENDED THEN SET TO
10	ALTERNATE STATIC PORT	CHECK CLOSED
11	PITCH TRIM	Cycle fully up and down, from both left and right controls, check for trim disconnect switch operation SET NEUTRAL
13	NAV & STROBE LIGHTS	ON
14	FUEL QUANTITY	Compare the fuel quantity indicators information with fuel quantity visually checked into the tanks
15	DOORS	CLOSED & LOCKED
16	BRIEFING	PERFORM

**PRE STARTING ENGINE CHECK LIST COMPLETED**

**ENGINE START**

1	THROTTLE	IDLE
2	CHOCK	AS REQUIRED
3	FUEL SELECTOR	ON LESSER TANK
4	ELECTRIC FUEL PUMP	ON
5	AREA AROUND PROPELLER	CLEAR
6	VIA DALL'ELICA	SHOUT
7	IGNITION SWITCH	BOTH THEN START
8	OIL PRESS LOW WARNING	CHECK OFF WITHIN 10 SEC
9	CHOKE /PROPELLER RPM	OFF / SET 1000 – 1200 RPM
10	GENERATOR SWITCH/VOLTMETER	ON/CHECK 14 VOLT MIN
11	ENGINE PARAMETERS	All cautions/warnings Off, OIL TEMP within limits
12	CHOKE/ PROPELLER RPM	OFF/1000/1200 RPM
13	ELECTRIC FUEL PUMP	OFF
14	FUEL PRESS LOW WARNING	CHECK OFF

**ENGINE STARTING CHECK LIST COMPLETED**



**NORMAL  
CHECK LIST**

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NIGHT VFR**

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**BEFORE TAXIING**

1	AVIONIC MASTER SWITCH	ON
2	RADIO AND AVIONICS / TRANSPONDER	ON/STBY
3	ALTIMETER	SET QNH or QFE
4	RADIO CALL	PERFORM
5	LDG LIGHT	ON
6	PARKING BRAKE	RELEASE
<b>BEFORE TAXIING CHECK LIST</b>		<b>COMPLETED</b>

**TAXIING**

1	<b>BRAKES AND STEERING</b>	<b>CHECK</b>
2	<b>GYRO INSTRUMENTS &amp; COMPASS</b>	<b>CHECK</b>
<b>TAXIING CHECK LIST</b>		<b>COMPLETED</b>

**ENGINE RUN UP**

1	PARKING BRAKE	Pedal press and SET
2	LDG LIGHT	OFF
3	ENGINE INSTRUMENTS CHECK	<ul style="list-style-type: none"> <li>Oil temperature: 50-130 °C</li> <li>Coolant temperature: Max.120°C</li> <li>Oil pressure: 12 – 102 psi</li> <li>Fuel pressure: minimum 2.2 psi</li> </ul>
4	ALT OUT CAUTION LIGHT	CHECK OFF
5	ELECTRIC FUEL PUMP	ON
6	FUEL SELECTOR / FUEL PRESSURE	ON FULLEST TANK/ CHECK FUEL PRESS LOW warning OFF
7	THROTTLE SPEED	ADVANCE THROTTLE TO 1640 RPM a. Ignition key test: select LH, check drop within 130 RPM; b. Select BOTH: check propeller 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 propeller 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	VACCUM	GREEN ARC
10	PROPELLER	RESTORE 1000/1200 RPM
11	FLAPS	SET TO
12	PITCH TRIM	CHECK NEUTRAL
13	FLIGHT CONTROL	CHECK FREE
14	SEAT BELTS	CHECK FASTENED
15	DOORS	CHECK CLOSED & LOCKED
<b>ENGINE RUN UP CHECK LIST</b>		<b>COMPLETED</b>

**BEFORE TAKE OFF**

1	FINAL AND EMERGENCY BRIEFING	PERFORM
2	CARBURETTOR HEAT	OFF
3	RUNWAY & TRAFFIC PATTERN	CLEAR OF TRAFFIC
4	RADIO CALL	PERFORM
-----WHEN CLEARED / READY FOR TAKE OFF-----		
5	LANDING LIGHT	ON
6	TRANSPONDER	ALT
7	PARKING BRAKE	RELEASE
<b>BEFORE TAKE OFF CHECK LIST</b>		<b>COMPLETED</b>

**TAKE OFF & CLIMB**

1	<b>DIRECTIONAL GYRO/COMPASS/RWY QFU</b>	<b>ALIGN</b>
2	<b>TIMER</b>	<b>START</b>
3	<b>FULL THROTTLE</b>	<b>2100 +/- 100 RPM</b>
4	<b>ENGINE PARAMETERS</b>	<b>CHECK PARAMETERS WITHIN THE LIMITS</b>
5	<b>ANEMOMETER INDICATION</b>	<b>CHECK</b>
6	<b>ROTATION SPEED</b>	<b>48 KIAS</b>
7	<b>FLAP RETRACTION SPEED</b>	<b>ABOVE 58 KIAS</b>
8	<b>BEST RATE OF CLIMB SPEED Vy</b>	<b>71KIAS</b>
9	<b>LANDING LIGHT</b>	<b>OFF</b>
10	<b>ELECTRIC FUEL PUMP/ FUEL PRESSURE</b>	<b>OFF/ CHECK MIN 2,2 PSI</b>
11	<b>PROPELLER SPEED</b>	<b>REDUCE AT OR BELOW 2250 RPM</b>
<b>TAKE OFF &amp; CLIMB CHECK LIST</b>		<b>COMPLETED</b>

**CRUISE**

1	<b>PROPELLER</b>	<b>AT OR BELOW 2250 RPM</b>
2	<b>ENGINE INSTRUMENTS CHECK</b>	<b>WITHIN LIMITS</b>
3	<b>CARBURETTOR HEAT</b>	<b>AS REQUIRED</b>
<b>CRUISE CHECK LIST</b>		<b>COMPLETED</b>



**NORMAL  
CHECK LIST**

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**BEFORE LANDING**

1	<b>ELECTRIC FUEL PUMP</b>	<b>ON</b>
2	<b>FUEL VALVE</b>	<b>ON FULLEST TANK</b>
3	<b>LANDING LIGHT</b>	<b>ON</b>
4	<b>ON DOWNWIND LEG ABEAM TOUCHDOWN</b>	<b>FLAPS SET TO</b>
5	<b>APPROACH SPEED</b>	<b>58 KIAS</b>
6	<b>ON FINAL LEG</b>	<b>FLAP SET LAND</b>
7	<b>FINAL APPROACH SPEED</b>	<b>54 KIAS</b>
6	<b>CARBURATOR HEAT</b>	<b>OFF/FULL IN</b>
7	<b>OPTIMUM TOUCHDOWN SPEED</b>	<b>54 KIAS</b>
<b>BEFORE LANDING CHECK LIST</b>		<b>COMPLETED</b>

**BEFORE ANY EXERCISE**

1	<b>ALTITUDE</b>	<b>CLIMB TO A SAFE ALTITUDE</b>
2	ELECTRIC FUEL PUMP	ON
3	CARBURATOR HEATING	AS REQUIRED
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
<b>BEFORE ESERCISE CHECK LIST</b>		<b>COMPLETED</b>

**GO AROUND**

1	<b>THROTTLE</b>	<b>FULL</b>
2	<b>PITCH</b>	<b>LEVELED / SLIGHTLY PITCHED UP</b>
3	<b>SPEED</b>	<b>KEEP OVER 61 KIAS- CLIMB to Vx or Vy as applicable</b>
4	<b>FLAPS</b>	<b>TO</b>
<b>ONLY AFTER POSITIVE CLIMD RATE IS ESTABLISHED</b>		
5	<b>FLAP</b>	<b>RETRACT</b>
6	<b>LANDING LIGHT</b>	<b>OFF</b>
7	<b>ELECTRIC FUEL PUMP</b>	<b>OFF</b>
<b>GO AROUND CHECK LIST</b>		<b>COMPLETED</b>

**AFTER LANDING**

1	FLAPS	UP
2	ELECTRIC FUEL PUMP	OFF
3	TRANSPONDER	STBY
<b>AFTER LANDING CHECK LIST</b>		<b>COMPLETED</b>

**ENGINE SHUT DOWN**

1	PARKING BRAKE	SET
2	LANDING LIGHT	OFF
3	RADIO CALL	PERFORM
4	PROPELLER	1 MINUTE AT 1200 RPM
5	RADIO/AVIONIC /TRANSPONDER	OFF
6	AVIONIC MASTER SWITCH	OFF
7	IGNITION KEY	OFF/KEY EXTRACTED
8	ALL EXTERNAL LIGHT	OFF
9	MASTER & GENERATOR SWITCH	OFF
10	FUEL SELECTOR	OFF
11	DOORS	UNLOCK & OPEN
<b>ENGINE SHUT DOWN CHECK LIST</b>		<b>COMPLETED</b>

**POST FLIGHT**

1	FLIGHT CONTROL	LOCK
2	STATIC/DINAMIC COVER	SET
3	WHEEL CHOCK/MOORING CHORD	SET
4	PARKING BRAKE	RELEASE
5	DOORS	CLOSE AND LOCK
6	TLB	FILL
<b>POST FLIGHT CHECK LIST</b>		<b>COMPLETED</b>

**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 2<sup>ND</sup> Edition – Rev. 6** issued by Costruzioni Aeronautiche **TECNAM** srl - Via Maiorise CAPUA (CE) – Italy on the 19<sup>th</sup> FEBRUARY 2020.  
AIRCRAFT MODEL: **P2008JCJF**  
EASA TYPE CERTIFICATE NO:**A .583** (DATED 2013, 27 SEPTEMBER)  
Sky Services Flight Academy