



WALK-AROUND

Figure 4-1

NORMAL PROCEDURES CHECK LIST

PREFLIGHT CHECK

- Control wheel release belts
- Avionics OFF
- Master switch ON
- Fuel quantity gauges check
- Master switch OFF
- Ignition OFF
- Exterior check for damage
- Control surfaces check for interference - free of ice, snow, frost
- Hinges check for interference
- Wings free of ice, snow, frost
- Stall warning check
- Tie down and chocks remove
- Navigation lights check
- Fuel tanks check supply visually - secure caps
- Fuel tank sumps drain
- Fuel vents open
- Main gear struts proper inflation (4.50 in.)
- Tires check
- Brake blocks check

- Pitot head remove cover-holes clear
- Windshield clean
- Propeller and spinner check
- Fuel and oil check for leaks
- Oil check level
- Dipstick properly seated
- Cowling secure
- Inspection covers secure
- Nose wheel tire check
- Nose gear strut proper inflation (3.25 in.)
- Air inlets clear
- Alternator belt check tension
- Tow bar and control locks stow
- Baggage stowed properly - secure
- Baggage door close and secure
- Fuel strainer drain
- Primary flight controls proper operation
- Cabin door close and secure
- Required papers on board
- Seat belts and harness fasten/adjust - check inertia reel

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BEFORE TAKEOFF

Master switch ON
 Flight instruments check
 Fuel selector proper tank
 Electric fuel pump ON
 Engine gauges check
 Carburetor heat OFF
 Seat backs erect
 Mixture set
 Primer locked
 Belts/harness fastened/adjusted
 Empty seats seat belts snugly fastened
 Flaps set
 Trim tab set
 Controls free
 Doors latched
 Air conditioner OFF

TAKEOFF

NORMAL

Flaps set
 Flaps set
 Accelerate to 45 to 55 KIAS
 Control wheel back pressure to rotate to climb attitude

SHORT-FIELD, OBSTACLE CLEARANCE

Flaps 25° (second notch)
 Accelerate to 52 KIAS
 Control wheel back pressure to rotate to climb attitude
 Maintain 52 KIAS until obstacle clearance
 Accelerate to 79 KIAS after obstacle is cleared
 Flaps retract slowly

SHORT FIELD, NO OBSTACLE

Flaps UP
 Accelerate to 50 KIAS
 Control wheel back pressure to rotate to climb attitude
 After breaking ground accelerate to best rate of climb speed 74 KIAS

SOFT FIELD, OBSTACLE CLEARANCE

Flaps 25° (second notch)
 Accelerate and lift off nose gear as soon as possible.
 Lift off at lowest possible airspeed
 Accelerate just above ground to 52 KIAS to climb past obstacle height.
 Continue climbing while accelerating to best rate of climb speed, 79 KIAS
 Flaps slowly retract

SOFT FIELD, NO OBSTACLE

Flaps 25° (second notch)
 Accelerate and lift off nose gear as soon as possible.
 Lift off at lowest possible airspeed
 Accelerate just above ground to best rate of climb speed, 79 KIAS
 Flaps slowly retract

CLIMB

Best rate (flaps up) 74 KIAS
 Best angle (flaps up) 64 KIAS
 En route 85 KIAS
 Electric fuel pump OFF at desired altitude

CRUISING

Reference performance charts and Avco-Lycoming Operator's Manual.
 Normal max power 75%
 Power set per power table
 Mixture adjust

DESCENT

NORMAL

Throttle 2500 rpm
 Airspeed 126 KIAS
 Mixture rich
 Carburetor heat ON if required

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DESCENT

POWER OFF

Carburetor heat ON if required
Throttle closed
Airspeed as required
Mixture as required
Power verify with throttle every 30 seconds

APPROACH AND LANDING

Fuel selector proper tank
Seat backs erect
Belts/harness fasten/adjust
Electric fuel pump ON
Mixture set
Flaps set - ~~100~~ KIAS max
Air conditioner OFF
Trim to 70 KIAS
Final approach speed (flaps 40°) ~~74~~ KIAS

STOPPING ENGINE

Parking brake *set*
Flaps retract
Electric fuel pump OFF
Air conditioner OFF
Radios OFF
Throttle full aft
Mixture idle cut-off
Magneto OFF
Master switch OFF

PARKING

Parking brake ~~set~~ *Release!*
Control wheel secured with belts
Flaps full up
Wheel chocks in place
Tie downs secure



SECT
CHART (NM)

10

15

20

25

30

35

40

45

PREFLIGHT

1	Documents	ARROW
2	Tach/Hobbs	NOTE
3	Controls	FREE
4	Emergency Equip	CHECK
5	Magnetos	OFF
6	Alternate Static	OFF
7	Circuit Breakers	IN
8	Electrical Equip	OFF
9	BAT/ALT Masters	ON
10	Fuel Quantity	CHECK
11	Flaps	DOWN
12	BAT/ALT Masters	OFF
13	Exterior Inspection	COMPLETE
14	Oil	6 QTS MIN
15	Tires	24 PSI

6	Fuel Pump	ON
7	Fuel Pressure	GREEN
8	Prime	AS REQUIRED
9	Magnetos	START
10	Throttle	1000 RPM
11	Oil Pressure	GREEN
12	Ammeter	CHARGING
13	Fuel Selector	SWITCH TANKS
14	Fuel Pump	OFF
15	Mixture	LEAN MAX RPM
16	Avionics	ON
17	Lights	AS REQUIRED
18	Transponder	ALT
19	Parking Brake	OFF
20	Brakes	CHECK
21	Gyros	TAXI CHECK

BEFORE START

1	Preflight	COMPLETE
2	ATIS & Clearance	COPIED
3	Parking Brake	SET
4	Tiedowns/chocks	OUT
5	Seat/Belts	SECURE
6	Fuel Selector	FULLEST
7	Avionics	OFF
8	Electrical Equip	OFF
9	Fan	OFF
10	Circuit Breakers	IN
11	Fuses (If installed)	CHECK SPARES
12	Passengers	BRIEFED

RUNUP

1	Parking Brake	SET
2	Flight Controls	FREE & CORRECT
3	Avionics	SET
4	Mixture	RICH (BLO 5000 FT)
5	Throttle	2000 RPM
6	Magnetos	LEFT, RIGHT, BOTH
7	! 175 RPM Max Drop; 50 RPM Differential	
7	Vacuum	5.1 IN Hg ± 0.1
8	Carburetor Heat	CHECK
9	Oil Temp & Pressure	CHECK
10	Engine Instruments	CHECK
11	Annunciator Panel	TEST
12	Ammeter	CHECK WITH LOAD
13	Throttle	IDLE CHECK
13	! If IMCDP, maintain vacuum at 5.0 IN Hg.	
14	Autopilot	CHECK, OFF
15	Circuit Breakers	IN
16	Takeoff & Emerg	BRIEFED
17	IFR Departure	BRIEFED

START

1	BAT/ALT Masters	ON
2	Lights	AS REQUIRED
3	Mixture	RICH
4	Throttle	1/4 INCH OPEN
5	Annunciators	TEST

YEARS: 1963-1973 B-G MODELS
 S/N: 28-671 - 28-5859
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TAKEOFF

- 1 Avionics/GPS SET
- 2 Elevator Trim TAKEOFF
- 3 Rudder Trim NEUTRAL
- 4 Flaps (norm/short) UP/25°
- 5 Fuel Pump ON
- 6 Fuel Selector FULLEST
- 7 Transponder Mode ALT
- 8 Parking Brake OFF
- 9 Pitot Heat AS REQUIRED
- 10 Lights AS REQUIRED
- 11 Mixture SET for DENS ALT
- 12 Door & Window CLOSED
- 13 Time NOTE
- 14 Throttle FULL
- 15 Rotate 52 KCAS

CLIMB

- 1 Airspeed
 - Best Angle 64 KCAS
 - Best Rate 74 KCAS
 - Cruise 87 KCAS
- 2 Throttle FULL
- 3 Mixture LEAN ABV 5000 FT
- 4 Carburetor Heat COLD
- 5 Engine Instruments MONITOR
- 6 Trims SET
- 7 Fuel Pump OFF AT CRUISE ALT

CRUISE

- 1 Flaps UP
- 2 Fuel Pump OFF
- 3 Throttle 55 - 75% POWER
- 4 Mixture LEAN AS DESIRED
- 5 Trims SET
- 6 Lights AS REQUIRED
- 7 Fuel Balance MONITOR

DESCENT

- 1 Plan 4 NM/1000 FT
- 2 Mixture ADJUST
- 3 Throttle STAGE
- 4 Landing Light ON

BEFORE LANDING

- 1 Approach BRIEFED
- 2 Seat Belts SECURE
- 3 Fuel Pump ON
- 4 Fuel Selector FULLEST TANK
- 5 Trims SET
- 6 Mixture RICH (BLO 5000 FT)
- 7 Flaps AS REQUIRED
- 8 Vref (Flaps FULL) 74 KCAS

AFTER LANDING

- 1 Ground MONITOR
- 2 Throttle 800 - 1000 RPM
- 3 Pitot Heat OFF
- 4 Fuel Pump OFF
- 5 Mixture LEAN MAX RPM
- 6 Flaps UP
- 7 Transponder ~~ALT~~ ALT
- 8 Lights AS REQUIRED

SECURING AIRPLANE

- 1 Flight Plan CLOSED
- 2 Hobbs & Tach NOTE
- 3 Fuel Pump OFF
- 4 Throttle IDLE 1000 RPM
- 5 Avionics & Fan OFF
- 6 Electrical Equip OFF
- 7 Mixture IDLE CUTOFF
- 8 Magnetos/Keys OFF/OUT
- 9 BAT/ALT Masters OFF
- 10 Tiedowns/Chocks INSTALL

TERMINAL G (MO) 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23





ALT WARNING LIGHT ON

- 1 Ammeter CHECK

IF Ammeter shows zero, do Alt Failure Cklist

ALTERNATOR FAILURE

- 1 ALT Master OFF
- 2 ALT Circuit Breaker CHECK
- 3 ALT Master ON

IF Alternator does not reset...

- 4 Electrical Load REDUCE
- 5 Divert NRST ALTERNATE

CABIN/ELECT FIRE INFLIGHT

- 1 Emerg Descent INITIATE
- 2 BAT/ALT Masters OFF
- 3 Cabin Heat/Defrost OFF
- 4 Window CLOSED
- 5 Fire Extinguisher ACTIVATE

IF Fire is completely extinguished...

- 6 Emerg Descent TERMINATE
- 7 Divert NRST ALTERNATE

IF Fire is NOT extinguished, land immediately.

DOOR OPEN

- 1 Airspeed **87 KCAS**
- 2 Air Vents CLOSE
- 3 Window OPEN
- 4 Door LATCH SIDE, TOP

ELECTRICAL OVERLOAD

- 1 ALT Master ON
- 2 BAT Master OFF
- 3 Divert NRST ALTERNATE

IF Alternator load reduced, reduce elect. load.

IF Alternator load NOT reduced...

- 4 ALT Master OFF
- 5 BAT Master ON AS REQUIRED

EMERGENCY LANDING

WITHOUT ENGINE POWER

- 1 Turn Towards Safe Terrain
- 2 Airspeed **74 KIAS**
- 3 If off airport, ELT ACTIVATE
- 4 Throttle IDLE
- 5 Mixture IDLE CUTOFF
- 6 Fuel Selector OFF
- 7 Fuel Pump OFF

When landing assured...

- 8 Flaps FULL
- 9 Airspeed **66 KCAS**
- 10 Seat Belts SECURED
- 11 BAT/ALT Masters OFF
- 12 Magnetos OFF

ENGINE FAILURE DURING FLIGHT

- 1 Turn Towards Safe Terrain
- 2 Airspeed **74 KIAS**
- 3 Fuel Pump ON
- 4 Fuel Selector SWITCH TANKS
- 5 Carburetor Heat FULL ON
- 6 Mixture FULL RICH
- 7 Left Magneto OFF, then ON
- 8 Right Magneto OFF, then ON
- 9 Primer IN & LOCKED
- 10 Engine Gauges CHECK for cause
- 11 Throttle 3/4 INCH OPEN
- 12 Starter PRESS

IF Engine does not start...

- 13 Throttle IDLE to FULL FWD
- 14 Mixture IDLE to FULL RICH

IF Engine starts...

- a Carburetor Heat OFF
- b Fuel Pump OFF

IF Engine does not start...

- a Land IMMEDIATELY

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ENGINE FIRE DURING FLIGHT

- 1 Cabin Heat/Defrost OFF
- 2 Mixture IDLE CUTOFF
- 3 Fuel Pump OFF
- 4 Fuel Selector OFF
- 5 Throttle IDLE
- 6 Door & Window OPEN IF REQUIRED
- 7 Airspeed **100 KCAS or MORE**
- 8 Land IMMEDIATELY

ICING ENCOUNTER

- 1 Pitot Heat ON
- 2 Airspeed **87 KCAS or MORE**
- 3 Icing Conditions EXIT IMMEDIATELY
- 4 Cabin Heat/Defrost MAXIMUM

IF *Unable to exit icing conditions immediately*

- 5 Radio MAYDAY
- 6 Divert NRST ALTERNATE

IF *Ice buildup is very rapid, land off-airport.*

- 7 Stall Margin INCREASE
- !** *Add 10 - 20 KIAS to approach & landing speeds if ice remains on aircraft.*

- 8 Flaps LEAVE UP
- 9 Landing Attitude LEVEL
- 10 Missed Approach AVOID

OIL LIGHT ON OR OIL PRESS LOW

- 1 Oil Temp & Press CHECK
- 2 CHTs CHECK

IF *Oil Pressure trending towards zero accompanied by engine roughness, noise, and/or vibration...*

- 3 Engine SHUTDOWN
- 4 Land IMMEDIATELY

IF *Oil Press below green or Oil Temp rising...*

- 3 Throttle MIN REQUIRED
- 4 Divert NRST ALTERNATE

OIL TEMPERATURE HIGH

- 1 Oil Pressure CHECK
- IF** *Oil Press normal...*
- 2 Climb Rate REDUCE
 - 3 Airspeed **100 KCAS or MORE**
 - 4 Mixture ENRICHEN
 - 5 Throttle REDUCE
- IF** *Oil Temp remains red-line after one min...*
- 6 Throttle MIN REQUIRED
 - 7 Divert NRST ALTERNATE

SPIN RECOVERY

- 1 Power IDLE
- 2 Ailerons NEUTRAL
- 3 Rudder FULL OPPOSITE
- 4 Elevator FULL FORWARD

When rotation stopped...

- 5 Rudder NEUTRAL
- 6 Elevator RECOVER from dive

STATIC SOURCE BLOCKED

- 1 Pitot Heat ON
- 2 Alternate Static OPEN
- 3 Windows CLOSED
- 4 Air Vents CLOSED

! *Disregard altimeter, airspeed, & VSI inst.*

WING FIRE IN FLIGHT

- 1 Emerg Descent INITIATE
- 2 Pitot Heat OFF
- 3 Navigation Lights OFF
- 4 Strobe Lights OFF
- 5 Wings SIDE SLIP

IF *Fire completely extinguished...*

- 6 Emerg Descent TERMINATE
- 7 Divert NRST ALTERNATE

IF *Fire not extinguished, land immediately.*



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