

Stinson 108 N413C

WALK AROUND

1. Confirm..... No open items.
2. Remove..... tie downs, pitot tube cover, and engine intake covers.
3. Main gear..... inspect brakes and tires (21 psi).
4. Fuel Tank Sumps drain.
5. Engine cowl openings... clear of obstructions.
6. Engine oil level min 6, max 8 quarts.
7. Firewall Fuel Strainer.... drain.
8. Engine compartment.... debris, oil/fuel leaks, loose fittings.
9. Verify fuel quantity..... caps tight and vents forward.
10. Flight Controls freedom of operation/direction.
11. Tail wheel..... inspect linkage and mounting.

COCKPIT

1. Elevator Trim..... verify full travel, then set to neutral.
2. Brakes test operation.
3. Master switch ON.
4. Fuel Quantity turn fuel gauge switch R and L tank.
5. Fuel Selector Valve ON to the fullest tank.
6. Altimeter..... barometric setting or field elevation.
7. Comm/Nav radios check and set.
8. Lighting interior and exterior, as required.
9. Weight and balance..... within limits.

ENGINE START

1. Throttle..... IN (approximately 1/4 inch).
2. Carburetor Heat OFF.
3. Mixture full RICH.
4. Primer no more than 3 strokes.
5. Start..... ignition switch START
6. Oil Pressure..... check.

NOTE: *Allow the engine to warm up before operating above 1,000 RPM.*

GROUND TEST

1. Fuel Selector Valve verify flow from each tank

NOTE: *Run long enough to insure fuel flow from either tank.*

2. Throttle to 2000 rpm engine instruments should readings;
Oil Pressure 40 to 45 psi
Oil Temperature 100° F.
Tachometer 2000 rpm
Ammeter Charging
3. Ground Idle 800-1,000 rpm

NOTE: *Do not operate the engine < 1600 rpm or < 1000 rpm on the ground longer than necessary).*

4. At 800 rpm verify magneto grounding
(turn the ignition switch off momentarily).
5. At 2000 rpm magnetos test (L to R max 200 drop).
6. Magnetos..... on BOTH.

TAXI

1. Area clear of traffic and obstructions.
2. Parking Brake release.
3. Taxi slowly with flaps up.

(The rudder pedals operate the tail wheel to steer the airplane on the ground. The brakes can be used for turning the airplane when taxiing, but avoid excessive brake use. The steerable tail wheel is the principal means of turning when on the ground).

TAKE-OFF

1. Flaps short/soft field take-off, 1st notch.
2. Throttle smoothly apply FULL power.
(Lift off at 73 mph (63 kts.).)
3. Retract Flaps gradually after sufficient altitude.

NOTE: Do not use carburetor heat during take-off.

CLIMB

1. Best Rate of Climb flaps UP airspeed of 81 mph (70 kts).
2. Climb full Throttle, wing flaps UP.
3. Stall Speed gross wt - Flaps up 67 mph (58 kts.)
Flaps down 57 mph (50 kts.).

NOTE: Stall is a factor of Angle of Attack and is effected by Angle of Bank – use caution in steep climbing turns.

CRUISE

1. Cruising Power set 75% = 2400 rpm / 9.0 Gal/hr.
2. Fuel Consumption should be calculated at 11 Gal/hr.
3. Above 3,000 feet adjust the mixture.
4. Apply Carburetor Heat to prevent/eliminate carburetor ice
(Caution when OAT > 20 degrees F and < 68 degrees F).
5. Do not exceed the limits of the Approved Operating Manual.

APPROACH

1. Fuel..... to the fullest tank.
2. Carburetor Heat ON below 1600 rpm.
3. Mixture full rich.
4. Flaps below 88 mph (75 kts.).
5. Trim adjust for approach speed.

LANDING

1. Carburetor Heat OFF.
2. Touchdown 74 mph (64 kts.).
3. Apply brakes cautiously.

GO-AROUND

1. Full throttle apply smoothly.
2. Climb 73 mph (63 kts.).
3. Flaps retract.

SHUT DOWN

1. Idle at 800 rpm mags momentarily OFF then BOTH.
2. Engine idle at 600 rpm for one minute.
3. Mixture CUT-OFF, then Mag switch OFF.
4. All switches OFF.