

INTERIOR

1. Parking Brake..... **AS REQUIRED**
2. Required Documents..... **CHECK**
3. Control Wheel Lock.....**REMOVE**
4. Ignition and Master Switch.....**OFF**
5. Electrical Equipment.....**OFF**
6. Radios.....**ALL 5 OFF**
7. Master Switch (Propeller Clear)**ON**
8. Fuel Gauges.....**CHECK**
9. Flaps (Area Clear)**DOWN**
10. Lights for Night Operation..... **CHECK**
11. Master Switch.....**OFF**
12. Alternate Static Source.....**CHECK OFF**
13. Fuel Selector Valve..... **BOTH**
14. Left Fuel Tank**VISUAL QUANT CHECK**
15. Right fuel Tank.....**VISUAL QUANT CHECK**
16. Oil Level (min 6 qts.)**CHECK**

EXTERIOR

1. Baggage Door..... **CHECK AND LOCK**
2. Left Side Fuselage..... **CHECK**
3. Empennage.....**CHECK**
4. Rudder Gust Lock..... **REMOVE**
5. Tail Tie-Down.....**REMOVE**
6. Tail Control Surfaces.....**CHECK**
7. Right Side Fuselage.....**CHECK**
8. Right Wing Flap.....**CHECK**
9. Right Wing Aileron..... **CHECK**
10. Right Wing..... **CHECK**
11. Right Wing Tie-Down..... **REMOVE**
12. Right Tire and Brake Assy..... **CHECK**
13. Right Fuel Sump.....**DRAIN & CHECK**
14. Cowling..... **SECURE**
15. Nose Wheel Assembly..... **CHECK**
16. Propeller & Spinner..... **CHECK**
17. Landing Light.....**SECURE & CLEAN**
18. Carburetor Air Filter.....**CHECK**
19. Static Port.....**CHECK CLEAR**
20. Pitot Tube Cover..... **REMOVE & CHECK**
21. Stall Warning Vent.....**CLEAR**
22. Fuel Tank Vent..... **CLEAR**
23. Left Wing Tie-Down..... **REMOVE**
24. Left Wing..... **CHECK**
25. Left Wing Aileron..... **CHECK**
26. Left Wing Flap..... **CHECK**
27. Left Fuel Sump..... **DRAIN & CHECK**
28. Left Tire and Brake Assy..... **CHECK**
29. Fuel Strainer.....**DRAIN & CHECK**
30. Final Walk Around.....**CHECK**

BEFORE STARTING ENGINE

1. Exterior Preflight..... **COMPLETE**
2. Seats, Belts, Shoulder Harness... **ADJUST & LOCK**
3. Fuel Selector Valve..... **BOTH**
4. Circuit Breakers.....**CHECK**
5. Brakes..... **TEST & SET or HOLD**

STARTING ENGINE

1. Mixture.....**RICH**
2. Carburetor Heat.....**COLD**
3. Propeller Area..... **CLEAR**
4. Master Switch..... **ON**
5. Beacon..... **ON**
6. Prime.....**AS REQUIRED then LOCKED**
7. Throttle..... **OPEN 1/8 INCH**
8. Propeller Area**VERBALIZE..." CLEAR"**
9. Ignition Switch..... **START**
10. Oil Pressure/Amps.....**CHECK**
11. **LEAN..... TO PEAK RPM**
12. Flaps..... **UP & OFF**
13. Avionics..... **All 5 ON**
14. Transponder.....**ALT**
15. Radio Check.....**COMPLETE**
16. Compass/Altimeter**SET**

BEFORE TAKEOFF

1. Parking Brake.....**AS REQUIRED**
2. Cabin Doors & Windows... **CLOSED & LOCKED**
3. Flight Controls.....**FREE & CORRECT**
4. Elevator Trim..... **TAKEOFF**
5. Fuel Selector Valve..... **BOTH**
6. Throttle..... **1700 RPM**
 - a. Magnetos...**CHECK: LEFT/BOTH/RIGHT/BOTH**
<125 RPM DROP
<50 RPM DIFFERENCE
 - b. Carburetor Heat... **CHECK RPM DROP/RISE**
 - c. Engine Instruments & Ammeter.....**CHECK**
 - d. Suction Gauge... (4.5 or greater).....**CHECK**
7. Flight Instruments **SET**
8. Radios.....**ALL 5 ON**
9. Throttle Friction.....**ADJUST**
10. Wing Flaps... **NORMAL SHORT TAKEOFF-UP**
SOFT=10 DEGREES
11. Transponder..... **ALT**
12. Strobes..... **ON**
13. **Mixture (below 3000 feet) RICH**

NORMAL TAKEOFF

1. Wing Flaps.....**UP**
2. Carburetor Heat.....**COLD**
3. Brakes.....**RELEASE**
4. Throttle.....**FULL POWER & CHKENGINE**
5. Elevator Control.....**LIFT NOSE @ 60 MPH**
6. Climb Speed.....**75 to 85 MPH**

ENROUTE CLIMB

1. Airspeed.....**80 to 90 MPH**
2. Throttle.....**FULL**
3. Mixture...**FULL RICH - (lean above 3000 feet)**

CRUISE

1. Power.....**2200 TO 2500 RPM**
(not more than 75%)
2. Elevator Trim..... **ADJUST**
3. Mixture..... **LEAN**

DESCENT

1. Fuel Selector.....**BOTH**
2. Mixture.....**FULL RICH**
3. Throttle.....**AS REQUIRED**

BEFORE LANDING

1. Fuel Selector..... **BOTH**
2. Mixture.....**FULL RICH**
3. Carburetor Heat.....**ON**
4. Landing Lights.....**ON**
5. Airspeed.....**70 TO 80 (FLAPS UP)**
6. Wing Flaps.....**BELOW 100MPH**
7. Airspeed.....**65 to 75 MPH w/ FLAPS DOWN**

NORMAL LANDING

1. Touch Down.....**MAIN WHEELS FIRST**
2. Landing Roll...**LOWER NOSE WHEEL GENTLY**
3. Braking.....**MINIMUM REQUIRED**

AFTER LANDING (clear of runway)

1. Fuel.....**CHECK**
2. Elevator Trim..... **INDEX**
3. Carburetor Heat..... **COLD**
4. Wing Flaps.....**UP/OFF**
5. Landing Lights & Strobes.....**AS REQUIRED**

SECURING AIRCRAFT

1. Parking Brake..... **AS REQUIRED**
2. Radios & Electric Equip..... **ALL 5 OFF**
3. Transponder..... **OFF**
4. Mixture.....**IDLE CUT OFF**
5. Ignition Switch..... **OFF/REMOVE KEY**
6. Master Switch.....**OFF**
7. Fuel Valve..... **LEFT or RIGHT**
8. Control Lock.....**INSTALL**
9. Re Fuel**AS NECESSARY**
10. Tie Down/Chock.....**AS NECESSARY**
11. Post Flight Inspection.....**COMPLETE**
- 12.....**CLOSE FLIGHT PLAN**

BALKED LANDING – (Go-Around)

1. Throttle.....**FULL**
2. Carburetor Heat.....**COLD**
3. Wing Flaps.....**20 DEGREES**
4. Airspeed.....**65 MPH**
5. Climb to Clear Obstacles.....
6. Wing Flaps.....After clearing obstructions.
..... **RETRACT SLOWLY**

SHORT FIELD TAKE-OFF

1. Wing Flaps.....**0 DEGREES**
2. Carburetor Heat..... **COLD**
3. Brakes.....**APPLY**
4. Throttle.....**FULL POWER**
5. Brakes.....**RELEASE**
ACCELERATE TO 65 MPH
6. Climb at Vx (65 MPH)
UNTIL CLEAR OF OBSTACLE
7. Wing Flaps **ACCELERATE & RETRACT**
8. Climb Speed.....**75 to 85 MPH**

SHORT FIELD LANDING

1. Approach.....**SAME AS NORMAL LANDING**
2. On Final.....**POWER IDLE**
3. Flaps.....**40 DEGREES**
4. Airspeed.....**65 MPH**
5. Touchdown**MAIN WHEELS FIRST**
6. **Lower Nose Wheel Gently & Retract Flaps**
7. **Apply Back Pressure on Yoke and Brakes as needed**

SOFT FIELD TAKE-OFF

1. Wing Flaps.....**10 DEGREES**
2. Roll onto Runway without stopping
And hold yoke back/nose up
3. Smoothly apply Full Power and Hold Yoke
Back Until Aircraft Becomes Airborne.
4. Level off and Allow Aircraft to Accelerate
In Ground Effect
5. Climb at Vx (65 MPH) until Clear of Obstacles
6. Retract Flaps & Accelerate to Vy (80 MPH)
7. Normal Climb.....**80 to 90 MPH**
Lean above 3,000feet

SOFT FIELD LANDING

1. Approach..... **SAME AS NORMAL LANDING**
2. On Final..... **POWER FAST IDLE**
3. Flaps.....**40 DEGREES**
4. Airspeed.....**65 MPH**
5. Touch Down With a small amount of Power and
On the Main Wheels at the Slowest Possible Speed
6. Keep Nose Wheel off Ground as Long as Possible
7. Allow Surface Drag to Slow Aircraft
8. Brakes are normally not required

AIRSPEEDS:

- Vx.....**65 MPH**
Vy.....**80 MPH**
Vne.....**182 MPH**
Vno.....**145 MPH**
Vfe.....**100 MPH**
Vs.....**57 MPH**
Vso.....**49 MPH**
Va.....**112 MPH**



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