

KATMAI, KENAI, 260SE-STOL PILOT'S CHECKLIST
NORMAL PROCEDURES

BEFORE STARTING ENGINE

1. Preflight inspection – COMPLETE.
2. Seats, belts, shoulder harnesses – ADJUST AND LOCK.
3. Fuel selector valve – BOTH.
4. Avionics power switch, autopilot (if installed), electrical equipment – **OFF**.

CAUTION

The avionics power switch must be **OFF** during engine start to prevent possible damage to avionics.

5. Brakes – TEST AND SET.
6. Cowl flaps – OPEN (move lever out of locking hole to reposition).
7. Circuit breakers – CHECK IN.

STARTING ENGINE

1. Mixture – RICH.
2. Propeller – HIGH RPM.
3. Master -- ON
4. Throttle – OPEN ½.
COLD start: hi boost 2 seconds,
HOT start: boost after start to purge. Crack throttle ½”.
5. Propeller area – CLEAR.
6. Ignition Switch – START (release when engine starts).
7. Oil pressure – CHECK.

BEFORE TAKEOFF

1. Cabin doors and windows – CLOSED AND LOCKED.
2. Parking brake – SET.
3. Flight controls – FREE AND CORRECT.
4. Flight instruments – SET.
5. Fuel selector valve – BOTH.
6. Mixture – RICH.
7. Elevator and rudder trim – TAKEOFF.
8. Throttle – 1700 RPM.
 - a. Magnetos – CHECK (RPM drop should not exceed 150 RPM on either mag or 50 RPM differential between.)
 - b. Propeller – CYCLE from high to low RPM; return to high.
 - c. Engine instruments and ammeter–CHECK.
 - d. Suction gauge – CHECK.
9. Avionics power switch – ON.
10. Radios – SET.
11. Autopilot (if installed) – OFF.
12. Flashing beacon, navigation lights and/or strobes – ON as required.
13. Throttle friction lock – ADJUST.
14. Parking brake – RELEASE.

TAKEOFF

NORMAL TAKEOFF

1. Wing flaps – 0-20 degrees

NORMAL TAKEOFF (Cont.)

2. Power – FULL THROTTLE and 2600 RPM.
3. Elevator control – LIFE NOSE WHEEL at 40 KIAS.
4. Climb speed - 70 KIAS (flaps 20 degrees)
- 80 KIAS (flaps up)

SHORTFIELD TAKEOFF

1. Wing flaps – 20 degrees.
2. Brakes – APPLY.
3. Power – FULL THROTTLE and 2600 RPM.
4. Brakes – RELEASE.
5. Elevator control – MAINTAIN SLIGHTLY TAIL- LOW ATTITUDE.
6. Climb speed – 57 KIAS (until all obstacles are cleared).
7. Wing flaps – RETRACT slowly after reaching 70 KIAS.

ENROUTE CLIMB

NORMAL CLIMB

1. Airspeed – 85-95 KIAS.
2. Power – 24 INCHES Hg and 2450 RPM.
3. Fuel selector valve – BOTH.
4. Mixture – FULL RICH (mixture may be leaned above 5000 feet).
5. Cowl flaps – OPEN as required.

MAXIMUM PERFORMANCE CLIMB

1. Airspeed – 78 KIAS at sea level to 72 KIAS at 10,000 feet.

MAXIMUM PERFORMANCE CLIMB (Cont.)

2. Power – FULL THROTTLE and 2600 RPM.
3. Fuel selector valve – BOTH.
4. Mixture – FULL RICH (mixture may be leaned above 5000 feet).
5. Cowl flaps – FULL OPEN.

CRUISE

1. Power – **recommended 22 INCHES and 2500 RPM.**
2. Elevator and rudder trim – ADJUST.
3. Mixture – LEANED.
4. Cowl flaps – CLOSED.

DESCENT

1. Power – AS DESIRED.
2. Mixture – ENRICHEN as required.
3. Cowl flaps - CLOSED.
4. Wing flaps – AS DESIRED (0-10 degrees below 100 KIAS, 10-40 degrees below 80 KIAS).

BEFORE LANDING

1. Seats, belts, harnesses – ADJUST AND LOCK.
2. Fuel selector valve – BOTH.
3. Mixture – RICH.
4. Propeller – HIGH RPM.
5. Autopilot (if installed) – OFF.

LANDING

NORMAL LANDING

1. Airspeed – 70-80 KIAS (flaps up).
2. Wing flaps – AS DESIRED (10-40 degrees below 80 KIAS).
3. Airspeed – 60-70 KIAS (flaps DOWN).
4. Trim – ADJUST.
5. Touchdown – MAIN WHEELS FIRST.
6. Landing roll - LOWER NOSE WHEEL GENTLY.
7. Braking – MINIMUM REQUIRED.

SHORT FIELD LANDING

1. Airspeed – 55 KIAS (20 degrees flaps).
2. Airspeed – MAINTAIN 55 KIAS.
3. Trim – ADJUST.
4. Touchdown – MAIN WHEELS FIRST.
5. Brakes – APPLY HEAVILY.
6. Wing flaps – RETRACT for maximum brake effectiveness.

BALKED LANDING

1. Power – FULL THROTTLE and 2600 RPM.
2. Wing flaps – RETRACT to 20 degrees.
3. Climb speed – 55 KIAS.
4. Wing flaps – RETRACT slowly after reaching 70 KIAS.
5. Cowl flaps – OPEN.

AFTER LANDING

1. Wing flaps – UP.
2. Cowl flaps – OPEN.

SECURING AIRPLANE

1. Parking brake – SET.
2. Avionics power switch, electrical equipment – OFF.
3. Throttle – IDLE.
4. Mixture IDLE CUT-OFF (pulled full out).
5. Ignition switch – OFF.
6. Master switch – OFF.
7. Control lock – INSTALL.
8. Fuel selector valve – RIGHT.

KATMAI, KENAI, 260SE-STOL PILOT'S CHECKLIST
EMERGENCY PROCEDURES

ENGINE FAILURES

ENGINE FAILURE DURING TAKEOFF RUN

1. Throttle – IDLE.
2. Brakes – APPLY.
3. Wing flaps – RETRACT.
4. Mixture – IDLE CUTOFF.
5. Ignition switch – OFF.
6. Master switch – OFF.

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

1. Airspeed -- 70 KIAS (flaps UP).
 -- 65 KIAS (flaps DOWN).
2. Mixture – IDLE CUTOFF.
3. Fuel selector valve – OFF.
4. Ignition switch – OFF.
5. Wing flaps – AS REQUIRED.
6. Master switch – OFF.

ENGINE FAILURE DURING FLIGHT

1. Airspeed – 70 KIAS.
2. Boost pump on if required.
3. Fuel selector valve – BOTH.
4. Mixture – RICH.
5. Ignition switch – BOTH (or START if propeller is stopped).

FORCED LANDINGS

EMERGENCY LANDING WITHOUT ENGINE POWER

1. Airspeed – 70 KIAS (flaps UP).
– 65 KIAS (flaps DOWN).
2. Mixture – IDLE CUTOFF.
3. Fuel selector valve – OFF.
4. Ignition switch – OFF.
5. Wing flaps – AS REQUIRED.
6. Master switch – OFF.
7. Doors – UNLATCH PRIOR TO TOUCHDOWN.
8. Touchdown – SLIGHTLY TAIL LOW.
9. Brakes – APPLY HEAVILY.

PRECAUTIONARY LANDING WITH ENGINE POWER

1. Airspeed – 60 KIAS.
2. Wing flaps – 20 degrees.
3. Selected field – FLY OVER, noting terrain and obstructions then retract flaps upon reaching a safe altitude and airspeed.
4. Electrical switches – OFF.
5. Wing flaps – 20 degrees (on final approach).
6. Airspeed – 55 KIAS.
7. Avionics power and master switches – OFF.
8. Doors – UNLATCH PRIOR TO TOUCHDOWN.
9. Touchdown – SLIGHTLY TAIL LOW.
10. Ignition switch – OFF.
11. Brakes – APPLY HEAVILY.

DITCHING

1. Radio – TRANSMIT MAYDAY on 121.5 MHz giving location and intentions.

DITCHING (Cont.)

2. Heavy objects (in baggage area) – SECURE OR JETTISON.
3. Flaps – 20-40 degrees.
4. Power – ESTABLISH 300 FT/MIN DESCENT AT 60 KIAS.
5. Approach - High winds, heavy seas – **INTO WIND.**
- Light winds, heavy swells – **PARALLEL TO SWELLS.**

NOTE

If no power is available, approach 70 KIAS with flaps up or at 65 KIAS with 10 degrees flaps.

6. Cabin doors – **UNLATCH.**
7. Touchdown – **LEVEL ATTITUDE AT ESTABLISHED DESCENT.**
8. Face – **CUSHION** at touchdown with folded coat.
9. Airplane – **EVACUATE** through cabin doors. If necessary, open window, flood cabin to equalize pressure so doors will open.
10. Life vests and raft – **INFLATE.**

FIRES

DURING START ON GROUND

1. Cranking – **CONTINUE** to get a start which will suck the flames and accumulated fuel through the intake and into the engine.

If engine starts:

1. Power 1700 RPM for a few minutes.
2. Engine – **SHUT DOWN** and inspect for damage.

FIRES DURING START ON GROUND (Cont.)

If engine fails to start:

1. Throttle – FULL OPEN.
2. Mixture – IDLE CUTOFF.
3. Cranking – CONTINUE.
4. Fire extinguisher – OBTAIN (have ground attendant(s) obtain if not installed).
5. Engine – SECURE.
 - a. Master switch – OFF.
 - b. Ignition switch – OFF.
 - c. Fuel selector valve – OFF.
6. Fire – EXTINGUISH using fire extinguisher, wool blanket, or dirt.
7. Fire extinguisher – OBTAIN (have ground attendant(s) obtain if not installed.)
8. Engine – SECURE.
9. Fire – EXTINGUISH using fire extinguisher, wool blanket, or dirt.
10. Fire damage – INSPECT, repair damage or replace damaged components or wiring before conducting another flight.

ENGINE FIRE IN FLIGHT

1. Mixture – IDLE CUTOFF.
2. Fuel selector valve – OFF.
3. Master switch – OFF.
4. Cabin heat & air – OFF (except overhead vents).
5. Airspeed – 100 KIAS (If fire is not extinguished, increase glide speed to find an airspeed which will provide an incombustible mixture.)

ENGINE FIRE IN FLIGHT (Cont.)

6. Forced landing – EXECUTE (as described in
EMERGENCY LANDING WITHOUT ENGINE POWER

ELECTRICAL FIRE IN FLIGHT

1. Master switch – OFF.
2. Avionics power switch – OFF.
3. All other switches (except ignition switch) – OFF.
4. Vents/cabin air/heat – CLOSED.
5. Fire extinguisher – ACTIVATE (if available).

WARNING

**After discharging an extinguisher within a closed cabin,
ventilate the cabin.**

If fire appears to be out and electrical power is
necessary for continuance of flight:

6. Master switch – ON.
7. Circuit breakers – CHECK for faulty circuit, do
not reset.
8. Radio switches – OFF.
9. Avionics power switch – ON.
10. Radio-electrical switches – ON one at a time,
with delay after each until short circuit is
localized.
11. Vents/cabin air/heat – OPEN when it is
ascertained that fire is completely extinguished.

CABIN FIRE

1. Master switch – OFF.
2. Vents/cabin air/heat – CLOSED (to avoid drafts).

CABIN FIRE (Cont.)

3. Fire extinguisher – ACTIVATE (if available).

WARNING

After discharging an extinguisher within a closed cabin, ventilate the cabin.

CABIN FIRE (Cont.)

4. Land the airplane as soon as possible to inspect for damage.

WING FIRE

1. Navigation light switch – OFF.
2. Strobe light switch (if installed) – OFF.
3. Pitot heat switch (if installed) – OFF.

NOTE

Perform a side slip to keep the flames away from the fuel tank and cabin, and land as soon as possible using flaps only as required for final approach and touchdown.

ICING

INADVERTENT ICING ENCOUNTER

1. Turn pitot heat switch ON (if installed).
2. Turn back or change altitude to obtain an outside air temperature that is less conducive to icing.
3. Pull cabin heat control full out, rotate defroster control clockwise to obtain maximum defroster airflow.
4. Increase engine speed to minimize ice build-up on propeller blades.

ICING (Cont.)

5. Plan a landing at the nearest airport. With extremely rapid ice buildup, select a suitable “off airport” landing site.
6. With an ice accumulation of $\frac{1}{4}$ ” or more on the wing leading edge, be prepared for significantly higher stall speed.
7. Leave wing flaps retracted. With a severe ice buildup on the horizontal tail, the change in wing wake airflow direction caused by wing flap extension could result in a loss of elevator effectiveness.
8. Open the window and if practical scrape ice from a portion of the windshield for visibility in the landing approach.
9. Perform a landing approach using a forward slip, if necessary, for improved visibility.
10. Approach at 80-90 KIAS depending upon amount of ice accumulation.
11. Perform a landing in level attitude.

STATIC SOURCE BLOCKAGE

(Erroneous instrument reading suspected.)

1. Alternate static source valve – PULL ON.
2. Airspeed – consult appropriate table in Section 5 of Pilot’s Operating Handbook.
3. Altitude – Cruise 50 feet higher and approach 30 feet higher than normal.

LANDING WITH A FLAT MAIN TIRE

1. Approach – NORMAL.
2. Wing flaps – AS REQUIRED.
3. Touchdown – GOOD TIRE FIRST, hold airplane off flat tire as long as possible with aileron control.

ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS

OVER-VOLTAGE LIGHT ILLUMINATES

1. Avionics power switch – OFF.
2. Master switch – OFF (both sides)
3. Master switch – ON.
4. Over-voltage light – OFF.
5. Avionics power switch – ON.

OVER-VOLTAGE LIGHT ILLUMINATES

If over-voltage light illuminates again terminate flight as soon as practical.

AMMETER SHOWS DISCHARGE

1. Alternator – OFF.
2. Nonessential radio/electrical equipment – OFF.
3. TERMINATE flight as soon as practical.