

Photocopy of the checklist found in N78951 following its crash
on 9/2/2013. Side #1 of 2.

CHECK LIST

PREFLIGHT

INSPECT AIRCRAFT FOR DEFECTS
Check fuel & secure filler caps
Drain fuel sumps & gascolator
Remove pitot cover

STARTUP

Raise step
Set - altimeter
- directional gyro
- clock
Radios off
Fuel selector to fullest tank
Mixture control to correct setting
Throttle - pump to prime & then set
Cowl flaps open
Master on
Fuel pump on
Clear prop & start
Check - oil pressure
- engine gauges
- other instruments
Fuel pump off
Rotating beacon on if needed
Radios on

RUNUP & TAKEOFF

Controls free
Throttle to 1700 RPM & check - mag drop
- carburetor heat
Throttle to 2200 RPM & exercise prop (twice if
needed)
Trim for takeoff
Flaps - two pumps
Fuel pump on
Window & door secured
NO OBJECTS ON FLOOR BETWEEN SEATS
Full throttle for takeoff

Photocopy of the checklist found in N78951 following its crash on 9/2/2013. Side #2 of 2.

CHECK LIST CONT. IN FLIGHT

CLIMB OUT

Gear up as soon as air speed permits
Flaps up as soon as air speed permits
Initial climb at 95 mph for best cooling
Reduce RPM to 2500
Reduce throttle to 24in. MP
Continue climb and trim for 110 MPH to altitude
Turn aux. fuel pump off and check pressure

CRUISE

After reaching cruise altitude lean mixture
500 degrees CHT or 1300 degrees EGT or 100 degrees
less than max. EGT on rich side
Close cowl flaps and continue flight

DESCENT

Fuel selector fullest tank
Disengage autopilot
Make power decent; adjust mixture as needed

LANDING

Auxiliary fuel pump on
Gear down and locked below 120 mph
Flaps as needed below 100 mph
Carb. heat as needed
Adjust mixture to correct setting
Prop. full forward (high rpm)
Check seat belts
Check switches
Trim as necessary (80 mph final hands off) trim
all the way down

AFTER LANDING

OPEN COWL FLAPS
CARB. HEAT OFF
Retract wing flaps
Lower step
Turn radios off before shutting engine down
Run engine at 1000 rpm for a short time
then pull mixture to idle cut off
SET TRIM TO TAKEOFF POSITION