

Before Taxi

When taxiing, directional control is accomplished with rudder deflection and intermittent braking (toe taps) as necessary. Proper braking practices are critical to avoid potential damage to the brakes. Pilots unaccustomed to free casting nose wheel steering may be inclined to “ride” the brakes to maintain constant taxi speeds and use the brakes excessively for steering. Use only as much power as is necessary to achieve forward movement. Deceleration or taxi speed control using brakes but without a reduction in power will result in increased brake temperature. Taxi over loose gravel at low engine speed to avoid damage to the propeller tips.

1. Flaps UP
2. COM and NAV/GPS SET
3. ATIS/Clearance OBTAIN
4. Altimeter..... SET
5. Transponder..... SET
6. Heading/Initial ALT SET
7. Flight Controls..... FREE AND CORRECT
8. Lights..... AS REQUIRED
9. Cabin Heat/Defrost..... AS REQUIRED
10. Fuel Selector SWITCH TANK
11. Autopilot ENGAGE (PRESS AP BUTTON)
12. AP DISC Button PRESS
13. Trim SET
14. Parking Brake..... RELEASE
15. Brakes..... CHECK