

STRIKEMASTER

Cockpit and Instrument lights	A/R
Anti-collision lights	ON
Navigation lights	A/R
Taxi/Landing lights	OFF
Ident light switch	Central
Oxygen left & right	PRICE, ½ Tank MIN

BEFORE START:

Gear Emer lowering lever	UP, Wired
Battery	ON
Starting Master	ON
Instrument Start Switch	START, No OFF Flags
Ignition	ON
Top Temp control	ON
Pitot Heat	OFF
Instrument Switch	NORMAL
Inverter test	TEST: Black—No Off flags OFF: White—No Off flags
Flap indication	MATCH flap position
Landing gear position lights	3 GREEN x 2, Bright/Dim A/R
Fuel Totalizer	CHECK quantities (L/R/T for W/T) Set to Wing and Total
Engine Instruments	CONDITION
FLIGHT INSTRUMENTS	SET for departure/No Off flags
Windscreen De-Ice	Press ON for 2 sec check button lights up
COMP/DG Switch	COMP
CL6 Compass	SYNC/Check E2B
E2B Light Switch	OFF ATT NORM/STBY Switch NORM
SWS (Caution Panel)	TEST (Panel lights, amber/red, horn)
Clock	SET
Oxygen contents	CHECK
Brake pressure gauge	CHECK
Fuel Tank air pressure	Condition, 0 psi
Fire bottle discharge Indicator	Not discolored
Emergency Depress Switch	DOWN
Cockpit Temp control	SET
Pressurization	UNPRESS

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De-mist Switch	OFF
Rain/ice Switch	OFF
Canopy seal	OFF
Anti-Collision lights	ON
Navigation lights	A/R
LP Cock	ON/GATED

ENGINE START:

Fuel Caption	OUT
HP Cock	OUT OF AFT
Airstart Button	TEST (listen for clicking)
HP Cock	FWD/UNGATED
Throttle	IDLE
Start button	PRESS for 2 Seconds , Expect Light Up at 10%

Review Just Prior to Start

WARNING: IF JPT rises rapidly through 650C:

HP Cock	CLOSE
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to avoid exceeding **800C** JPT

WARNING: If STARTER BUTTON LIGHT remains on after start:

Start Master Switch	OFF
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If light STILL ON:

HP Cock	CLOSE (AFT)
Battery Switch	OFF

WARNING: If RPM stabilized at 15% with no light off (WET START):

HP Cock	CLOSE
Ignition Switch	OFF

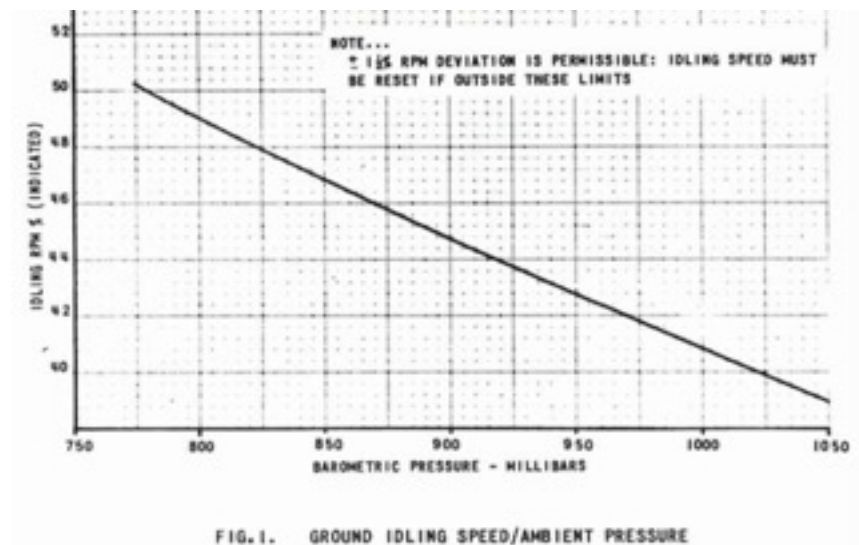
Reattempts: Dry run by hitting **START** with HP Cock—OFF, drain collector tanks and jet pipe. MIN time between start button actuations is 40". Max **3** start cycles then **15 minutes** starter cooling before re-attempts. Max 3 start cycles using internal batteries. Charge or get 28V GPU

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AFTER START:

Start Button Light	OUT
External power	Disconnect
JPT	STABLE below 665C
RPM	MIN IDLE +/- 1.5%
Oil pressure	7 psi MIN, Below 30psi in 3 min
Fuel Float Valves	TEST (Light out < 3")
If not: re-test with fuel air press. at 1.5-2.5 psi	
Inverter MI Indicator	BLACK
SWS (CAUTION) Panel	CLEAR
Avionics/PFD	ON
Hydraulic & Wheel Brake press	TOTAL IN GREEN
	S&P= 1100-1200psi
Flaps & Air-Brakes	TEST / SET



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BEFORE TAKE-OFF

Elevator & Aileron Trim	SET FLAPS for TAKE-OFF
AIRBRAKES	IN (Check visually)
FUEL	CONFIRM QTY
HP COCK	GATED OPEN
LP COCK	GATED ON
TANK PRESSURE	1 ½ to 2 ½ psi
INSTRUMENTS	SET for Departure & No Off flags
	Heading=RW Hdg, altimeter=field elev,
Pitot heat	A/R
Taxi/Landing Lights	A/R
NAV Lights	A/R
TRANSPONDER	ON (ALT)
RADIOS	SET
OXYGEN	PRICE
CANOPY	CLOSE
SEAL	ON
PRESSURIZATION	PRESS
FLT CONTROLS	FULL, FREE & CORRECT
SWS PANEL Captions	All Out
Take Off Time	RECORD

LINE UP:

Brakes	HOLD @ 90% RPM
RPM	100+/- 0.5%
JPT	740C Max
Oil pressure	27-35 psi

TAKEOFF:

TOLD: CLEAN: WT—9000lb, DA—4000'MSL, Wind—0kts, 40C/104F
Ground Run=**2650'**

W/ STORES—11,500lb, Ground Run=**5350'**

Head/Tailwind: 5Kts = 6% change, 10kts = 11% Change

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