



Photo 1 – Airplane



Photo 2 – Damaged left wing



Photo 3 – Right wing and damaged fence

YAK-52 CHECKLIST 5 119.87 RNM

MOTO

PREFLIGHT Rear Cockpit Mag Control UP (1st Cabin) Gear NEUTRAL Flaps NEUTRAL Instruments Switches DOWN Mags 1 + 2 Brake Override OFF Parachute removed or SECURE Straps Tied and SECURE Canopy Closed and LOCKED Front Cockpit Mags OFF (0) Starter Guard IN PLACE and DOWN All switches OFF Gear Handle DOWN and LATCHED Fuel Supply ON Carb Heat OFF Main Air supply TURNED ON Hand Parking Brake ON Main Air supply TURNED OFF Air Pressure Gauge - CHECK Air Moisture Release CLOSED Snot valve CLOSED	STARTING ENGINE Main Air supply TURNED ON Hand Parking Brake ON Engine Instruments ON (4 & 6) Battery ON Generator ON Ignition (sparks) ON Primer LEFT and pump for fuel pressure (3 to 5 pumps - CARB) Primer RIGHT and prime as required (5 to 7 pumps CYL'd) Throttle slightly OPEN Press STARTER Mags to BOTH (1 + 2) Prime as required RIGHT then LOCK Oil Pressure - CHECK Electrical Systems as required (All Switches ON (except ADF) Warm-up RPM - 50% max til 40 Oil Set Cooling Controls as required	POWER SETTINGS Max Continuous - 82%, 710 Potatoes 70% Prop, 700% Potatoes (105 kts / 195kph)
EXTERNAL Prop area clear Cowf Shutters Fuselage Gear Struts Oil Leaks Cowf Latches Flaps Drain Fuel Control Surfaces Pilot cover OFF Static Ports clear Oil Cooler Cover REMOVED Fuel quantity CHECKED Oil Quantity CHECKED Pull Prop thru 12 blades Clean Kit Valve - CLOSED (priming before pulling blades helps ease of start)	BEFORE TAKEOFF Throttle to 70% Exercise Prop (53% TACH, Oil Pressure DOWN, Manif Press. UP) MAG check 1+2 (3% drop) Annunc Lts, Volt, Fuel gauge - Check Check Primer LOCKED Throttle Friction SET TRIM set for takeoff Flaps UP Check Engine Gauges Canopy LOCKED or check Seatbelts TIGHTEN Transponder to ALT Clock - Start (or note time)	BEFORE LANDING Snot Valve - CLOSED Carb Heat As Required Below 108 kts (200 kph) - GEAR DOWN (Check Gear lights GREEN & Poles Ext) Runway Made (FULL FLAPS) PROP to 100% Over the fence - 75-81 kts (140-150 kph)
NUMBERS TO KNOW Gear Down (max) 108 kts (200 kph) Flaps Down (max) 92 kts (170 kph) Lift Off speed (min) 70 kts (130 kph) Best climb speed 92 kts (170 kph) Cruise speed 105 kts (195 kph) Stall speed (idle) 65 kts (120 kph)	TAKEOFF Apply FULL POWER Climb at 92 Kts (170 KPH) GEAR UP Prop reduce to 82% Throttle set to 710 potatoes Cruise climb at 97 KTS (180 KPH)	AFTER LANDING Taxi Clear of Runway and STOP FLAPS Identify and Raise Transponder set to STBY
		SHUT-DOWN Prop MAX RPM Throttle 30% until CHT 140-150 Throttle - 70% RPM for 20 sec, then 30% All Switches OFF Main Air Valve - OFF Mags OFF Hand Brake - RELEASE Snot Valve OPEN then CLOSE
		Landing Gear Fails to Extend: DO NOT "Cycle" Landing Gear If Main Air system gauge is decreasing, or if an air leak can be heard or felt: Landing Gear Handle - NEUTRAL Extend Landing Gear w/ Emergency Sys Landing Gear Extension w/ Emer Sys: Main Air Valve - CLOSED (CW) Landing Gear Handle - NEUTRAL Airspeed - REDUCE As Much As Able Emer Air Valve - OPEN (CCW) Quickly Ldg Gear Indicators - CHECK 3 Green Landing Gear Handle - DOWN If Main Air Sys is NOT Holding Press: Main Air Valve - Leave CLOSED (CW) Land w/ Emer Air System OPEN Emer System Pressure - MONITOR Flaps not available from Emer Air System NO Brakes when Emer Press Depleted If Main Air System IS Holding Press: Main Air Valve - OPEN Emergency Air Valve - CLOSE Air System Pressures - MONITOR

Photo 4 – YAK 52 checklist