

Walk-Around

- Documentation
 - Check engine and airframe logs for required maintenance
 - Registration, airworthiness, airframe and engine logs, weight and balance, pilot log and license
- Rear Cockpit
 - Remove cover
 - Master switch = OFF
 - Magneto switch = OFF
 - Master fuel valve = ON
- Front Cockpit
 - Clasp and tighten seat belt
 - Remove all loose material
- Left Wing
 - Left and Right Tank Fuel Valves (4) = ON
 - Fuel gauge (full, no leaks) (Paper towel?)
 - Interplane struts and aileron connection rod (bolts and nuts OK)
 - Top Aileron
 - Hinges
 - Connector Rod
 - Bottom Aileron
 - Hinges
 - Connecting Rod
 - Bell crank, pushrod, and control horn
 - Trailing edge OK
 - Flying and landing wires taugt; connections sound
 - Javelin binding tight
 - Pitot and static = CLEAR
 - Leading Edge clear
 - Left Cabane Struts (fuel line attachments sound)
- Left Side Landing Gear
 - Strut (attach bolts OK)
 - Shock (fill level OK)
 - Tire Inflation (23 psi)
 - Brake Cable (connected, no frays, tension right)
- Engine
 - Oil full
 - Fuel in Left AND Right Tank, secure caps
 - Air Intake Clear
 - Cowl Cover Screws
 - Remove drip rags / paper towels and drip pan
 - Drain gascolator
- Propeller undamaged
- Test propeller rotation; Remove lower plugs if hydraulic lock indicated
- Right Side Landing Gear
 - Strut (attach bolts OK)
 - Shock (fill level OK)
 - Tire Inflation OK
 - Brake Cable (connected, no frays, tension right)
- Right Wing
 - Fuel gauge (full, no leaks) (Paper towel?)
 - Flying and landing wires taugt, connection sound
 - Javelin binding tight
 - Interplane strut attachments sound
 - Leading Edge
 - Top Aileron
 - Hinges
 - Connecting Rod
 - Bottom Aileron
 - Hinges
 - Connecting Rod
 - Bell crank, pushrod, and control horn
 - Right cabane strut attachments sound
- Tail
 - Left Stabilizer
 - Hinges
 - Control Cables
 - Lower and upper Flying Wires
 - Rudder
 - Hinges
 - Control Cables
 - Stops
 - Tail Wheel
 - Inflation (50-60 psi)
 - Cables
 - Springs
 - Right Stabilizer
 - Trim cord and sprocket
 - Hinges
 - Control Cables
 - Lower and upper Flying Wires
 - Connector Rod
 - Hinges
 - Remove wheel chocks

Secure Front Cockpit

Secure Baggage Compartment

Park Golf Cart

Close Hanger Door

Starting Engine

- Fasten seat belt
- Record tachometer and hour meter
- Magnetos and master switch off
- Main gas valve ON
- Mixture rich / in
- Pull prop through 14 blades
- Passenger belts secure
- Headsets on
- Transponder and transceiver off
- Trim set
- Parking brake set
- Throttle cracked
- Carburetor heat off / in
- Left and Right Magneto retarded
- Master Switch on
- CLEAR PROP
- Starter engaged
- Magnetos switched to “BOTH” as prop turns
- Verify oil minimum oil pressure (40 lbs)
- Advance and Lock Left and Right Magneto timing
- Turn on CHT gauge
- Turn on transceiver AND light
- Turn on transponder if needed
- Intercom on and working
- Warm until cylinder head temperatures rise and oil temperature gauge moves
- Get ATIS
- Get taxi clearance

Before Flight

- Check control movement
- Verify altimeter setting
- Verify CHT gauge operation
- Run up to 1200 RPM
- Left & Right magneto check
- Carburetor heat check
- Reduce to 600 RPM
- Check trim
- Check mixture
- Verify magneto advance lock
- Get clearance

Engine shutdown

- Retard throttle
- Turn off transceiver AND light
- Turn off transponder
- Lean mixture to kill engine; leave in lean position
- Turn off magnetos
- Turn off CHT gauge switch
- Turn off master switch
- Turn master gas valve to OFF
- Record tachometer and hour meter timer

Post Flight

- Verify:
 - Transceiver light off
 - Master gas valve off
 - Magnetos and master switch off
 - Flight time stopped and cleared
- Complete flight and airframe logs
- Verify chocks in place
- Put drip rags and pan in place
- **Put charger on battery**