

INITIAL	START	RUN-UP	TAKEOFF	DESCENT	AFTER LANDING
Weather & Den. Alt. Weight & Balance Performance Req. Flight Plan - File Papers - A.R.O.W Control Lock Master - On Flaps - Extend Pitot Heat - Test Stall Indicator - Test Lights - Int./Ext. Fuel Gauges - True Master - Off	Seat Track/Back-Lock Avionics - Off Autopilot - Off Carb Heat - Off Mixture - Full Rich Throttle - Slight Brakes Prop - Clear Master - On Beacon - On Fuel Pump - On Fuel Pressure Prime Mags - Start <i>AA-Start Left Then Both</i> Oil Pressure Fuel Pump - Off Fuel Pressure Lights - As Req. Mixture - As Req.	Brakes Fuel - Proper Tank Trim - Takeoff Flight Controls Instruments Mixture - Best Power 1800 RPM Mags-Test R-L-Both Carb Heat - Test Vacuum Amps / Volts Fuel Pressure Oil Pressure Oil Temperature Idle - Check Closed Throttle Friction	Full Throttle 2275 RPM <i>Min.</i> Oil Pressure Rotate - * 55 (63) Vy - 90 (104)	Mixture - Richen Carb Heat-As Req. Fuel - Proper Tank ATIS / AWOS Altimeter Instruments	Flaps - Up Carb Heat - Off Fuel Pump - Off Strobes - Off Landing Light - Off Taxi Light - As Req. Pitot Heat - Off Mixture - As Req. Trim - Takeoff XPDR - Alt + Sqwk
EXTERIOR SUMMARY <i>After Thorough Geographical Check</i>	PRE-TAXI / TAXI	PRE-TAKEOFF	CLIMB	PRE-LANDING	SECURING
Fuel Quantity Fuel Quality Caps/Drains/Vents Engine / Oil / Belt Prop / Air Intake Exhaust System Surfaces & Controls Pitot Static Ports Gear / Tires / Brakes Antennas Ties/Chocks/Towbar Baggage Door Final Walk Around	Seat Belts / Harness Mixture - As Req. Heat / Vent / Defrost Avionics - On ATIS / AWOS Altimeter XPDR - Alt + Sqwk ADS-B - On Radio - Test Taxi Light - As Req. Brakes - Test Attitude Indic.-Test Turn Coord. - Test H.I. To Compass-Test	Flaps - 0° Fuel Pump - On Mixture - Best Power Carb Heat-Off <i>Or As Req.</i> Pitot Heat - As Req. Canopy XPDR - Alt + Sqwk Heading Bug Landing Light - On Strobes - On Time - Note Brakes - Release ABORT PLAN - READY!	Power Mixture Instruments Taxi / Land Light - Off Flight Plan - Open Fuel Pump - Off <i>At Safe Altitude</i>	Brake Pedals - Test Landing Light - On Autopilot - Off Seat Belts / Harness Mixture - Best Power Carb Heat-As Req. Fuel Pump - On Fuel - Proper Tank Flaps - As Req.	ELT - Verify Silent Avionics - Off Mixture - Full Lean Mags - Off Master - Off Lights - Off Hobbs / Tach Time Control Lock Chocks Tie Downs Pitot Cover Baggage Door Canopy
INTERIOR			CRUISE	LANDING	Close Flight Plan
Passenger Brief Hobbs / Tach Time Fuel - Proper Tank Circuit Breakers Alternate Static			Power Mixture Instruments Fuel - Proper Tank <i>Fuel Pump On If Switch</i>	Flaps - Down <i>Or As Req.</i> * 70 (81) <i>G. U. M. P. F. S.</i> GO-AROUND Power - Full Carb Heat - Off Positive Rate Climb Flaps - Retract Slowly	* Adjust Speed As Needed For Conditions. <i>Check Your POH For Notes / Cautions Plus Manufacturer For Revisions.</i>

Vr • Rotation -	55 (63)	Vs ₀ • Stall With Flaps -	53 (61)	Va • Max Abrupt Ctrl (1900 lbs) -	100 (115)	Canopy • Max Open -	112 (129)
Vx • Best Angle Climb -	70 (81)	Vs • Stall w/o Flaps -	56 (64)	Va • Max Abrupt (Full Gross) -	112 (129)	Vfe • Flaps Extended -	103 (118)
Vy • Best Rate Climb -	90 (104)	Best Glide (1900 lbs) -	64 (74)	Vno • Max Structural Cruise -	142 (163)	X Wind • Max Demo'd -	16 (18)
		Best Glide (Full Gross) -	72 (83)	Vne • Never Exceed -	172 (198)		

	KNOTS (MPH)	FLAPS°	- NOTES -
DEPARTURE			
Rotation *	55 (63)	0	Short Field: 0° Flaps. Rotate * 55 KIAS (63). Climb 70 KIAS (81)
Best Angle Climb	70 (81)	0	
Best Rate Climb	90 (104)	0	Soft Field: 0° Flaps.
CRUISE <i>TAS -8000'</i>			
Economy	118 (136)	0	2400 RPM - 8.6 GPH - 55%
Normal	125 (144)	0	2500 RPM - 9.2 GPH - 61%
Maximum	139 (160)	0	2700 RPM - 10.8 GPH - 75%
ARRIVAL			
Approach	80 (92)	0	1700 RPM (Initially)
Short Final *	70 (81)	Down	Idle-1200 RPM

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Specs Are In: LBS, KIAS, Sea Level, Standard Day, Normal Category, Max. Gross Wt., No Wind, "Rec. Lean", Wheel Pants, New Engine. () = MPH.
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(IF UNABLE TO ABORT TAKEOFF)

POWER LOSS IMMEDIATELY AFTER TAKEOFF / NO RESTART

MAINTAIN AIRCRAFT CONTROL

BEST GLIDE - 72 KIAS (83 MPH)

Full Gross

FUEL SELECTOR - OFF

MIXTURE - FULL LEAN / IDLE CUTOFF

FUEL PUMP - OFF

FLAPS - DOWN

MASTER & MAGS - OFF

POWER LOSS IN FLIGHT

BEST GLIDE - 72 KIAS (83 MPH)

Full Gross

CARB HEAT - ON

Also Supplies Alternate Air

NOTE WIND DIRECTION & VELOCITY

PICK LANDING SITE

MIXTURE - RICH

FUEL SELECTOR - CHECK / SWITCH

Note Gauges

FUEL PUMP - ON

PRIMER IN & LOCKED (AA Models)

Try Repriming?

MAGNETOS - CHECK ALL

MASTER - ON

IF NO RESTART & TIME PERMITS

MAINTAIN BEST GLIDE

SQUAWK 7700

DECLARE EMERGENCY

TWR, APP, Unicom, 121.5

MIXTURE - FULL LEAN / IDLE CUTOFF

FUEL SELECTOR - OFF

SEATBELTS / HARNESS

FLAPS - AS NEEDED

Flaps Down When Field Assured

MASTER & MAGS - OFF

If "Ditching" - Canopy Full Open

PROTECT BODY

ELECTRICAL FIRE IN FLIGHT

ALL ELECTRICAL DEVICES + MASTER - OFF

Mags - On

VENTS, CABIN HEAT & AIR - OFF

IF FIRE OUT, MASTER ON ONLY IF CRITICAL

Vents - Open

THEN ONE ESSENTIAL ELECTRICAL DEVICE AT A TIME

RESET CIRCUIT BREAKER(S) ONLY IF CRITICAL

ENGINE FIRE IN FLIGHT

THROTTLE - CLOSED

MIXTURE - FULL LEAN / IDLE CUTOFF

FUEL SELECTOR - OFF

MASTER - OFF

CABIN HEAT & AIR - OFF

Vents - Open

115 KIAS (132 MPH) OR MORE TO EXTINGUISH - LAND ASAP

ENGINE FIRE DURING START

CONTINUE CRANKING ENGINE

IF START - RUN A FEW SECONDS - SHUTDOWN - INSPECT

IF NO START - IDLE MIXTURE CUTOFF & FUEL SELECTOR - OFF

THROTTLE - FULL OPEN

CONTINUE CRANKING ENGINE A FEW SECONDS

MASTER & MAGS - OFF

EVACUATE / FIRE EXTINGUISHER

ICING

PITOT HEAT - ON

CARB HEAT - ON

CABIN HEAT & DEFROST - MAXIMUM

STRONGLY CONSIDER 180° TURN

ATTAIN HIGHER OR LOWER ALTITUDE

INCREASE ENGINE SPEED

FLAPS - NOT RECOMMENDED FOR LANDING

LAND FASTER AS NEEDED

OTHER

RADIO OUT: CHECK CIRCUIT BREAKERS & VOLUME
RECYCLE ALTERNATOR SWITCH

If IFR & Still Out, Set XPDR To 7600.

(Suggested For VFR If In B, C, D Airspace.)

Local Frequencies:

UNICOM: 122.7 122.725 122.8 122.975 123.0 123.05
MULTICOM: 122.9 (CTAF) 122.75 (Air To Air)
FSS: 122.2
GROUND: 121.3 123.5 121.7 123.9
EMERGENCY: 121.5

RADIO OUT: CHECK CIRCUIT BREAKERS & VOLUME RECYCLE ALTERNATOR SWITCH
IF IFR & STILL OUT, SET XPDR TO 7600. (Suggested For VFR If In B, C, D Airspace.)

TOWER SIGNALS	ON GROUND	IN FLIGHT
Steady Green	Cleared For Takeoff	Cleared To Land
Flashing Green	Cleared To Taxi	Return For Landing
Steady Red	Stop	Yield & Continue Circling
Flashing Red	Taxi Clear of Landing Area	Airport Unsafe - Do Not Land
Flashing White	Return To Starting Point	N/A
Alternating Red & Green	Use Extreme Caution	Use Extreme Caution

* Every Plane Has A Different Empty Weight And Useful Load.
Tiger Lycoming: 0-360-A4K, 180 HP

* Empty Weight: LBS (Specific Plane Weight)

* Max. Useful Load: LBS (Including Fuel @ 6 lbs/gal)

Max. Baggage Area: 120 LBS (Included In Useful Load)

Max. T.O. Weight: 2400 LBS

Fuel Type: 100 LL (Blue) / 100 (Green)

Usable Fuel: 51 Gallons

Oil Capacity: 8 Quarts (Minimum 6)

Electrical: 12-14 VOLT (AG=24-28 VOLT)

Tire Pressure: Nose - 25 PSI / Main - 35 PSI