

• Fuel 131.575

**CABIN CHECK**

- Ignition Key ON GLARESHIELD
- Documents (AROW) CHECK
- G300Pilot's Guide CHECK
- Control Lock REMOVE
- Electrical & Avionics OFF
- Master Switch ON
- Hobbs / Tach CHECK
- Avionics Master Switch ON-CHECK FAN-OFF
- Annunciator (Volt 12.5) CHECK
- PFD (ADAHRS) CHECK
- Fuel Gauges CHECK
- Flaps DOWN
- Exterior Lights CHECK
- Master Switch OFF

**EXTERIOR INSPECTION**

- Fuel Sumps/ Left Wing SAMPLE (2)
- Fuselage Left Side CHECK
- Elevator/Rudder CHECK
- Tail Tie-down REMOVE
- Fuselage Right Side CHECK
- Right Flap & Aileron CHECK
- Stall Warning Horn CHECK
- Fuel Filler Cap / Quantity CHECK
- Wing Tie-down REMOVE
- Fuel Sumps/ Right Wing SAMPLE (2)
- Main Wheel Tire/Brake CHECK
- Chocks REMOVE
- Cowling Right Side CHECK
- Engine Exhaust CHECK
- Nose Wheel Strut &Tire CHECK
- Chocks REMOVE
- Propeller & Spinner CHECK
- Engine Air-Intake Filter CHECK
- Cowling Left Side CHECK
- Engine Oil Level CHECK (MIN. 3.5 QTS)
- Static Source CHECK
- Fuel Strainer Cowling SAMPLE (2)
- Fuel Filler Cap / Quantity CHECK
- Fuel Tank Vent CLEAR
- Pitot Tube Cover REMOVE
- Wing Tie-down REMOVE
- Landing Light Cover CHECK
- Left Aileron & Flap CHECK
- Main Wheel Tire/Brake CHECK
- Chocks REMOVE
- Move Airplane CHECK TIRES
- Overall Condition REVIEW

**BEFORE ENGINE START**

- Rudder Pedals ADJUST
- Seat Belts FASTENED
- Brakes TEST & SET
- Fuel Shutoff Valve ON (IN)
- Mixture RICH
- Prime/Throttle AS REQUIRED
- Throttle OPEN ¼ INCH
- Carburetor Heat COLD
- Avionics Switch OFF
- Circuit Breakers CHECK
- Master Switch ON
- Propeller Area CLEAR

**ENGINE START**

- Ignition Switch START
- Engine RPM 1000 RPM
- Oil Pressure CHECK
- Mixture LEANED NEAR MAX RPM
- Flaps RETRACT
- Avionics Switch ON

**TAXI**

- Brakes CHECK
- Flight Instruments CHECK
- Transponder CHECK

**BEFORE TAKEOFF**

- Parking Brake ON
- Flight Controls FREE & CORRECT
- Flight Instruments SET(NO RED X's)
- Fuel Valve Handle ON (IN)
- Mixture RICH FOR RUNUP
- MFD ENGINE PAGE
- Elevator Trim SET FOR TAKEOFF
- Doors CLOSED
- Throttle 1700 RPM
- Volts / Amps CHECK
- Engine Instruments CHECK
- Carburetor Heat CHECK RPM DROP
- Magnetos CHECK ( 150 / 50)
- Throttle IDLE CHECK THEN 1000 RPM
- Radios SET
- Parking Brake RELEASE

- Final Items -----
- Doors CLOSED
  - Wing Flaps AS REQUIRED
  - Carburetor Heat COLD
  - Mixture RICH (BELOW 5000FT)

**TAKEOFF**

- "LIGHTS" (ALL) ON
- "CAMERA" (Transponder) ALT
- "ACTION" (RPM, Oil Pres., Time) FULL POWER
- Climb Speed (With Obstacles) 57 KIAS
- (No Obstacles) 62 KIAS

**BEFORE LANDING**

- Seat Belts FASTENED
  - Engine Gauges CHECK
  - Altimeter Setting CHECK
  - Radios SET
- Final Items -----
- Mixture RICH (Below 5000FT)
  - Flaps EXTENDED AS DESIRED
  - Carburetor Heat ON
  - Approach Speed 55-65 KIAS / Short 50 KIAS

**AFTER LANDING CHECK**

- "LIGHTS" OFF
- "CAMERA" (Transponder) AS REQUIRED
- "ACTION"
- Carburetor Heat COLD
- Mixture LEANED
- Flaps RETRACT
- Trim SET FOR TAKEOFF

**ENGINE SHUTDOWN**

- Throttle IDLE
- Magneto Ground CHECK
- Throttle 1000 rpm
- Avionics/Electrical Equip. OFF
- Mixture CUTOFF
- Master Switch OFF
- Magnetos OFF
- Ignition Key GLARESHIELD

**SECURING AIRCRAFT**

- Master Switch ON
- Hobbs & Tach RECORD
- Master Switch OFF
- Control Lock INSTALL
- Tiedowns/Chocks INSTALL
- Propeller (For Fuel) VERTICAL
- Trash REMOVE

# EMERGENCY PROCEDURE

## AIRSPEED FOR EMERGENCY OPERATIONS

- Engine Failure After Takeoff (Flaps UP) 70 KIAS  
(Flaps DOWN) 65 KIAS
- Operating Maneuvering Speed:  
1320 LBS/89 KIAS • 1200 LBS/85 KIAS • 1100 LBS/80 KIAS
- Landing Without Engine Power:  
Flaps UP 70 KIAS Flaps Down 65 KIAS

## ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

- Airspeed Flaps UP 70 KIAS • Flaps DOWN 65 KIAS
- Fuel Shutoff Valve ON (IN)
- Mixture RICH
- Ignition Switch ON BOTH
- IF ENGINE FAILS TO RESTART
- Fuel Shutoff Valve OFF (PULL OUT)
- Mixture IDLE CUTOFF
- Master Switch OFF
- Ignition Switch OFF
- Flaps AS NEEDED

## ENGINE FAILURE DURING FLIGHT

- Airspeed 70 KIAS
- FLY THE AIRPLANE
- Fuel Shutoff Valve ON (IN)
- Mixture RICH
- Throttle IDLE
- Carb Heat ON (OUT)
- Ignition Switch ON BOTH
- (Start if propeller is NOT windmilling)

## EMERGENCY LANDING WITHOUT POWER

- Airspeed Flaps UP 70 KIAS • Flaps DOWN 65 KIAS
- Fuel Shutoff Valve OFF (PULL OUT)
- Mixture IDLE CUTOFF
- Master Switch OFF
- Ignition Switch OFF
- Flaps AS NEEDED
- Seat Belts TIGHT
- Doors UNLATCH
- Touchdown SLIGHTLY TAIL LOW
- Brakes APPLY HEAVILY

## ALTERNATOR FAILURE\*

- Avionics Master Switch OFF
- Alternator Circuit Breaker CHECK IN
- Master Switch (ALT Only) OFF
- Master Switch (ALT) ON
- Main Circuit Breaker RESET MOMENTARILY
- Low Voltage Annunciator CHECK OFF
- Volts Check 13.5V Minimum*
- IF LOW VOLTAGE PERSISTS-----
- Master Switch (ALT Only) OFF
- Non Essential Equipment OFF
- Land As Soon As Practical

\*For partial failures refer to POH.

## FIRE DURING START ON GROUND

- Cranking CONTINUE FOR START
- IF ENGINE FAILS TO START
- Throttle FULL OPEN
- Mixture CUTOFF
- Fuel Shutoff Valve OFF (PULL OUT)
- Ignition Switch OFF
- Master Switch OFF

## ENGINE FIRE IN FLIGHT

- Mixture CUTOFF
- Fuel Shutoff Valve OFF (PULL OUT)
- Master Switch (ALT Only) OFF
- Cabin Vents OPEN (AS NEEDED)
- Increase Airspeed BLOW OUT FIRE
- Forced Landing EXECUTE

## ELECTRICAL FIRE IN FLIGHT

- Master Switch OFF
- Avionics OFF
- All Other Switches OFF
- Cabin Heat OFF
- Vents OPEN
- LAND AS SOON AS PRACTICAL

## COMMUNICATION LOSS

- Frequency CHECK
- Volume/Squelch CHECK
- Speaker/Phones Switch CHECK
- Headset Jack RESET
- Circuit Breakers CHECK
- Other Radio IF AVAILABLE
- VOR Frequency MONITOR
- Squawk 7600
- Tower Light Signals OBSERVE

- EMERGENCY FREQUENCY 121.5
- EMERGENCY SQUAWK 7700

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