

## OCFC FLIGHT DESIGN CTSW CHECKLIST

### PREFLIGHT, CABIN

Papers: AROW (see **CAUTION** note next page)

Main Spar Bolts: Check tight

BRS Pin: In

Electrical Switches: Off

Stabilator/Trim: Check action/free

Throttle: Idle / Choke: Off

Fuel Valve: On, check L & R sight tubes

Parking Brake: Off

Battery Master: On and note Hobbs time

Check Exterior Lights

Flaps Extend: Check incrementally (Light should not flash at selected position. Listen for click when motor stops.)

Battery Master off and Ignition Key out

### PREFLIGHT, EXTERIOR

Left Fuel: Cap secure, vent aligned forward

Left Aileron and Flap Brackets

Left Baggage Door: Closed, items secured

Left Main Fairing/Tire/Brake: 37~39 PSI

Antennas and Static Port: Secure and clean  
Stabilator: Trim bolt and spring pin is secure.

Right Baggage Door: Closed, items secured

Right Main Fairing/Tire/Brake: 37~39 PSI

Right Flap and Aileron Brackets

Pitot Tube and Drain Holes

Right Fuel: Cap secure, vent aligned forward

Check Exhaust Pipe: Should not be loose

Propeller and Nose Spinner Condition

Radiator and Air Intakes Clear

Nose Fairing/Front Tire 28 PSI

Sump Gas Drain

Coolant: Check level

Oil Cap: Open and gurgle (move prop counter-clockwise 3 or 4 rotations)

Wipe Dipstick/Check Oil/Replace Oil Cap

Access Door: Closed [*continued next column*]

Move plane to check tires

Tie-downs/Chocks/Final walk around

Clean window with water and microfiber cloth

### BEFORE ENGINE START

Seats Adjusted/ Belts Fastened

Passenger Brief

Doors Closed/Latched

Circuit Breakers In

Parking Brake: On

Throttle: Idle

Choke: Closed or full open if engine cold

All Avionics: Off

Beacon: On

Fuel Valve: Open

Key: Insert

Battery/Generator: On

Prop and Blast Area: Announce CLEAR!

Key: Start (If no start within 10 seconds, cool starter for 2 minutes.)

Choke: Off/Closed

Throttle: 2,000 RPM

Oil Pressure: Check

Avionics and Intercom: On

### PRE-TAXI/TAXI

Autopilot OFF

Transponder: As required

Radios: Set

Altimeter: Within 75' Field Elevation

Flaps 0°

Test Brakes

Magnetic Compass: check when taxiing parallel and perpendicular to runway.

RPM: If oil temp is not 124°F, do not exceed 2,000 rpm for 1 minute followed by 2,500 rpm for 1 minute.

Max direct crosswind for taxi: 17 kts.

### BEFORE TAKEOFF

Brakes: Set

Trim: Set for Take Off – neutral

Choke: Off/Closed

Controls: Free/Correct deflection

RPM: 3,000 if oil temp is 124°F

Ignition Check 2, 1&2, 1, 1 & 2

Drop <300, Max Diff +/- 120

Engine Indications: Check

Carb Heat (Alt Air): Check movement/Off

Throttle: Idle check

Flaps: Set

Doors: Locked

### CLEARED ONTO RUNWAY

Lights, Camera, Action

After takeoff climb to TPA:

Normal T/O flaps 0° or 15° - Vy 78 kts.

Soft-field flaps 15° - Vy 78 kts.

Short-field flaps 15° - Vx 44 kts. to 50' & Vy

After TPA, cruise climb flaps -6°, 86 kts

### BEFORE LANDING

Seatbelts/Doors/Cabin Secure

Altimeter Set

Carburetor Heat: As required

Descent planned to be at TPA 3 to 5 miles from Airport

### LANDING

New to CTSW: Flaps 15°, 60 kts.

CTSW proficient: Flaps 15° to 40°, 54 kts.

Short-field: Flaps 40°, 50 kts with power.

### AFTER LANDING

Lights, Camera, Action

Flaps: 0°

Carb Heat: Off

Transponder: Standby

Landing Light: Off

## OCFC FLIGHT DESIGN CTSW CHECKLIST

### SHUTDOWN

ELT: Verify silent/121.5 MHz  
GPS & Avionics: Off  
Throttle: 2000 RPM  
Key: Off & removed  
Fuel Valve: Closed  
Beacon/Lights/Intercom: Off  
Hobbs/Tach: Note times  
Battery/Generator: Off  
BRS Pin: In if removed for flight

### AFTER SHUTDOWN

Wheel Chocks and Tie-downs  
Inspect airplane for damage  
Clean up cockpit  
Install window shade and pitot cover  
Secure control stick using the pilot's seat right or  
left seatbelt/shoulder harness, not both  
Close and lock windows/doors  
Close flight plan with FSS

### CAUTION! WIND LIMITS

Do not fly when surface winds are gusty or in  
excess of 21 kts.  
Max crosswind when taxiing: 17 kts.  
Max crosswind for takeoff or landing with  
flaps 0° - 16 kts., flaps 40° - 11 kts.  
Max demonstrated crosswind: 16 kts.  
**DO NOT FLY IF KSNA IS LANDING NORTH  
DUE TO SANTA ANA WINDS OR THE  
POTENTIAL THEREOF.**

## EMERGENCIES

### POWER LOSS IMMEDIATELY AFTER TAKEOFF — NO RESTART

MAINTAIN AIRCRAFT CONTROL  
FLAPS TAKEOFF 15° — 54 KTS  
FUEL VALVE — OFF  
IGNITION/MASTER — OFF

### POWER LOSS IN FLIGHT

BEST GLIDE 0° FLAPS 63 KTS  
NOTE WIND DIRECTION/SPEED  
PICK LANDING SITE  
PLAN APPROACH TO SITE  
FUEL VALVE — ON  
MASTERS — ON  
IGNITION — RESTART

### IF NO RESTART AND TIME PERMITS

SQUAWK 7700  
DECLARE MAYDAY — 121.5  
SEATBELTS  
FUEL VALVE — OFF  
KEY/MASTERS — OFF  
LATCH DOORS OPEN  
LAND TAIL LOW — 40° FLAPS, 43 KTS,  
STICK FULL AFT

### ELECTRICAL FIRE

ALL ELECTRICAL + MASTER OFF  
CABIN AIR VENTS — OPEN  
IF FIRE OUT — BATTERY ON ONLY IF  
CRITICAL  
RESET CIRCUIT BREAKERS IF CRITICAL  
LAND ASAP

### IN-FLIGHT ENGINE FIRE

FUEL SHUTOFF VALVE — CLOSED  
KEY — OFF  
CABIN HEAT — OFF  
THROTTLE — FULL  
INCREASE AIRSPEED TO EXTINGUISH  
SLIP AWAY FROM SMOKE IF POSSIBLE.  
LAND ASAP — 43 KTS/40° FLAPS  
IF NOT EXTINGUISHED AND NO SAFE  
LANDING, FLY AIRCRAFT TO 700' AGL,  
SLOW IF ABLE, ACTIVATE BRS!

### ENGINE FIRE DURING START

CONTINUE CRANKING ENGINE  
IF STARTS — RUN A FEW SECONDS  
THEN SHUTDOWN.  
IF NO START — FUEL VALVE CLOSED,  
THROTTLE OPEN, CRANK ENGINE.  
MASTERS/IGNITION — OFF  
EVACUATE WITH FIRE EXTINGUISHER

### ICING

CARB HEAT — ON  
CABIN HEAT — ON  
CONSIDER 180° STD RATE TURN  
ATTAIN HIGHER OR LOWER ALTITUDE  
INCREASE RPM  
MAKE 0° FLAP LANDING AT HIGHER  
THAN NORMAL AIRSPEED.

### BALLISTIC RECOVERY SYSTEM

TIGHTEN HARNESSSES  
KEY AND MASTERS — OFF  
FUEL VALVE — OFF  
SLOW IF ABLE BEFORE ACTIVATING BRS