



V Speeds

Table of V speeds: Vs0, Vs, Vr, Vx, Vy, VFE, VA, Vno, Vne with corresponding KIAS values.

Local Airport Freqs

KDAW

ASOS, Unicom for KDAW

KSFM

AWOS, Unicom for KSFM

B19

AWOS, Unicom for B19

Transponder Codes

Hijacking, Lost Comms, Emergency transponder codes

Light Gun Signals

- Steady Green, Flashing green, Steady Red on GND, Steady Red AIR, Flashing red GND, Flashing Red Air, Flashing White GND, Alternating Red/Green

Short + Soft-Field Proc

Short Field LDG

Aiming Point, TDZ, Appch Speed

Short Field Tk-Off

Brakes, ENG Inst, Brakes, Rotate, Climb

Soft Field LDG

Appch Speed, Over Aim Point, Land, Nose-wheel

Soft Field Tk-Off

Nose-wheel, Flaps, Brakes, Rotate, Ground Effect, Vx or Vy, Obst Clr

IFR Lost Comms

Route to Fly

A, V, E, F

Altitude

M, E, A

Cabin

- Control Locks, Fuel Tank QTY, Documents (AROW), Hobbs & Tach, Ignition, Avionics Master, Master, Fuel Quantity, Flaps, External Lights, Pitot Heat, Master, Baggage, FOD, Fire Extinguisher

Empennage

- Baggage Door, Empennage, Elevator, Trim Tab, Rudder, Antennas

Right Wing

- Flaps, Aileron, Wingtip, Leading Edge, Wing Strut, Main Gear, Brake, Fuel Tank Sump, Fuel Cap, Overheard Cabin Vent Inlets

Nose

- Right Side Cowling, Engine Oil, Fuel Strainer, Exhaust, Nose Strut, Nose Wheel, Engine Air Intake, Propellor/Spinner, Alternator Belt, Engine Air Filter, Static Port, Left Side Cowling, Windscreen

Left Wing

- Overhead Cabin Vent Inlets, Leading Edge, Wing Strut, Pitot Tube, Fuel Tank Vent, Stall Warning, Wingtip, Aileron, Flaps, Main Gear, Brake, Fuel Tank, Fuel Cap, Wheel Chocks

Pre-Start

- Passenger Brief, Pre-Flight Inspection, Tiedown/Chocks/Towbar, Baggage Door, Seats, Safety Belts, Fuel Selector, Avionics Master, Brakes, Circuit Breakers, Loose Items



Engine Start

Mixture.....Rich
 Carb Heat.....Cold
 Primer (2-6, 0 if warm).....In/Locked
 Master (Batt + Alt)On
 Beacon.....On
 Throttle.....Open 1/8 inch (Fingernail length)
 Prop Area....."Clear Prop"
 Ignition Switch.....Start
 Throttle.....1000 RPM
 Oil Pressure.....Check Rising
 Starter.....Verify Disengaged
 Mixture.....Lean 1 Inch

After Start

Avionics Master.....On
 Nav Lights.....On
 Headset.....On
 COMMS.....As Req.
KPSM ATIS: 132.05 // KPSM Ground: 120.95
 Altimeters...Set on G5 and Standby Altimeter
 Transponder.....Set
 Flight Instruments.....Set
 Flaps.....Up
 Flight Plan.....Load (As Req.)

Before Taxi

Airport Diagram.....Review
 Taxi Light.....On
 Taxi Area.....Clear
 Brakes.....Test
 If using RW16.....Runup Checklist
KPSM Ground: 120.95
 Taxi Clearance.....Obtain
 During Taxi.....Check Instruments/XWind Cor

Runup

Brakes.....Hold
 Seat/Safety Belts.....Check Secure
 Doors/Windows.....Closed/Locked
 Flight Controls.....Free & Correct
 Elevator Trim.....Takeoff
 Flight Instruments.....Set
 Radios.....Set
KPSM Tower: 128.4 // BOS Appr: 125.05
 Fuel Selector.....Both
 Run Up Area.....Clear
 Mixture.....Rich
 Throttle.....1700 RPM
 Magnetos.....Check (125 Max/50 Diff)
 Carb Heat.....Check RPM Drop
 Ammeter.....Check (Lnd Lgt & Flaps)
 Engine Instruments.....In Limits
 Throttle.....Check Idle
 Throttle.....1000 RPM
 Throttle Friction.....Adjust
 Primer.....Locked

Pretakeoff Brief

Engine Fail/Abnormality on T/O Roll
- Throttle IDLE / Stop St-Ahead

Engine Fail on
Liftoff w/ RWY remain

-- Airspeed.....65 KIAS
-- Throttle.....IDLE
- Land.....MAX BRAKING
- Flaps.....RETRACT

Engine Fail Airborne: Insufficient Runway

-- Airspeed.....65 KIAS
-- Landing Area.....SELECT
-- Flaps.....Once Landing Assured
-- Fuel Shutoff Valve.....OFF
-- Magnetos.....OFF
- Master.....OFF
-- Touchdown.....55-65kts
-- 180° Turn Min Alt/Dir of Turn?

Before Takeoff

Pre-Takeoff Brief.....Complete
 Carb Heat.....Cold
 Mixture.....Rich
 Elevator Trim.....Takeoff
 Flaps.....As Req.
 Doors/Windows.....Closed + Locked
 Transponder.....Set
 Radios.....Confirm Set
 Strobes.....On (Taking the active)
 Landing Light.....As required

Enroute Climb

Airspeed.....80-85 KIAS
 Throttle.....Full Open
 Mixture.....Full Rich (Lean > 3000')

Cruise

Power.....2000-2700 RPM
 Mixture.....Lean Above 3,000'
 Fuel Selector.....As Req.
 Lights.....As Req.

In Range/Descent

KPSM ATIS: 132.05 Tower: 128.4
 ATIS.....Obtain
 Altimeters.....Set X2
 Fuel Selector.....Both
 Mixture.....Rich
 Carb Heat.....On if < 2100 RPM
 Descend.....As Req
 Runway Review.....Brief
 Pattern Altitude.....Confirm
 Engine Instruments.....Monitor

Approach

Approach.....Briefed/Activated As Req.
 Fuel Selector.....Both
 Landing Light.....On
 Flt/Nav Instruments.....Set
 Engine Instruments.....Monitor
 Go-Around Procedure.....Review

Before Landing

Seat/Harness.....Check/Locked
 Engine Instruments.....In Limits
 Fuel Selector.....Both
 Mixture.....Rich
 Carb Heat.....On if < 2100 RPM
 Landing Light.....As required
 Altimeters.....Set x 2

After Landing

KPSM Ground: 120.95
 Trim.....Set to Takeoff
 Carb Heat.....Cold
 Mixture.....Lean
 Flaps.....Up
 Strobes.....Off
 Landing Light.....Off
 Transponder.....1200/VFR
 Clearance.....Obtain

Shutdown

Throttle.....1000 RPM
 Parking Brake.....As Req.
 Avionics Master.....Off
 Taxi & Nav Lights.....Off
 Mixture.....Idle Cut Off
 Ignition.....Off
 Master Switch.....Off
 Key.....Remove
 Elevator Trim.....Set Takeoff
 Fuel Selector.....Left or Right
 Hobbs/Tach.....Record
 Aircraft.....Chock, gust lock, pitot cover



Engine

Engine Failure - Reject

- Throttle.....Idle
- Brakes.....Apply
- Flaps.....Retract
- Mixture.....Idle Cut Off
- Ignition Switch.....Off
- Master Switch.....Off

Engine Failure - After Takeoff

- Airspeed.....65 (Up) / 60 (10-Full)

Engine Fail: Ltoff w/RWY Remain

- Airspeed.....65 (Up) / 60 (10-Full)
- Throttle.....Idle
- Land.....Max Braking

Airborne: Insufficient Runway

- Airspeed.....65 (Up) / 60 (10-Full)
- Landing Area.....Select
- Mixture.....Idle Cut Off
- Fuel Shutoff Valve.....Closed
- Flaps.....As Req.
- Master.....Off
- Land.....Min Airspeed
- Tech.....180 Min Alt / Direction of Turn

Engine Fail / Restart In Flight

- Airspeed.....65 KTS
- Best Place to Land.....Choose
- Carb Heat.....On
- Fuel Selector.....Both
- Mixture.....Rich
- Ignition Switch.....Both / Start
- Primer.....In and Locked

If Engine Does Not Start

- Forced Landing.....Perform

Partial Power / Run Rough

- Carb Ice.....Carb Heat On
- Spark Plug.....Mixture Lean
- Mag Malf.....Ignition L or R

Abnormal Oil Pressure / Temp

- RPM.....Reduce Min Necessary
- Precautionary Landing.....Perform

Electrical

Excessive Rate of Charge

- Alternator Switch.....Off
- Alternator Circuit Breaker.....Pull
- Non Essential Elec Equip.....Off
- Land.....As Soon As Practical

Insufficient Rate of Charge

- Avionics Master.....Off
- Alternator Circuit Breaker.....Check In
- Batt + Alt Master.....Off, Then On

If Low Volt Goes Out

- Avionics Master.....On

If Low Volt Light Stays Illuminated

- Alternator.....Off
- Non-Essential Electrics.....Off
- Battery.....Conserve

G5 Attitude Failure

- (Red X and Yellow "Attitude Fail")
- Standby Instruments.....Use
- VFR Condition.....Seek (If Necessary)
- Land.....As Soon As Practical

G5 HDG / Magnetometer Fail

- (Red X and Yellow "HDG")
- Magnetic Compass.....Use

GPS Failure

- If Alt Nav Available..(ILS, Foreflight,VOR)
- GPS.....Restart using VOL knob
- Circuit Breakers.....Check
- VFR Condition.....Seek (If Necessary)

Radio Failure (on ground)

- Transponder.....7600
- Light Gun signals.....Comply
- Tower.....Call PSM Tower (603) 334-6120

Radio Failure (Air in E,G no Flt Following)

- Land at Untwrtd Apt using ext caution
- Or

- Transponder.....7600

- Light Gun Signals.....comply

Radio Failure under Radar Control

- Transponder.....7600

- Light gun signals...Comply

If IMC.....AVEF MEA



Engine (Cont)

Emergency Descent

Throttle.....Idle
Yoke.....Bank 30-45°
Speed.....Increase
Do not exceed VNE (158 KTS)
Throttle.....(Every 1000 ft) Clear
Forced Landing - No Power
Airspeed.....65 (Up) / 60 (10-Full)
Mixture.....Idle Cut Off
Fuel Shutoff.....Off
Ignition Switch.....Off
Flaps.....As Req.
Radio.....Mayday on 121.5
Transponder.....7700

Final Approach

Airspeed.....65 KTS
Flaps.....Down (Once Landing Assured)
Master Switch.....Off
Doors.....Unlatch
Seats/Harness.....Check Secure

Precaution Approach / Land

Airspeed.....65 KTS
Flaps.....20°
Landing Field.....Overfly
Avionics + Electrics.....Off
Flaps.....30°
Master Switch.....Off
Doors.....Unlatch
Seats/Harness.....Check Secure
Touchdown.....Tail Low
Ignition Switch.....Off
Brakes.....Apply Heavily

Fires

Engine Fire During Start

Cranking.....Continue

If Engine Starts

Power.....1700 RPM for 5 minutes
Engine.....Shutdown and Inspect

If Engine Fails To Start

Throttle.....Full Open
Mixture.....Idle Cut Off
Cranking.....Continue
Fire Extinguisher.....Obtain
Engine.....Secure
Master Switch.....Off
Ignition Switch.....Off
Fuel Selector.....Off
Fire.....Extinguish

Engine Fire In Flight

Mixture.....Idle Cut Off
Fuel Selector.....Off
Air Vents.....Closed
Cabin Heat.....Closed
Airspeed.....100 KTS
Radio.....Mayday on 121.5
Transponder.....7700
Forced Landing.....Perform

Electric Fire In Flight

Master Switch.....Off
Avionics Switch.....Off
All Other Switches.....Off

Leave Mags On

Air Vents/Cabin Heat.....Closed
Fire Extinguisher.....Activate & Vent Cabin
Land.....As Soon As Possible

If Elec Power Essential

Master Switch.....On
Circuit Breakers.....Check to Isolate
Electrics.....1 at a time, Check Breakers
Air Vents.....Open w/Fire Out

Cabin Fire

Master.....Off
Vents/Cabin Heat.....Closed
Extinguisher.....Activate & Vent Cabin
Land.....As Soon As Possible

Wing Fire

Lights/Strobes.....Off
Pitot Heat.....Off
Side Slip.....Perform
Land.....As Soon As Possible

Flight Controls

Loss Of Elevator Control

Horizontal Flight.....Trim
Airspeed.....60 KTS
Flaps.....20°

In Landing Flare

Trim.....Full Nose Up
Throttle.....Reduce Slowly / Idle at Touchdown

Spins

Power.....Idle
Ailerons.....Neutral
Rudder.....Full Opposite
Elevator.....Briskly Forward

Hold inputs until spin stops

Rudder.....Neutral
Elevator.....Raise Nose

In Flight Overstress

Throttle.....Reduce
Airspeed.....65-75 KTS
Flaps.....Up
Land.....As Soon As Practical

Loss of Brake

Landing Spot.....Select Adequate Runway

Xwind From INOP Brake Side:

Touchdown.....Min Airspeed
When Stopped.....Shutdown Engine

Flat Main Tire

Approach.....Normal
Touchdown.....Min Airspeed

Flat Nose Wheel Tire

Perform Soft Field Technique for landing

Weather

Unintentional Flight Into Icing

Pitot Heat.....On
Icing Area.....Leave ASAP
Cabin Heat.....On
RPM.....Increase
Carb Heat.....As Req.
Mixture.....Lean for Max RPM
Flaps.....Leave Retracted
ATC.....Advise

Landing:

Slip.....As Req. for FWD Vis
Airspeed.....65-75 KTS
Touchdown.....Level

Severe Turbulence

Speed.....Reduce to VA or below
Attitude.....Maintain Level Flight
(if in mountains maneuver away from leeward side)