checklist

Reims Cessna 172P

OE - KAA

flugring

salzburg

Diese Checkliste dient einer sicheren Flugdurchführung
und darf daher aus dem Flugzeug nicht entfernt werden

1. Entfernungen

1 NM / Nautical Mile (Seemeile)	=	1,853	km
1 km	=	0,539	NM / Nautical Miles / Seemeilen
1 Statute Mile (Landmeile)	=	1,609	km
1 km	=	0,62	Statute Miles / Landmeilen
1 kt / Nautical Mile per Hour	=	1,853	km/h
1 km/h	=	0,539	kts / Nautical Miles per Hour
1 MPH / Statute Miles per Hour	=	1,609	km/h
1 km/h	=	0,62	MPH / Statute Miles per Hour
1 MPH	=	0,868	kts

1 ft (1')	=	0,304	m	1 m	=	3,28	ft
1 inch (1")	=	2,54	cm	1 cm	=	0,393	inch

2. Gewichte und Raummaße

1 lb (pound)	=	0,453	kg	1 kg	=	2,205	lbs
1 GAL (US)	=	3,785	Liter	1 Liter	=	0,264	GAL (US)
1 qt ÖL	=	0,946	Liter =~ ¼ GAL				
1 l ÖL	=	2	lbs	1 qt Öl	=	0,85	kg Öl
1 Liter AVGAS	=	1,584	lbs AVGAS	1 lb AVGAS	=	0,63	Liter AVGAS
1 Liter AVGAS	=	0,72	kg AVGAS				

1 US GAL AVGAS = 6 lbs AVGAS

3. Steigraten

1 m/sec = 196,8 fpm (feet per minute) 1000 fpm = 5,08 m/sec

4. Temperaturen

T °Celsius = (5/9 mal T °Fahrenheit) - 32 T °Fahrenheit = (9/5 mal T °Celsius) +32

5. Näherungsformeln

(NM (kts) x 2) minus 10 % ~ km (km/h)	(km (km/h) : 2) + 10 % ~ NM (kts)
(Meter x 3) + 10 % ~ ft	(ft : 10) x 3 ~ m
fpm : 200 ~ m/sec	(kg x 2) + 10% ~ lbs
Temperaturabnahme mit der Höhe	2° je 1000 ft
Fahrtmesser Höhenkorrektur	+ 2% je 1000 ft Druckhöhe

6. Zurückgelegte Wege

60 t = 1 NM/Minute 120 kt = 2 NM/Minute 180 kt = 3 NM/Minute

1. Benutzung der Checkliste

- ✈ Die Benutzung der Checkliste enthebt nicht von der Pflicht zur Kenntnis des POH.
- ✈ Folgende Regeln gelten nur insoweit, als nicht Sicherheit, Anordnungen der Flugsicherung oder Notverfahren entgegenstehen.

2. Lärmschutz / Umweltschutz

- ✈ Auf das Verbot von Tiefflügen wird verwiesen.
- ✈ Die Mindestflughöhen sind, wann immer möglich, zu überschreiten.

3. Schonung des Motors und Verlängerung der Lebensdauer

- ✈ Leistungseinstellung nach Betriebshandbuch oder Checkliste.
- ✈ Im Reiseflug nicht über 75 % Leistung fliegen, im Regelfall sollte mit einer Leistung von 65 % das Auslangen gefunden werden.
- ✈ **Exakt Leanen**. Bei max. 75 % Leistung auf Höchstdrehzahl einstellen und Öltemperatur beobachten. Erst ab 4000ft leanen!
- ✈ Keine abrupten Lastwechsel.
- ✈ Kein Sinkflug mit Motorleerlauf.
- ✈ Im Sinkflug Gemisch nur SEHR langsam anreichern um Unterkühlung zu vermeiden.

4. Landing Light einschalten

- ✈ Hinausrollen auf die Startbahn bis zum Erreichen der Sicherheitshöhe.
- ✈ Landeanflug bis zum Verlassen der Piste.

5. Taxi Light einschalten

- ✈ Rollen und Run up am Tag und bei Nacht.

6. Beacon Light bei Start, Rollen und Flug

Strobe Light nur bei Nacht / schlechter Sicht bei Rollen auf Piste und T/O

7. Treibstoffverbrauch

Die Verbrauchsangaben des Betriebshandbuches sind Idealwerte und für eine Flugvorbereitung zu niedrig.
Es wird empfohlen die Erfahrungswerte auf dem Blatt "PERFORMANCE" als realistischen Anhaltspunkt zu verwenden.

1. SPEEDS

- Never exceed speed	V_{NE}	158	KIAS
- Maximum structural cruising speed	V_{NO}	127	KIAS
- Maneuvering speed (1089 kg)	V_A	99	KIAS
- Maneuvering speed (907 kg)	V_A	92	KIAS
- Maneuvering speed (726 kg)	V_A	82	KIAS
- Maximum flaps extension speed 10°	V_{FE}	110	KIAS
- Maximum flaps extension speed 10°-full position	V_{FE}	85	KIAS
- Rotating speed	V_R	55	KIAS
- Take off safety speed / Anfangssteigflug	V_2	70	KIAS
- Best rate of climb / flaps up / best glide	V_Y	70	KIAS
- Best angle of climb speed / flaps up	V_X	60	KIAS
- Approach speed / flaps up		70	KIAS
- Final approach speed / flaps full		65	KIAS

2. ENGINE NORMAL OPERATION

- Do not open or close throttle rapidly.
- Avoid engine undercooling during descent.

3. WEIGHTS

- Empty Weight	701 kg	=	1546 lbs
- Maximum take off weight (MTOW) and maximum landing(MLW)	1089 kg	=	2400 lbs
- Maximum in baggage compartment	54 kg	=	119 lbs

4. FUEL (Long Range Tanks)

- Total fuel ..... 204 l = 54 GAL = 324 lbs
- Usable fuel both tanks ..... 189 l = 50 GAL = 300 lbs

Do not operate with fuel imbalance of more than ¼ tank indication difference.

5. OIL CAPACITIES

- Oil capacity up to 3 hours ..... 6 qts
- Oil capacity more than 3 hours ..... 7 qts
- **MINIMUM** ..... **5 qts** **DO NOT START ENGINE!**

6. VOLTAGE

- Alternator ..... 28 volts DC
- Battery ..... 24 volts DC

7. Power setting

Auszüge aus dem Betriebshandbuch zur schnellen Information
Die Werte beziehen sich auf "STANDARD TEMPERATURE".
Korrekturen bei Temperaturabweichungen, siehe Betriebshandbuch.

Altitude	RPM	% BHP	TAS kts	Gal/h	l/h
2000	2400	69	109	7,7	29,1
	2300	**62**	103	6,9	26,1
4000	**2400**	**65**	108	7,3	27,6
	2300	59	102	6,6	25,0
6000	**2400**	**63**	107	7,0	26,5
	2300	57	101	6,4	24,2
8000	2500	66	112	7,4	28,0
	2400	**60**	106	6,7	25,4
	2300	55	100	6,2	23,5
10000	**2500**	**64**	111	7,1	26,9
	2400	58	105	6,5	24,6
12000	**2500**	**61**	109	6,8	25,7
	2400	56	103	6,3	23,8

Die Verbrauchswerte des Betriebshandbuches gelten nur für gleichmäßigen Horizontalflug und bei optimaler Gemischeinstellung.

Nach der Clubstatistik ist ein Durchschnittsverbrauch von
30 l/h = 47,6 PPH = 7,9 GPH realistisch

Altitude	= Pressure Altitude	**KTAS**	= Knoten True Airspeed
RPM	= Drehzahl	**Gal/h**	= Verbrauch in Gallonen je Stunde
% BHP	= Prozent Leistung	**EGT max**	= maximale Abgastemperatur

1. BLOCK OFF POSITION

01	**Tow bar/Chocks**	**remove /** store	01
02	Pitot cover	remove / store	02
03	Fuel drains left/right wing	drain / first flight of day / check closed	04
04	Fuel strainer drain knob	pull / first flight of day / check closed	05

2. CABIN

01	Control lock	remove / store	01
02	**Magnetos**	**check OFF**	02
03	**Mixture**	**check idle cut off**	03
04	Electrical equipment	OFF	04
05	Avionics master	OFF	05
06	Battery switch	ON	06
07	Fuel quantity	check	07
08	Exterior lights	check function / **Battery !!!**	08
09	Pitot heat	check function / **Battery !!!**	09
10	Flaps	DOWN 10°	10
11	Battery switch	OFF	11
12	Fire extinguisher	check pressure	12
13	First aid	available in baggage compartment	13

3. LEFT WING

01	Wing flap / Aileron	check for security / free movement	01
02	Wing tip / Light	undamaged	02
03	Landing / Taxi light	Check for condition and cleanliness	03
04	Fuel quantity	check visually/ Dip Stick	04
05	Fuel filler cap	check closed	05
06	Fuel tank vent	check for stoppage	06
07	Pitot tube	check opening for stoppage	07
08	Stall warning	check opening for stoppage	08
09	Tire	check for pressure, profile and markings	09
10	Brake	check visually (oil leakage)	10
11	Wheel fairing	Check undamaged	11

4. FORWARD FUSELAGE / NOSE

01	Static source	check for stoppage		01
02	Windshield	undamaged and clean		02
03	Engine cowling	check for condition and security		03
04	Propeller / Spinner	check for nicks and security		04
05	Air intakes	check for restrictions		05
06	Carburetor air filter	check for condition		06
07	Exhaust pipe	check for condition		07
08	Nose wheel tire	check for pressure, profile and markings		08
09	Nose wheel fairing	check undamaged		09
10	Nose wheel strut	check for proper inflation		10
11	Oil capacity	check / rec 6 qts / min 5 qts / max 7 qts		11
12	Engine compartment	check visually		12
13	Oil inspection / refilling door	check locked		13

5. RIGHT WING

01	Fuel quantity	check visually /DIP STICK		01
02	Fuel filler cap	secure and vent unobstructed		02
03	Tire	check for pressure, profile and markings		03
04	Brake	check visually (oil leakage)		04
05	Wheel fairing	check undamaged		05
06	Wing tip / Lights	undamaged		06
07	Aileron / Wing flap	check for security / free movement		07

6. TAIL UNIT

01	Visual inspection	no damage		01
02	Lights	check for condition and cleanliness		02
03	Antennas	undamaged and fixed		03
04	Elevator / Rudder	check for security / free movement		04
05	Trim Tab	check for security		05

7. PASSENGERS

01	Passport	check available		01
02	Briefing	flight information given		02
03	Boarding assistance	fasten seat belts, sic sacs		03

EXTERIOR CHECK COMPLETED

NORMAL FLIGHT CHECKLIST NEXT

1. BEFORE ENGINE START

01	Doors / Windows	closed / locked		01
02	Seat belts / Seats	adjusted / locked / look for passengers		02
03	Parking brake	set or manually		03
04	Alternate static source valve	check closed		04
05	Pitch trim	set for Take off		05
06	Electrical equipment	OFF		06
07	Avionics master / Intercom	OFF		07
08	**Battery** switch	**ON**		08
09	Circuit breakers	check IN		09
10	**Fuel selector**	**BOTH**		10

READY FOR ENGINE START

2. ENGINE START

01	Mixture	full rich		01
02	Carburetor heat	OFF / cold		02
03	Fuel primer - COLD ENGINE	cycle two/six times (hot/cold weather)		03
04	Fuel primer - HOT ENGINE	NONE		04
05	Fuel primer	**lock** / check locked		05
06	Rotating beacon	ON		06
07	Prop area	check CLEAR		07
08	Power Lever	open ½ cm		08
09	STARTER	engage		09
10	**Oil pressure**	**check green sector**		10

3. AFTER ENGINE START

01	Power	1000 (warm) 1200 (cold weather)		01
02	Low voltage warning light	check RED		02
03	Alternator	ON		03
04	Low voltage warning light	check OFF		04
05	Ammeter	check charging		05
06	Suction	check within green arc		06
07	Wing flaps	check and set for Take off (0° – 10°)		07
08	Avionics master	ON		08
09	Avionics / Radios	set for departure		09
10	Transponder	standby / set squawk		10
10	Directional gyro	set		10

READY FOR TAXI

4. TAXI

01 ..... Taxi light ---------- ON 01
02 ..... Parking brake ---------- release 02

Power for taxiing maximum 1000 RPM / Don´t brake continuously

03 ..... Brakes ---------- test 03
04 ..... Nose wheel steering ---------- check 04
05 ..... Flight instruments ---------- **SPEED** zero 05
HORIZON erected
ALTIMETERS 1 & 2 airport altitude
TURN COORDINATOR moving / ball free
D-GYRO correct
RATE OF CLIMB zero

TAXI CHECK COMPLETED

BEFORE DEPARTURE / RUN UP NEXT

5. BEFORE DEPARTURE / RUN UP

01…..	Parking brake ----------	set	01
02	Mixture ----------	full forward	02
03	Oil pressure ----------	check in green sector	03
04	Oil temperature ----------	check in green sector	04
05	Doors / Window ----------	secured	05
06	Power ----------	advance to 1700 RPM	06
07	Magnetos ----------	check	07
		max drop 125 RPM, max difference 50 RPM	
08	Carburetor heat ----------	check …….	09
09	Suction ----------	check (4,5 – 5,4 in Hg)	10
10	Power ----------	reduce to 800 - 1000 RPM	11
11	Quadrant friction ----------	adjusted	12
12	Wing flaps ----------	set 0°-10°	13
13	Pitch trim ----------	set for Take off	14
14	Flight controls ----------	free and correct	15
15	Avionics / Radios ----------	recheck setting for departure	16
16	Transponder ----------	check squawk/set to ALT.....	17

6. TAKE OFF BRIEFING

01	Maximum TO power ----------	**2400 RPM**	01
02	$V_1 = V_{ROT}$ ----------	**55 KIAS**	02
03	**Initial Climb** ----------	**70 KIAS** …….	03
04	**Cruise Climb** ----------	**80 MPH / flaps up**	04
05	Runway ----------	check	05
06	Departure Route ----------	check….....	06
07	In case of engine failure ----------	check procedures	07

READY FOR TAKE OFF

7. CRUISE CLIMB / when reaching safe altitude at 400 ft ground

01 ..... Cruise climb speed ---------- 80 KIAS / reduce power 01
02 ..... Wing flaps ---------- UP 02
03..... Taxi / Landing light/ Strobe -------- OFF 03
04 ..... Pitch trim ---------- correct 04

CLIMB CHECK COMPLETED

8. CRUISE

01 ..... Power setting ---------- **max. 65%** / see checklist “performance” ... 01
02 ..... Pitch trim ---------- adjust 02
03 ..... Mixture rec only **above 4000 ft** -- **lean for maximum RPM** 03
04 ..... Fuel selector ---------- BOTH 04
05 ..... Fuel quantity ---------- check periodically 05
06 ..... Carburetor heat ---------- apply periodically if necessary 06

CRUISE CHECK COMPLETED

DESCEND CHECK NEXT

9. DESCENT

01 ..... Power/RPM..... **descend with power to avoid undercooling…** 01
02 ..... Carburetor heat ---------- ON if required 02
03 ..... Mixture ---------- enrich slowly 03

DESCEND CHECK COMPLETED

10. APPROACH BRIEFING

01	Approach Routing ----------	check	01
02	Landing Runway ----------	check	02
03	**Approach speeds** ----------	100 KIAS / Flaps 10°	03
		75 KIAS / Flaps 20°	
		65 KIAS / Flaps 30°	

11. APPROACH

01	Fuel selector ----------	both	03
02	Mixture ----------	full rich	04
03	Carburetor heat ----------	ON / warm if required	05
04	Power ----------	reduce / **90 KIAS**	06
05	Landing / Taxi light ----------	ON	07
06	**Flaps 10°** below 110 KIAS --------	**Approach speed 80 KIAS**	08
07	**Flaps 20°** ----------	**Approach speed 70 KIAS**	09
		Final 65 KIAS	
		Short Field 60 KIAS	
08	Trim.....	Correct	10

APPROACH CHECK COMPLETED

12. AFTER LANDING

Brake only if necessary / Apply brakes smoothly

01	Carburetor Heat ----------	off/cold	01

13. AFTER RUNWAY VACATED

01	Pitot heat ----------	OFF	01
02	Wing flaps ----------	UP	02
03	Landing light / Strobe ----------	OFF	03
04.....	Taxi Light ON ----------	Strobe Light OFF.....	04
05	Transponder ----------	GND/STBY	05
06.....	Pitch trim ----------	set for Take off	06

14. ENGINE CUT OFF

01	Power ----------	1000 RPM	 01
02	Parking brake ----------	set/or manually	 02
03	Landing / Taxi light ----------	OFF	 03
04	NAV lights ----------	OFF	 04
05	Pitot heat ----------	recheck OFF	 05
06	Avionics master ----------	OFF	 06
07	Mixture ----------	idle cut off	 07
08	Magnetos ----------	OFF / **REMOVE KEY**	 08
09	Rotating beacon ----------	OFF	 09
10	All internal lights ----------	OFF	 10
11	**Battery ----------**	**OFF**	 11
12	**Alternator ----------**	**OFF**	 12

15. SECURING AIRPLANE

01	Control lock ----------	install	 01
02	Windows/**Vents** ----------	check closed	 02
03	Seat belts ----------	arranged	 03
04	CABIN CLEARING UP ----------	done	 04
05	Checklist ----------	store on copilots seat	 05
06	Sun protection ----------	apply	 06
07	Pitot cover ----------	adjust	 07
08	Wheel chocks ----------	apply	 08
09	**Tow Bar ----------**	**remove**	 09

Die Benutzung dieser “flugring checklist” enthebt den Piloten nicht von der Pflicht zur Kenntnis des Betriebshandbuches.

1. COLD WEATHER OPERATION

Allgemeine Hinweise

Bei Temperaturen unter 0°C sollte der Motor grundsätzlich nur nach Vorwärmung gestartet werden.

Anlassen mit Vorwärmung

✈ Warmluft auf Ölwanne und Zylinder richten / **mindestens 30 Minuten**

✈ Nach Ende der Vorwärmung Anlassvorgang wie nachstehend beschrieben ....

Zündung _____ AUS
Gashebel ---------- geschlossen
Gemischhebel ---------- voll arm
Propeller ---------- 5 mal von Hand in Laufrichtung durchdrehen
Primer ---------- 4 – 6 mal / verriegeln
Propellerbereich ---------- frei
BAT _____ EIN
Gashebel _____ ½ cm offen
Gemisch _____ voll reich
Starter _____ betätigen
Öldruck _____ prüfen

Anlassen ohne Vorwärmung

Zündung _____ AUS
Gashebel ---------- geschlossen
Gemischhebel ---------- voll arm
Propeller ---------- 5 bis 10mal von Hand in Laufrichtung durchdrehen
Primer ---------- 5 – 7 mal / verriegeln
Propellerbereich ---------- frei
BAT _____ EIN
Gashebel _____ ½ cm offen
Gemisch _____ voll reich
Starter _____ betätigen

Gashebel ---------- zweimal **langsam** voll nach vorne
dann zurück auf Stellung ½ cm
Wenn Triebwerk anspringt ---------- Primer betätigen **(anschließend verriegeln!)**
Vergaservorwärmung ---------- EIN / bis Triebwerk gleichmäßig läuft
Öldruck _____ prüfen
Startbereit ---------- wenn Triebwerk Gas gleichmäßig annimmt und
Öldruck normal ist und konstant bleibt.

2. SHORT FIELD TAKE OFF

01	Wing flaps ----------	set 10°		01
02	Carburetor heat ----------	OFF / cold		02
03	Brakes ----------	apply		03
04	Power ----------	Full forward		04
05	Mixture ----------	Full rich / above 3000 ft field elevation lean … for max. RPM		05
06	Brakes ----------	release		06
07	Speed ----------	rising		07
08	**Lift nose wheel** ----------	**50 KIAS**		08
09	Positive rate of climb ----------	check		09
10	**Inial Climb Speed ---------- **	**60 KIAS** / until clear of obstacles		10

DO NOT REDUCE POWER UNTIL WINGFLAPS HAVE BEEN RETRACTED

ENGINE FAILURE DURING T/O RUN

THROTTLE ……..…. IDLE
BRAKES ……..…. APPLY
FLAPS ……... RETRACT
MIXTURE ……..…. IDLE / CUT OFF
IGNITION ……... OFF
MASTER SWITCH …… OFF

ENGINE FAILURE AFTER T/O

AIRSPEED ……..…. 60 KIAS
MIXTURE …… IDLE / CUT OFF
FUEL SHUTOFF VALVE ……. OFF
IGNITION ……..…. OFF
FLAPS …….. AS REQUIRED
MASTER SWITCH ……. OFF

ENGINE FAILURE DURING FLIGHT

AIRSPEED …… 65 KIAS
CARBURETOR HEAT ……..… ON
PRIMER ……..…. IN and LOCKED
FUEL SHUTOFF VALVE ……... ON
MIXTURE ……..…. RICH
IGNITION …….. BOTH … TRY TO RESTART WITH STARTER

FORCED LANDING

AIRSPEED ……..…. 65 KIAS (FLAPS UP) / 60 KIAS (FLAPS DOWN)
MIXTURE …… IDLE / CUT OFF
FUEL shut off VALVE ……... OFF
IGNITION …….. OFF
FLAPS …….. AS REQUIRED
MASTER SWITCH……..…… OFF
DOORS ……. UNLATCH – *prior touchdown*

PRECAUTIONARY LANDING

AIRSPEED ……. 60KIAS
FLAPS ……. 20°
Selected FIELD …….. FLY OVER
ELECTRIC SWITCHES … OFF
FLAPS ……..... AS REQ.
MASTER ……..... OFF
DOORS ……..… UNLATCH
IGNITION SWITCH …… OFF … *prior touchdown*

DITCHING

OBJECTS ….OBJECTS/JETTISON
FLAPS …….. 30°
DESCEND … 300ft/min at 55 KIAS
DOORS …… UNLATCH
TOUCHDOWN ... LVL / ATTITUDE
FACE …….. CUSHION

ENGINE FIRE IN FLIGHT

MIXTURE ……..... IDLE / CUT OFF
FUEL SHUTOFF VALVE .. OFF
MASTER SWITCH ……... OFF
CABIN AIR/HEAT/VENTS .. OFF
AIRSPEED ……. 90 KIAS
FORCED LANDING ..... EXECUTE

CABIN FIRE

MASTER SWITCH ……..…… OFF
VENTS/CABIN AIR/HEAT ..… OFF
FIRE EXT. ……..… ACTIVATE

ELECTRICAL FIRE IN FLIGHT

MASTER SWITCH ……..… OFF
ALL SWITCHES …….. OFF
VENTS/CABIN AIR/HEAT … OFF
FIRE EXT. …….. ACTIVATE

If Fire is out:
MASTER SWITCH …….. ON
CIRCUIT BREAKERS …… CHECK
DO NOT RESET !
REQUIRED SWITCHES …… RESET
VENTS/CABIN AIR/HEAT …... OPEN
When fire is compl. extinguished

WING FIRE

NAV/STROBE LIGHTS …….. OFF
PITOT HEAT …… OFF
SIDE SLIP ……. AS REQ.
to keep flames from tank/cabin
LAND ASAP …… Flaps retracted

ROUGH ENGINE

CARBURETOR ICE

Throttle ……. FULL
Carburetor Heat ……... ON/WARM
MIXTURE ……. LEAN AS REQ.

MAGNETO MALFUNCTION

Magnetos …… L or R
to identify faulty magneto
Mixture/Throttle ……. ADJUST
for smooth operation
If problem still presists:
Magneto …….. GOOD MAGNETO
Land ……. NEXT AIRFIELD

SPARK PLUG FOULING

Magnetos …… L or R
to identify faulty magneto
Mixture ……..……... LEAN
Magnetos …… BOTH
Mixture ……..……. AS REQ.

LOW OIL PRESSURE

Oil temperature …….. CHECK
if normal continue with POH
if oil temp. high:
Throttle …….. REDUCE
PREPARE FOR ENGINE FAILURE
AND FORCED LANDING

LOW VOLTAGE LIGHT IN FLIGHT

Radio/Avionik/Lights ……. OFF
Master Switch (both) ……. OFF
Master Switch …….. ON
Low Volt Light …….. Check ON
Avionics ……..…… ON
If low volt light illuminates again:
Alternator …….. OFF
Noness. Elect. Equipment ……. OFF
Inform ATC
Land at next Airfield

EXCESSIVE RATE OF CHARGE

Alternator …….. OFF
Noness. Elect. Equipment …. OFF
Inform ATC
Land at next Airfield

LANDING WITH FLAT MAIN TYRE

Flaps…….. AS REQ.
Approach……..….. AS USUAL
Touch down ….. GOOD TIRE first

ICING

Pitot Heat/Cabin Heat …….. ON – SEARCH FOR HIGHER TEMPERATURE !
RPM …….. INCREASE
Carburetor Heat …… ON/as req. – LEAN max. RPM
CAUTION…….. HIGHER STALL SPEED
Flaps ……..…. UP for landing
Approach Speed …… INCREASE
Touchdown …….. LVL ATTITUDE