

## NORMAL PROCEDURES PA 44-180 SEMINOLE G1000

### PREFLIGHT CHECKLIST

#### COCKPIT

PITOT MAST COVER .....REMOVE  
AIRCRAFT DOCUMENTS..... AROW  
AVIONICS MASTER SWITCH..... OFF  
PARKING BRAKE..... SET  
ELECTRICAL SWITCHES..... OFF  
MAGNETO SWITCHES ..... OFF  
FUEL PUMP SWITCHES ..... OFF  
LANDING GEAR SWITCH..... DOWN  
THROTTLES ..... IDLE  
MIXTURE CONTROLS..... IDLE CUT-OFF  
COWL FLAPS ..... OPEN  
BATT MASTER SWITCH ..... ON  
GEAR POSITION LIGHTS ..... 3 GREEN  
FUEL QUANTITY GAUGES ..... CHECK  
PITOT HEAT SWITCH ..... ON  
INTERIOR/EXTERIOR LIGHTS..... ON & CHECK & OFF  
PITOT/STATIC HEAD ..... CHECK – WARM & OFF  
BATT MASTER SWITCH ..... OFF  
FLIGHT CONTROLS ..... CHECK  
FLAPS ..... EXTEND  
STABILATOR & RUDDER TRIM ..... NEUTRAL  
FUEL SELECTORS..... ON  
STATIC SYSTEM ..... DRAIN  
ALTERNATE STATIC SOURCE ..... CLOSED  
EMERGENCY EXIT ..... CHECK  
WINDOWS ..... CHECK, CLEAN  
BAGGAGE ..... SECURE  
BAGGAGE DOOR ..... CLOSED

#### RIGHT WING

FUEL SUMP DRAINS ..... DRAIN  
SURFACE CONDITION ..... CLEAR OF ICE, FROST & SNOW  
FLAP AND HINGES ..... CHECK  
AILERON, HINGES & FREEDOM OF MOVEMENT ..... CHECK  
STATIC WICKS ..... CHECK  
WING TIP AND LIGHTS..... CHECK  
SCUPPER DRAIN ..... CLEAR  
FUEL TANK VENT ..... CLEAR  
TIE DOWN ..... REMOVE  
NACELLE FUEL FILLER CAP ..... CHECK & SECURE  
ENGINE OIL & CAP..... CHECK & SECURE  
PROPELLER & SPINNER ..... CHECK  
AIR INLETS ..... CLEAR  
COWL FLAP AREA..... CHECK  
MAIN GEAR STRUT ..... PROPER INFLATION (2.60±0.25 IN)  
BRAKE, BLOCK & DISC..... CHECK  
CHOCK..... REMOVE

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#### NOSE SECTION

GENERAL CONDITION.....CHECK  
WINDSHIELD ..... CLEAN  
BATTERY VENTS ..... CLEAR  
LANDING LIGHTS ..... CHECK  
HEATER AIR INLET ..... CLEAR  
CHOCK ..... REMOVE  
NOSE GEAR STRUT ..... PROPER INFLATION (2.70±0.25 IN)  
NOSE WHEEL TIRE ..... CHECK

#### LEFT WING

SURFACE CONDITION ..... CLEAR OF ICE, FROST & SNOW  
MAIN GEAR STRUT ..... PROPER INFLATION (2.60±0.25 IN)  
MAIN WHEEL TIRE.....CHECK  
BRAKE, BLOCK & DISC ..... CHECK  
CHOCK ..... REMOVE  
COWL FLAP AREA..... CHECK  
NACELLE FUEL FILLER CAP ..... CHECK & SECURE  
ENGINE OIL & CAP ..... CHECK & SECURE  
PROPELLER & SPINNER ..... CHECK  
AIR INLETS..... CLEAR  
SCUPPER DRAIN ..... CLEAR  
FUEL TANK VENT..... CLEAR  
TIE DOWN..... REMOVE  
STALL WARNING VANES.....CHECK  
PITOT/STATIC HEAD..... CLEAR  
WING TIP LIGHTS ..... CHECK  
AILERON, HINGES & FREEDOM OF MOVEMENT ..... CHECK  
FLAP AND HINGES ..... CHECK  
STATIC WICKS ..... CHECK

#### FUSELAGE (LEFT SIDE)

EMERGENCY EXIT .....CHECK  
ANTENNAS.....CHECK  
FRESH AIR INLET..... CLEAR

#### EMPENNAGE

SURFACE CONDITION ..... CLEAR OF ICE, FROST & SNOW  
STABILATOR, TRIM TAB & FREEDOM OF MOVEMENT .....CHECK  
RUDDER, TRIM TAB & FREEDOM OF MOVEMENT .....CHECK  
POSITION LIGHT .....CHECK  
STATIC WICKS .....CHECK  
TIE DOWN..... REMOVE

#### FUSELAGE (RIGHT SIDE)

BAGGAGE DOOR.....SECURED AND LOCKED

#### WALK AROUND AIRCRAFT

NOTE GENERAL CONDITION

## NORMAL PROCEDURES PA 44-180 SEMINOLE G1000

### BEFORE ENGINE START THROUGH ENGINE SHUTDOWN – CHECKLIST WILL BE VERBALIZED

#### BEFORE ENGINE START

HOBBS / TAC .....CHECK TIME REMAINING  
HOBBS TIME .....RECORD  
PARKING BRAKE .....SET  
PASSENGER BRIEF ..... COMPLETE  
SEATS ..... ADJUSTED & LOCKED  
SEATBELTS ..... FASTEN AND SECURE  
GEAR SELECTOR ..... DOWN  
THROTTLES ..... IDLE  
PROPELLER CONTROLS ..... FULL FWD  
MIXTURES ..... IDLE  
ALT-AIR ..... CLOSE  
COWL FLAPS ..... OPEN  
FUEL SELECTORS ..... ON  
LEFT/RIGHT ALTR SWITCHES ..... ON (OFF, if external power connected)  
EMERG BATT ..... ARM  
E VOLTS INDICATION # ..... 23.3 VOLTS (MINIMUM)  
AVION MASTER SWITCHES ..... OFF  
STROBE LIGHTS ..... ON  
ALL OTHER ELECTRICAL SWITCHES ..... OFF  
CABIN HEAT SWITCH ..... OFF  
CIRCUIT BREAKERS ..... IN

#IF E VOLTS indication less than 23.3 Volts

You are allowed to start the engines HOWEVER,

You have to complete checklist at the end of engine run-up check list

#### ENGINE START – COLD

BATT MASTER ..... ON  
GEAR LIGHTS ..... 3 GREEN  
CAS MESSAGES ..... CONSIDER ANY ILLUMINATED  
PFD ANNUNCIATIONS ..... CONSIDER ANY ILLUMINATED  
THROTTLES ..... OPEN ¼ INCH  
PROPELLER CONTROLS ..... FULL FWD  
\*FUEL PUMP ..... ON  
\*MAG LEFT/RIGHT SWITCHES ..... ON  
\*MIXTURE ..... PRIME – then CUT-OFF  
\*PROPELLER AREA ..... CLEAR  
\*STARTER ..... ENGAGE  
\*MIXTURE ..... ADVANCE  
\*THROTTLE ..... 1000 RPM  
\*OIL PRESSURE ..... CHECK

#### REPEAT START (\*) FOR SECOND ENGINE

VOLTS ..... CHECK  
ALTR AMPS ..... CHECK  
FUEL PUMPS ..... OFF

## NORMAL PROCEDURES PA 44-180 SEMINOLE G1000

### BEFORE ENGINE START THROUGH ENGINE SHUTDOWN – CHECKLIST WILL BE VERBALIZED

#### ENGINE START – HOT

BATT MASTER ..... ON  
GEAR LIGHTS ..... 3 GREEN  
CAS MESSAGES ..... CONSIDER ANY ILLUMINATED  
PFD ANNUNCIATIONS ..... CONSIDER ANY ILLUMINATED  
THROTTLES ..... OPEN 1/2 INCH  
PROPELLER CONTROLS ..... FULL FWD  
\* MIXTURE ..... CUT-OFF  
\*FUEL PUMP ..... ON  
\*MAG LEFT/RIGHT SWITCHES ..... ON  
\*PROPELLER AREA ..... CLEAR  
\*STARTER ..... ENGAGE  
\*MIXTURE ..... ADVANCE  
\*THROTTLE ..... 1000 RPM  
\*OIL PRESSURE ..... CHECK

#### REPEAT START (\*) FOR SECOND ENGINE

VOLTS ..... CHECK  
ALTR AMPS ..... CHECK  
FUEL PUMPS ..... OFF

#### ENGINE START – COLD WEATHER (BELOW 10°F)

SEE POH page 4-10b

#### ENGINE START – FLOODED

SEE POH page 4-11

#### ENGINE START – EXTERNAL POWER SOURCE

SEE POH page 4-12

#### PRE-TAXI

AVION MASTER SWITCH ..... ON  
MFD SPLASH SCREEN ..... VERIFY DATABASE  
FUEL TOTALIZER ..... FOB SYNC or MANUALLY  
CAS MESSAGES ..... CONSIDER ANY ILLUMINATED  
PFD ANNUNCIATIONS ..... CONSIDER ANY ILLUMINATED  
SYSTEM MESSAGES ..... CONSIDER  
AUTOPILOT ..... VERIFY PREFLIGHT SELF TEST (PFT)  
ANN TEST SOFTKEY (Aux-System) ..... PRESS  
STANDY FLIGHT INSTRUMENT ..... Verify, No red X's  
AWOS/ATIS ..... CHECK  
ALTIMETER ..... SET  
TRANSPONDER ..... LOCAL CODE & ALT  
FUEL SELECTORS ..... CROSSFEED  
BRAKES ..... TEST

**NORMAL PROCEDURES PA 44-180 SEMINOLE G1000**

**BEFORE ENGINE START THROUGH ENGINE SHUTDOWN –  
CHECKLIST WILL BE VERBALIZED**

## ENGINE RUN-UP

|                          |                   |
|--------------------------|-------------------|
| PARKING BRAKE .....      | SET               |
| FUEL SELECTORS .....     | ON                |
| FLIGHT CONTROLS .....    | FREE & CORRECT    |
| ELECTRIC TRIM .....      | TEST & SET        |
| AUTOPILOT .....          | TEST              |
| MIXTURE .....            | RICH              |
| PROPELLER CONTROLS ..... | FULL FWD          |
| ENGINE INSTRUMENTS ..... | CHECK             |
| THROTTLES .....          | 1500 RPM          |
| PROPELLERS .....         | FEATHER CHECK     |
|                          | *MAX DROP 500 RPM |

THROTTLES ..... 2000 RPM  
MAGNETOS ..... CHECK  
MAX DROP 175 RPM/MAX DIFF 50 RPM

ALT-AIR..... CHECK  
THROTTLES ..... 2200RPM  
PROPELLERS .....EXERCISE  
\*MAX DROP 300 RPM

|                               |             |
|-------------------------------|-------------|
| GOVERNOR CHECK.....           | CHECK       |
| THROTTLES (500-600 RPM) ..... | IDLE CHECK  |
| FUEL PUMPS.....               | ON          |
| THROTTLES .....               | 1000 RPM    |
| FLIGHT INSTRUMENTS .....      | CHECK & SET |
| ENGINE INSTRUMENTS .....      | CHECK       |
| CABIN DOOR .....              | LATCHED     |

**\*IF E VOLTS indication less than 23.3 VOLTS during BEFORE STARTING ENGINE checklist**

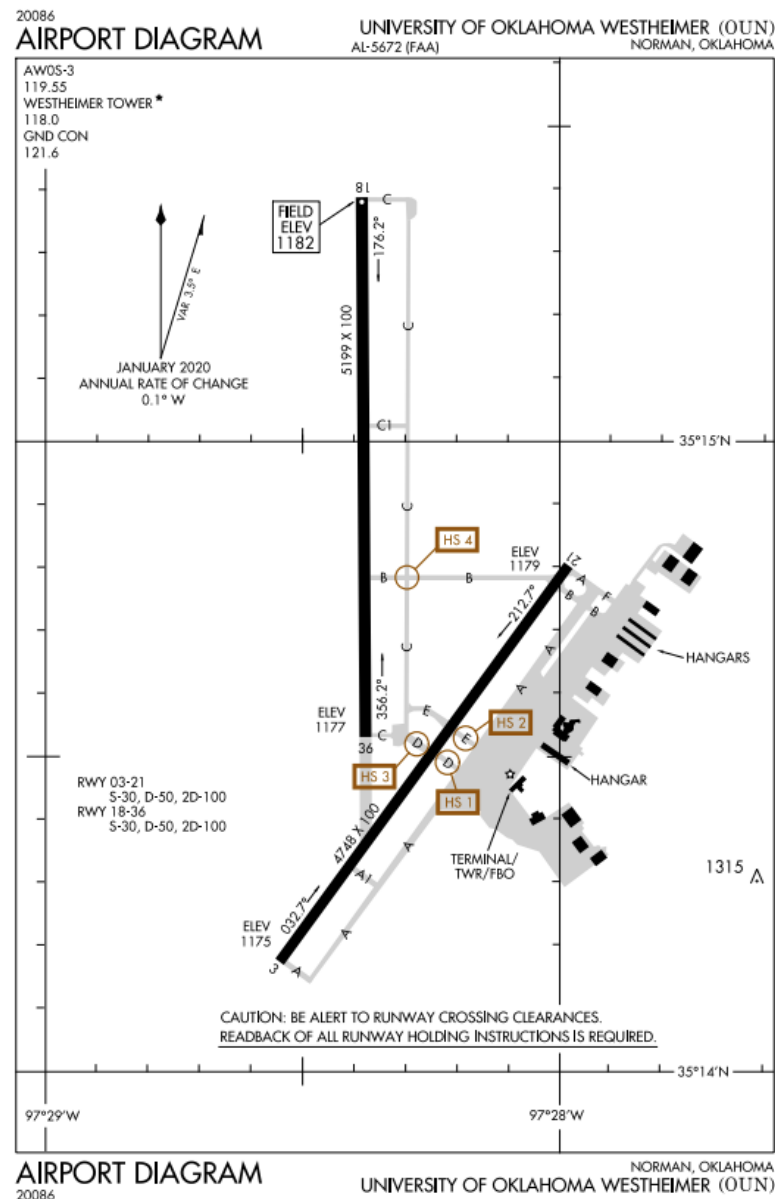
|                                 |                    |
|---------------------------------|--------------------|
| EMERG BATT SWITCH .....         | VERIFY ARM         |
| AVIATION MATER SWITCH .....     | OFF                |
| ALTER LEFT/RIGHT SWITCHES ..... | OFF                |
| BATT MASTER SWITCH .....        | OFF                |
| E VOLTS INDICAITON .....        | 23.3 VOLTS MINIMUM |

\*IF E VOLTS less than 23.3 VOLTS,  
determine cause and correct issue prior to flight

IF E VOLTS greater than or equal to 23.3 VOLTS:

|                                 |    |
|---------------------------------|----|
| BATT MASTER SWITCH.....         | ON |
| ALTER LEFT/RIGHT SWITCHES ..... | ON |
| AVIATION MATER SWITCH .....     | ON |

**NORMAL PROCEDURES PA 44-180 SEMINOLE G1000**



## NORMAL PROCEDURES PA 44-180 SEMINOLE G1000

### BEFORE ENGINE START THROUGH ENGINE SHUTDOWN – CHECKLIST WILL BE *VERBALIZED*

#### BEFORE TAKE-OFF

TYPE OF TAKEOFF.....DETERMINE  
FLAPS.....RETRACTED  
AIRSPEEDS: ROTATION, CLIMB OUT,  
AND BEST GLIDE .....CALCULATE (GUST SPREAD)  
PRE-TAKEOFF BRIEFING.....COMPLETE  
PROPELLERS .....FULL FWD  
MIXTURES .....FULL RICH  
ALT-AIR.....CLOSE  
COWL FLAPS .....OPEN  
STABILATOR & RUDDER TRIM.....SET  
FUEL SELECTOR.....ON  
CAS MESSAGES .....CONSIDER ANY ILLUMINATED  
PFD ANNUNCIATIONS.....CONSIDER ANY ILLUMINATED  
SYSTEM MESSAGES .....CONSIDER  
FUEL PUMPS.....ON  
ANTI-COLLISION LIGHTS .....ON  
LANDING/REC LIGHTS.....ON  
TRANSPONDER.....LOCAL CODE & ALT  
CABIN DOOR.....LATCHED  
TAKE-OFF TIME.....RECORD

**\*\* RESET HEADING INDICATOR AFTER TAXIING ONTO RUNWAY\*\***

V SPEEDS Vr – 75 Vx – 82 Vy – 88 Vyse – 88

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## NORMAL PROCEDURES PA 44-180 SEMINOLE G1000

### BEFORE ENGINE START THROUGH ENGINE SHUTDOWN – CHECKLIST WILL BE *VERBALIZED*

#### CLIMB (BETWEEN 500 AND 1500 AGL)

POWER/PROP .....SET  
GEAR .....UP  
TRIM.....SET  
COWL FLAPS ..... OPEN  
FUEL PUMPS ..... ON  
LANDING/REC LIGHTS ..... OFF

#### CRUISE (AT TOP OF CLIMB FOR X/C AND LCL FLIGHTS)

POWER/PROP..... 21" MAN. PRESS./ 2400 RPM  
FUEL PUMP..... OFF  
TRIM.....SET  
COWL FLAPS..... CLOSED  
HEADING INDICATOR..... CHECK  
MIXTURE .....AS REQUIRED  
FUEL FLOW GAUGE ..... MONITOR  
EGT ..... MONITOR

#### IN-RANGE (X/C – BEFORE TOP OF DESCENT; LCL – BEFORE TURNING TO OWN)

AWOS/ATIS..... CHECK  
ALTIMETER .....SET  
COWL FLAPS..... CLOSED  
MIXTURE ..... RICH  
FUEL PUMPS..... ON  
FUEL SELECTORS ..... ON  
LANDING/REC LIGHTS..... ON  
SEATBELTS ..... FASTEN AND SECURE

#### BEFORE LANDING (BEFORE PATTERN ENTRY AND BEFORE MIDFIELD DOWNWIND EACH SUBSEQUENT APPROACH)

APPROACH SPEED ON FINAL ..... CALCULATE  
FLAP SETTING ON FINAL ..... DETERMINE  
LANDING GEAR..... DOWN/LOCKED (**TOUCH 3 GREEN**)  
NACELLE MIRROR..... VERIFY

#### MEMORY

**PROPELLER (PRIOR TO BASE OR FAF)..... FULL INCREASE**  
**LANDING GEAR ON FINAL..... DOWN/LOCKED (TOUCH 3 GREEN)**

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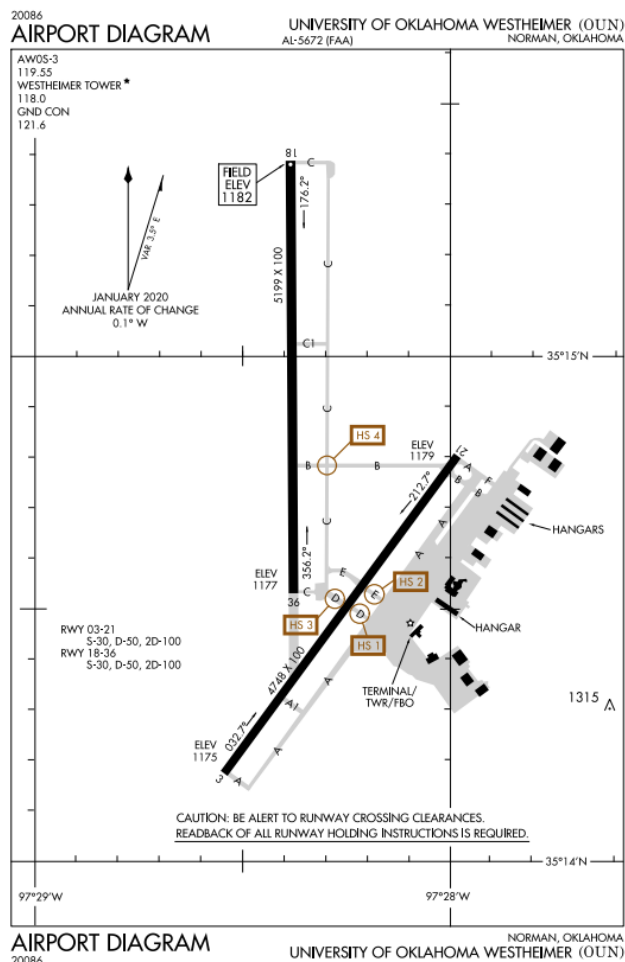


## NORMAL PROCEDURES PA 44-180 SEMINOLE G1000

### BEFORE ENGINE START THROUGH ENGINE SHUTDOWN – CHECKLIST WILL BE *VERBALIZED*

#### AFTER LANDING

FLAPS.....UP  
FUEL PUMPS..... OFF  
ALT-AIR..... CLOSE  
COWL FLAPS..... OPEN  
LANDING/REC LIGHTS..... AS REQUIRED  
TRANSPONDER..... LOCAL CODE & ALT  
HEATER – FOR TURNOFF ..... FOLLOW PROC  
PITOT HEAT ..... OFF



## NORMAL PROCEDURES PA 44-180 SEMINOLE G1000

### BEFORE ENGINE START THROUGH ENGINE SHUTDOWN – CHECKLIST WILL BE *VERBALIZED*

#### ENGINE SHUTDOWN

HEATER (IF ON) ..... FAN 2 MIN THEN OFF  
VENT FAN ..... OFF  
THROTTLES ..... IDLE  
AVIONICS MASTER ..... OFF  
EMERG BATT ..... OFF  
ALTERNATORS ..... OFF  
LEFT/RIGHT FUEL PUMP ..... OFF  
All Other ELECTRICAL EQUIPMENT ..... OFF  
MIXTURES ..... OFF  
MAGNETOS ..... OFF  
INTERIOR/EXTERIOR LIGHTS ..... OFF  
BATT MASTER ..... OFF  
STANDBY INSTRUMENT ..... VERIFY SHUTDOWN  
VENT WINDOW ..... CLOSED  
PARKING BRAKE ..... RELEASED  
HOBBS TIME ..... RECORD

#### POST-FLIGHT

- PUT SUN VISOR IN WINDOW (IN SUMMER)
- CLOSE VENT IN WINDOW
- GATHER PERSONAL BELONGINGS – No Trash left
- PLACE YELLOW PLACARD -- IF MX REQUIRED
- SECURE COCKPIT DOOR
- LOOK IN ENGINE COMPARTMENT FOR ANY LEAKS
- WALK AROUND AIRCRAFT – LOOK AT CONDITION STRAP DOWN (3 STRAP POINTS) OR CHOCK (IF NO STRAP AREA AVAILABLE CROSS-COUNTRY)

#### IF NECESSARY

- CLOSE FLIGHT PLAN
- TURN IN KEY TO DISPATCH OR NIGHT DROP BOX
- FILL OUT ANY SAFETY REPORTS ONLINE
- ENTER SQUAWKS ON FSP FOR ANY MAINTENANCE DISCREPANCY
- FILL OUT SYLLABUS TICKET WITH APPLICABLE INFO/HOBBS, LOCAL TIME, ETC.
- TURN IN FUEL CARD (IF USED) – IF AFTER HOURS DROP FUEL CARD IN 'NIGHT DROP BOX'
- FILL OUT YOUR "PERSONAL LOGBOOK WITH FLIGHT TIME/DETAILS"

## EMERGENCY PROCEDURES PA 44-180 SEMINOLE G1000

### ENGINE FAILURE DURING CRUISE with clean configuration

CONTROL..... Vyse – 88 kts  
CRAM..... MIXTURE, PROP, THROTTLE – FWD  
CLEAN..... GEAR & FLAPS – UP  
IDENTIFY..... LEFT OR RIGHT ENGINE  
VERIFY..... LEFT OR RIGHT ENGINE  
TROUBLESHOOT..... IF SAFE AND TIME PERMITS  
FEATHER..... DEAD ENGINE  
SECURE..... DEAD ENGINE

### ENGINE TROUBLESHOOT

MIXTURE..... FULL RICH  
FUEL PUMP..... ON  
FUEL SELECTOR..... CROSSFEED  
MAGNETOS LEFT/RIGHT SWITCHES..... CHECK  
ALT-AIR..... OPEN  
THROTTLE..... ½ TRAVEL  
\*IF ENGINE DOES NOT RESTART CONTINUE TO ENGINE SECURE CHECK

### ENGINE SECURE

THROTTLE (INOP. ENGINE)..... CLOSE  
PROPELLER..... FEATHER (950RPM Min.)  
MIXTURE (INOP. ENGINE)..... IDLE/CUT OFF  
COWL FLAPS (INOP. ENGINE)..... CLOSE  
MAGNETOS LEFT/RIGHT (INOP. ENGINE)..... OFF  
FUEL PUMPS (INOP. ENGINE)..... OFF  
ALTERNATOR (INOP. ENGINE)..... OFF  
FUEL SELECTOR (INOP. ENGINE)..... OFF  
ALT-AIR (INOP. ENGINE)..... CLOSE  
ELECTRICAL LOAD..... REDUCED  
POWER (OPERATING ENGINE)..... AS REQUIRED  
FUEL SELECTOR (OPERATING ENGINE)..... ON or XFEED  
FUEL PUMP (OPERATING ENGINE)..... AS REQUIRED  
COWL FLAP (OPERATING ENGINE)..... AS REQUIRED  
ESTABLISH BANK..... 2° TO 3° INTO OPERATING ENGINE  
AIRSPEED..... ATTAIN AND MAINTAIN AT LEAST 88KIAS  
RUDDER TRIM..... TOWARD OPERATING ENGINE  
TO ABOUT ½ TRAPEZOID ON THE SLIP INDICATOR

### ENGINE RESTART

FUEL SELECTOR (INOP. ENGINE)..... ON  
MAGNETOS LEFT/RIGHT (INOP. ENGINE)..... ON  
FUEL PUMP (INOP. ENGINE)..... ON  
THROTTLE (INOP. ENGINE)..... OPEN ¼ INCH  
PROP (INOP. ENGINE)..... FULL INCREASE  
MIXTURE (INOP. ENGINE)..... FULL RICH  
ENG START (INOP. ENGINE)..... ENGAGE UNTIL PROP WINDMILLS  
THROTTLE..... 12" MAN. PRESS. Until CHT in GREEN  
ALTERNATOR..... ON (after restart)  
FUEL PUMP..... AS REQUIRED  
COWL FLAP..... CLOSED

\*IF RESTART IS NOT SUCCESSFUL

MIXTURE (INOP. ENGINE)..... CUT-OFF  
FOLLOW ENGINE SECURE CHECKLIST

## EMERGENCY PROCEDURES PA 44-180 SEMINOLE G1000

### ONE ENGINE INOPERATIVE LANDING

INOPERATIVE ENGINE..... ENGINE SECURING PROCEDURE  
COMPLETE  
SEAT BELT/ HARNESS..... SECURE  
FUEL SELECTOR (OPERATING ENGINE)..... ON  
MIXTURE (OPERATING ENGINE)..... FULL RICH  
PROPELLER (OPERATING ENGINE)..... FULL INCREASE  
FUEL PUMP (OPERATING ENGINE)..... ON  
COWL FLAP (OPERATING ENGINE)..... AS REQUIRED  
ALTITUDE & AIRSPEED..... MAKE NORMAL APPROACH

\*WHEN LANDING IS ASSURED

GEAR..... DOWN  
FLAPS..... 25° (2<sup>ND</sup> NOTCH)  
FINAL APPROACH SPEED..... 90KIAS  
POWER..... RETARD SLOWLY AND FLARE AIRPLANE  
TRIM..... AS POWER IS REDUCED  
(AIRPLANES WILL YAW IN DIRECTION OF OPERATING ENGINE)

### ENGINE ROUGHNESS

ALT-AIR..... OPEN

#### IF ROUGHNESS CONTINUES AFTER ONE MINUTE:

ALT-AIR..... CLOSE  
MIXTURE..... ADJUST FOR MAX SMOOTHNESS  
FUEL PUMP..... ON  
ENGINE GAUGES..... CHECK  
MAGNETO SWITCHES..... CHECK

**IF OPERATION IS SATISFACTORY ON EITHER MAGNETO, CONTINUE ON THAT MAGNETO AT REDUCED POWER AND FULL RICH MIXTURE TO FIRST AIRPORT.**

### ENGINE OVERHEAT

COWL FLAPS..... OPEN  
MIXTURE..... ENRICH  
POWER..... REDUCE  
AIRSPEED..... INCREASE (IF ALTITUDE PERMITS)

### LOSS OF OIL PRESSURE

OIL PRESSURE GAUGE..... VERIFY LOSS & ENGINE AFFECTED  
THROTTLE (AFFECTED ENGINE)..... MINIMUM REQUIRED  
PROPELLER (AFFECTED ENGINE)..... DECREASE  
AFFECTED ENGINE..... ENGINE SECURING PROCEDURE

## EMERGENCY PROCEDURES PA 44-180 SEMINOLE G1000

### MANUAL EXTENSION OF LANDING GEAR

#### CHECK FOLLOWING BEFORE EXTENDING GEAR MANUALLY:

CIRCUIT BREAKERS ..... CHECK  
BATT MASTER SWITCH ..... ON  
ALTERNATORS ..... CHECK

#### TO EXTEND, PROCEED AS FOLLOWS

AIRSPEED ..... REDUCE (100 KIAS MAX)  
GEAR SELECTOR ..... DOWN  
EMERG GEAR EXTEND KNOB ..... MOVE WIRE GUARD AND PULL  
INDICATOR LIGHTS ..... 3 GREEN

***LEAVE EMERGENCY GEAR EXTENSION KNOB OUT***

### TO CLOSE DOOR IN FLIGHT

AIRSPEED ..... SLOW TO 82 KIAS  
CABIN VENTS ..... CLOSE  
STORM WINDOW ..... OPEN  
IF TOP LATCH IS OPEN ..... LATCH  
IF SIDE LATCH IS OPEN ..... PULL ON ARMREST WHILE MOVING  
LATCH HANDLE TO LATCHED POSITION  
IF BOTH LATCHES ARE OPEN ..... LATCH SIDE LATCH  
THEN LATCH TOP LATCH

### PROPELLER OVERSPEED

THROTTLE (AFFECTED ENGINE) ..... RETARD  
PROP CONTROL (AFFECTED ENGINE) .....  
DESCREASE (DO NOT FEATHER)  
OIL PRESSURE (AFFECTED ENGINE) ..... CHECK  
AIRSPEED ..... REDUCE  
THROTTLE (AFFECTED ENGINE) ..... AS REQUIRED  
TO REMAIN BELOW 2700 RPM

### Engine Fire During Start

MIXTURE ..... CUT-OFF  
THROTTLE ..... FULL OPEN  
ENG START ..... CONTINUE to CRANK ENGINE  
FUEL SELECTORS ..... OFF  
FUEL PUMP ..... OFF  
MIXTURES ..... CUT-OFF  
FIRE EXTINGUISHER ..... USE  
AIRPLANE ..... EVACUATE



## COMMON FREQUENCIES

### Max Westheimer (KOUN)

AWOS.....119.55  
Ground .....121.60  
Tower .....118.00  
LOC IPHY .....111.10  
LOC IBWM .....111.95  
OU Traffic .....123.30  
Cruise Aviation .....122.95  
McAlester Radio .....122.4

### David Jay Perry (1K4)

CTAF .....122.7

### Chickasha (CHK)

AWOS.....118.175  
CTAF .....123.00

### Shawnee (SNL)

AWOS.....118.275  
CTAF .....122.70

### Will Rogers (KOKC)

ATIS .....125.85  
Clearance Delivery 124.35  
Ground .....121.90  
Tower .....119.35  
IRW .....114.10

### Okla. City Approach Control

South Flow.....120.45  
North Flow.....133.60

### Transponder Codes

7500 .....Hijack  
7600 .....Lost Comm.  
7700 .....Emergency

### Contact Numbers

Aviation Department  
405-325-7231  
Mobile Phone  
405-919-6319  
OU Police Department  
405-325-1717