



CPL CHECKLIST

PA 28 ARROW – 201

G-BNSG

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ANDREWSFIELD AVIATION LIMITED

DOCUMENTS & EQUIPMENT FOR SKILLS TEST

Aircraft Documents (Check validity of each)

1. Certificate Of Airworthiness
2. Airworthiness Review Certificate
3. Certificate Of Registration
4. Aircraft Radio Licence
5. Certificate Of Release to Service
6. Weight Schedule
7. Certificate Of insurance

Check outstanding defects on Tech Log and deferred defects List, is all cleared or properly deferred.

The following should also be available where applicable.

1. Aircraft Flight Manual
2. Company Operations Manual
3. Aircraft Checklist
4. Pilots Licence, Medical Certificate & Logbook
5. FCL3 CAA letter of Authority
6. Certificate recommending Initial Test
7. S/E Skill Test Form in lieu of S/E Class Rating
8. Goggles/Foggles
9. Limited Panel Covers
10. 2 Headsets
11. Stopwatch
12. Fuel Strainer

Minimum Equipment List

<i>Aircraft Equipment</i>	<i>Number In A/c</i>	<i>Minimum Equipment Required</i>
Airspeed Indicator	1	1
Altimeter	2	1
Vertical Speed Indicator	1	1
Attitude Gyro	1	1
Turn Rate Indicator	1	1
Slip Indicator	1	1
Multi Channel VHF Radio	2	1
MOD S Transponder	1	0
VOR	2	1
First Aid Kit	1	1
Fire Extinguisher	1	1
Accurate Time Piece	1	1

Note : Before entering aircraft check surfaces clear of hoar frost,snow, ice and mud.

COCKPIT PREPARATION

1	Control Locks and Pitot Cover	REMOVED
2	Aircraft Documents.....	CHECK.....
3	Parking Brake.....	ON.....
4	Fire Extinguisher.....	CHECK.....
5	First Aid Kit.....	CHECK.....
6	Magneto/Starter Switch.....	OFF.....
7	Undercarriage Selector.....	DOWN.....
8	Radios.....	OFF.....
9	Master Switch.....	ON.....
10	Vacuum, Alternator, oil & U/C Lights.....	CHECK.....
11	Fuel Selector.....	ON.....
12	Fuel Gauge Quantities.....	NOTE.....
13	Anti-Collision Light.....	CHECK.....
14	Landing Light.....	CHECK.....
15	Pitot Heater.....	CHECK.....
16	Stall Warner.....	CHECK
17*	Nav Lights, Panel & Cabin Lights.....	CHECK.....
18	Electric Trim If Applicable	FULL MOVEMENT
19	Manual Trim.....	FULL MOVEMENT
20	Battery Master Switch.....	OFF.....
21	Flaps.....	DOWN.....
22	Pitot Static.....	CHECK.....

* These items may be omitted providing no part of planned flight takes place at night.

STARBOARD WING

1	Flap.....	CHECK.....
2	Aileron.....	CHECK.....
3	Wing Tip, & Nav Light.....	CHECK.....
4	Wing Surfaces.....	CHECK.....
5	Fuel Tank, Vents & Drains.....	CHECK.....
6	Landing Gear Oleo & Leg.....	CHECK.....
7	Tyre & Wheel.....	CHECK.....
8	Wheel Bay.....	UNOBSTRUCTED....

FRONT FUSELAGE

1	Windscreen and O.A.T. Probe.....	CHECK.....
2	Engine.....	CHECK.....
3	Oil Contents.....	CHECK.....
4	Engine Cowling.....	CHECK.....
5	Propeller and Spinner.....	CHECK.....
6	Air Intakes & Alternator Belt.....	CHECK.....
7	Landing Light.....	CHECK.....
8	Exhaust Pipe.....	CHECK.....
9	Landing Gear Oleo & Leg.....	CHECK.....
10	Tyre & Wheel.....	CHECK.....
11	Wheel Bay.....	UNOBSTRUCTED....
12	Engine Cowling.....	CHECK.....
13	Fuel Drain.....	CHECK.....

PORT WING

1	Landing Gear Oleo & Leg.....	CHECK.....
2	Tyre & Wheel.....	CHECK.....
3	Wheel Bay.....	UNOBSTRUCTED...
4	Fuel Tank, Vents & Drains.....	CHECK.....
5	Wing Surfaces.....	CHECK.....
6	Stall Warner Trigger.....	CHECK.....
7	Pitot Head.....	CHECK.....
8	Wing Tip, & Nav Light.....	CHECK.....
9	Aileron.....	CHECK.....
10	Flap.....	CHECK.....

REAR FUSELAGE AND TAIL SECTION

1	Fuselage Skin & Windows.....	CHECK.....
2	Fin Surfaces.....	CHECK.....
3	Stabilator & Anti-Servo Tab.....	CHECK.....
4	Rudder & Nav Light.....	CHECK.....
5	Anti Collision Light.....	CHECK.....
6	Stabilator & Anti-Servo Tab.....	CHECK.....
7	Radio Aerials.....	CHECK.....
8	Fuselage Skin & Windows.....	CHECK.....
9	Baggage Door.....	CHECK.....
10	Cabin Door.....	CHECK.....

TRANSIT PRE-FLIGHT CHECK LIST

COCKPIT PREPARATION

1	Parking Brake.....	ON.....
2	Magneto/Starter Switch.....	OFF.....
3	Battery Master Switch.....	ON.....
4	Fuel Selector.....	ON.....
5	Fuel Contents.....	CHECK.....
6	Trimmers	FULL MOVEMENT
7	Battery Master Switch.....	OFF.....
8	Flaps.....	DOWN.....

EXTERNAL

1	Airframe General.....	CHECK.....
2	Flying Controls.....	CHECK.....
3	Flaps.....	CHECK.....
4	Windscreen.....	CHECK.....
5	Pitot Head.....	CHECK.....
6	Landing Gear.....	CHECK.....
7	Fuel Tanks.....	CHECK.....
8	Oil Contents.....	CHECK.....
9	Engine Cowling.....	CHECK.....
10	Propeller & Spinner.....	CHECK.....

PRE STARTING ENGINE

1	External Check.....	COMPLETED.....
2	Entrance Door.....	CLOSE & LATCH....
3	Parking Brake.....	ON.....
4	Seat & Seat Belts.....	CHECK.....
5	Passengers.....	BRIEFED.....
6	Instruments.....	CHECK.....
7	Ailerons, Stabilator & Trimmers.....	CHECK.....
8	Flaps.....	CHECK.....
9	Alternate Static.....	CLOSED.....
10	Alternate Air.....	CHECK.....
11	Cabin Heat & Air.....	CLOSED.....
12	Fuel Selector.....	ON & SET.....
13	Battery Master/Alternator Switch.....	ON.....
14	Low Voltage Warning Light.....	CHECK.....
15	Navigation Lights.....	AS REQUIRED.....
16	Fuel Pump & Fuel Pressure.....	CHECK.....
17	Circuit Breakers.....	CHECK.....
18	Anti-Collision Light -	ON.....

STARTING ENGINE (FOR HOT START-OMIT ITEM 4 DO NOT PRIME)

1	Mixture..... FULL&FREE.....	LEAN.....
2	Throttle.... FULL&FREE.....	SET 1/4".....
3	Propeller.... FULL&FREE.....	MAX RPM
4	Engine.....	PRIME.....
5	Propeller Area.....	CLEAR.....
6	Magneto/Starter Switch.....	ON/START MIXTURE RICH..
7	Starter Warning Light.....	OUT.....
8	Oil Pressure.....	CHECK.....
9	Throttle.....	1200 RPM.....
10	Fuel Pressure.....	CHECK.....
11	Alternator.....	CHECK.....
12	Vacuum.....	CHECK.....
13	Magnetos.....	CHECK.....

AFTER ENGINE START

1	Radios, Nav Equip., Intercom.....	ON.....
2	Nav/Radio Equipment.....	CHECK.....
3	Flight Instruments.....	CHECK.....
4	Cabin Heater/Defroster.....	AS REQUIRED.....

TAXYING

1	Brakes.....	CHECK.....
2	Rudder/Turn-Ball/AI.....	TRAVEL INDICATION..
3	Compass/DI.....	CORRECT INDICATION

POWER CHECKS

1.	Parking Brake.....	ON.....
2	Fuel Selector.....	SET..HIGHEST TANK..
3	Temperatures & Pressures.....	CHECK.....
4	Mixture.....	RICH.....
5	Propeller Control.....	MAX RPM.....
6	Throttle.....	2000 RPM.....
7	Propeller Control.....	EXERCISE.....
	3 times when Cold, Once when Hot rpm not to drop below 1500rpm	
8	Magnetos(Max Drop 175,Max Diff 50).....	CHECK.....
9	Temperatures & Pressures.....	CHECK.....
10	Alternate Air.....	CHECK.....
11	Alternator/Vacuum.....	CHECK.....
12	Throttle.....500-700 rpm.....	CLOSE/RESET 1200rpm.
13	L/P Screens.....	AS REQUIRED.....

POWER CHECKS COMPLETE

PRE TAKE-OFF

1	Trimmers.....	SET.....
2	Electric Trim..... If Applicable	OFF.....
3	Throttle Friction.....	SET.....
4	Alternate Air.....	OFF.....
5	Fuel Selector.....	CHECK.....
6	Fuel Pump.....	ON.....
7	Mixture.....	RICH.....
8	Propeller.....	MAX RPM.....
9	Flaps.....	AS REQUIRED.....
10	Engine Instruments.....	CHECK.....
11	Cabin Heater/Defroster.....	AS REQUIRED.....
12	Altimeters.....	SET.....
13	Seat Backs,Belts & Shoulder Straps.....	ERECT/SECURE....
14	Door - Window.....	LATCHED/CLOSED.
15	Flying Controls.....	FULL &FREE.....
16	Flight Instruments.....	CHECK.....
17	Departure Clearance.....	OBTAIN.....
18	Radio/Nav Equipment.....	SET.....
19	Pitot Heater.....	ON.....
20	DI / Compass.....	CHECK
21	Landing Light.....	AS REQUIRED.....
22	Transponder.....	SET.....
23	Captains Brief.....	CARRIED OUT.....

RUNWAY CHECKS

1	Compass & Heading Ind.....	ALIGNED WITH RUNWAY
2	Throttle.....	2000 RPM.....
3	Pressures & Temps.....	CHECK.....
4	Brakes.....	RELEASE.....
5	Throttle.....	MAXIMUM.....
6	M.Press. & RPM & Fuel Flow.....	CHECK.....
7	Airspeed.....	INCREASING.....

AFTER TAKE OFF & CLIMB

1	Brakes.....	ON/OFF.....
2	Undercarriage...< 107kts.....	RETRACT.....
3	Flaps.....	UP.....
4	Climb Power.....	FULL POWER or 25"2500RPM....
5	Temps & Pressures.....	CHECK.....
6	Landing Light.....	OFF.....
7*	Radio/Nav Equipment.....	CHECK/SET/IDENT.
8*	Altimeters.....	SET.....
9*	Fuel Pump.....above 1000ft AGL.....	
	OFF.....	

* Note Items 7,8 & 9 only when departing circuit.

CRUISE

1	Fuel.....	CHECK TANK.....
2	Radio/Nav Equipment.....	CHECK.....
3	Engine.....	CHECK TEMPS & PRESSURES.....
4	Mixture.....	SET.....
5	Direction Indicator.....	ALIGNED.....
6	Altimeters.....	SET.....
7	Ice/MSA.....	CHECK.....

AIRFIELD APPROACH

1	Weather.....	CHECK.....
2	Fuel Selector.....	SET.....
3	Radio/Nav Equipment.....	SET.....
4	Mixture.....	CHECK.....
5	D.I.....	CHECK.....
6	Altimeter.....	SET.....
7	Electric Trim... If Applicable	OFF.....
8	Fuel Pump.....	ON.....
9	Seat Back,Belts & Shoulder Harnesses.....	ERECT/SECURE...

PRE LANDING

1	Brakes.....	CHECK/OFF.....
2	Undercarriage.....	DOWN.....
3	Mixture.....	RICH.....
4	Mags.....	BOTH.....
5	Fuel.....	CHECK.....
6	Fuel Pump.....	ON.....
7	Prop.....	MAX RPM
8	Flaps.....	AS REQUIRED.....
9	Compass / DI.....	CHECK.....
10	Altimeters.....	SET TO QNH.....
11	Landing Light.....	AS REQUIRED.....
12	Hatches & Harness.....	SECURED.....

FINAL APPROACH

1	Undercarriage.....	CHECK DOWN....
2	Prop.....	MAX RPM.....
3	Mixture.....	CHECK RICH.....
4	Flaps.....	SET.....

GO AROUND CHECKS

1	Throttle.....	FULLY FORWARD
2	Drag Flap.....	RETRACTED
3	Positive Rate of Climb.....	IDENTIFIED
4	Undercarriage..... <107 kts.....	RETRACTED
	Flaps in stages	RETRACTED
5	Safe Altitude Gain.....	SET 25" 2500rpm
6	ATC.....	REPORT GO AROUND
7	Altimeters.....	SET
8	Temps & Press.....	CHECK
9	Fuel Pump..... above 1000ft.....	OFF
10	Landing Light.....	OFF

AFTER LANDING

1	Flaps.....	UP.....
2	Fuel Pump.....	OFF.....
3	Throttle Friction.....	LOOSE.....
4	Electrical Equipment.....	OFF.....
5	Radio Equipment.....	AS REQUIRED.....
6	Nav Equipment.....	AS REQUIRED.....
7	Trimmers.....	SET NEUTRAL.....

CLOSING DOWN

1	Parking Brake.....	ON.....
2	Throttle.....	SET TO 1200rpm....
3	Magnetos.....	CHECK.....
4	Radios & Nav Equipment.....	OFF.....
5	Throttle.....	CLOSED.....
6	Mixture.....	ICO.....
7	Magnetos.....	OFF.....
8	Fuel Selector.....	OFF.....
9	Electrical Equipment.....	OFF.....
10	Battery Master/Alternator Switch.....	OFF.....
11	Seat Belts & Shoulder Straps.....	STOWED.....
12	L/P Screens.....	STOWED.....

FLIGHT OPERATING PROCEDURES

PRE - STALL CHECKS

1	H - HEIGHT.....	Sufficient to recover by Safe Altitude
2	A - AIRFRAME.....	Flap as required Gear Locked UP
3	S - SECURITY.....	Straps tight, loose articles stowed
4	E - ENGINE.....	Fuel Contents Mixture Rich Fuel Pump On Pitch Fine Temperatures/Pressures Warning Lights Out
5	L - LOCATION.....	Unrestricted, Clear of Clouds, Towns and Active Airfields Danger Areas Controlled Airspace
6	L - LOOKOUT.....	Clear of other Aircraft.

ALTIMETER SETTING PROCEDURE

PRE FLIGHT & TAXI.....	LOCAL QNH
ARRIVAL TO CIRCUIT.....	AIRFIELD QNH
DEPARTURE TO ENROUTE.....	AIRFIELD QNH THEN REGIONAL QNH AS REQUIRED.
ABOVE TRANSITION ALTITUDE.....	1013.25 mb
INITIAL APPROACH.....	LOCAL QNH
FINAL APPROACH.....	AIRFIELD QNH

	MP	RPM	IAS KTS	FLAP
Rotate	MAX	MAX	68	0
Climb Best Angle (VX)	MAX	MAX	78	0
Climb Best Rate (VY)	MAX	MAX	90	0
Best Glide	Idle	course	79	0
Cruise Climb	25"	2500	104	0
Cruise	A/R	2500	120	0
Hold.	20"	2500	100	0
Circuit	20"	2500	100	0
Approach.	A/R	MAX	75	40
Short Field	A/R	MAX	69	40
Flapless Approach	A/R	MAX	80	0

KNOTS

Max Crosswind Component	17
VNE.	183
VNO.	146
VFE.	103
Landing Gear Down. Max.	129
Landing Gear Up. Max	107
VLE.	129
Take-off Safety Speed.	68
Stall Clean (VS).	60
Stall Full Flap (VSO).	55
VA	118
Max A.U.W	2750 LBS

EMERGENCY PROCEDURES

GEAR FAILURE/LANDING

EMERGENCY LANDING-GEAR EXTENSION

- 1 Nav & Panel lights off
- 2 Gear Selector down
- 3 Gear cycle
- 4 Circuit Breakers Check
- 5 If unsuccessful
- 6 Airspeed..... REDUCE TO 87 KTS OR LESS
7. Landing Gear Switch..... SELECT DOWN
- 8 Emergency Gear Lever..... SELECT EMERGENCY DOWN
- 9 IF GEAR FAILS TO LOCK DOWN, YAW AIRCRAFT ABRUPTLY FROM SIDE TO SIDE USING RUDDER. ALSO CYCLE EMERGENCY LEVER THROUGH FULL RANGE

PROPELLOR OVERSPEED

- 1 Propellor RETARD
- 2 Throttle RETARD TO REMAIN BELOW 2700 RPM
- 3 Check oil pressure
- 4 Land as soon as possible

PASSENGER BRIEFING FOR FORCED LANDING

- 1 Seat Backs..... ERECT
- 2 Safety Belts..... FASTENED
- 3 Glasses & False Teeth..... REMOVED
- 4 Position For Landing..... BRACE-ARMS OVERHEAD
- 5 Evacuation..... AFTER LANDING
- 6 Assembly..... UPWIND OF A/C

DOOR OPEN IN FLIGHT

- 1 Airspeed..... MAINTAIN 87-96 KTS
- 2 Storm Window..... OPEN
- 3 Rudder Balance..... SLIP TOWARDS DOOR
- 4 Affected Door..... PULL CLOSED
- 5 Upper Latch..... PULL DOOR & LATCH
- 6 Closing Unsuccessful..... MAX AIRSPEED 107kts

ENGINE FAILURE AFTER TAKE OFF (EFATO)

1	Adopt Glide Angle.....	79KTS GEAR DOWN
2	Select landing Area.....	INTO WIND IF POSS
3	Flap.....	AS REQUIRED
4	Mayday Call.....	ATC
5	Fuel.....	OFF
6	Mags.....	OFF
7	Passengers.....	BRIEF
8	Door.....	UNLATCH
9	Master Switch.....	OFF

ENGINE FAILURE AT HEIGHT

1		
2	Select Field	
4	Fuel Selector.....	CHANGE TANK.....
5	Magnetos.....	ON BOTH.....
6	Fuel Pump.....	ON.....
7	Mixture.....	RICH.....
8	Prop.....	MAX RPM.....
9	Alternate Air.....	ON.....
10	If no restart establish max glide configuration.	
11	*Transponder.& Mayday call.....	SET 7700.....
	Gear Down Depending on terrain	
	Mixture ICO	
	Fuel off	
	Throttle close	
	Magnetos off	
	Passengers Brief	
	Master off	

ENGINE FIRE DRILL (AIR)

1.	Throttle.....	CLOSED.....
2	Mixture.....	ICO.....
3	Fuel Selector.....	OFF.....
4	Fuel Pump.....	OFF.....
5	Magnetos.....	OFF.....
6	Cabin Heater/Demister/Vents.....	OFF/CLOSED.....
7	Throttle.....	OPEN
8	Pitch Nose Up if Prop not stopped	
9	Emergency Descent.....	FULL FLAP 103kts
10	Forced Landing.....	CHOOSE SITE...
11	Mayday Call if time permits.....	SQUAWK 7700
12	Gear Down (Depending on terrain)	
13	Battery Master/Alternator Switch.....	OFF.....
14	Door Top Latch.....	UNLATCHED.....
15	Seat Belts, Shoulder Straps/Seat Backs...	SECURE/ERECT.
16	Passengers Brief	

ELECTRICAL /CABIN FIRE DRILL (AIR)

- 1 Master..... CHECK/OFF.....
- 2 Air Vents if needed..... OPEN.....
- 3 Fire Extinguisher..... OPERATE.....
- 4 If fire out MASTER ON
- 5 Check one circuit at a time

CABIN FIRE DRILL (GROUND)

- 1 Throttle..... CLOSED.....
- 2 Mixture..... ICO.....
- 3 Fuel Selector..... OFF.....
- 4 Fuel Pump..... OFF.....
- 5 Magnetos..... OFF.....
- 6 Brakes..... SET.....
- 7 Battery Master/Alternator Switch..... OFF.....

EVACUATE AIRCRAFT AS SOON AS POSSIBLE

ALTERNATOR FAILURE

- 1 Electrical Load..... REDUCE.....
- 2 Field/Output Circuit Breaker..... CHECK/RESET.....
- 3 Ammeter/Warning Light..... CHECK.....

IF OUTPUT RESTORED - CONTINUE WITH ITEM 6

IF NO OUTPUT

- 4 Alternator Switch..... OFF FOR 2 SECS
THEN ON.....
- 5 Ammeter/Warning Light..... CHECK.....

IF OUTPUT RESTORED

- 6 Electrical Load.....AS REQUIRED.....

IF NO OUTPUT

- 7 Electrical Load.....MINIMUM SAFE....

ROUGH RUNNING ENGINE

- 1 Alternate Air on
- 2 Fuel pump on
- 3 Change tank
- 4 If no change
- 5 Alternate Air off
- 6 Mixture adjust for best performance
- 7 Magnetos Check Left & Right
- 8 Divert to nearest Airport

Crosswind Correction

Angle Between Wind Direction and True Course

	0°	10°	20°	30°	40°	50°	60°	70°	80°	90°
10	10 0	10 2	9 3	9 5	8 6	6 8	5 9	3 9	2 10	0 10
20	20 0	20 3	19 7	17 10	15 13	13 15	10 17	7 19	3 20	0 20
30	30 0	30 5	28 10	26 15	23 19	19 23	15 26	10 28	5 30	0 30
40	40 0	39 7	38 14	35 20	31 26	26 31	20 35	14 38	7 39	0 40
50	50 0	49 9	47 17	43 25	38 32	32 38	25 43	17 47	9 49	0 50
60	60 0	59 10	56 21	52 30	46 39	39 46	30 52	21 56	10 59	0 60
70	70 0	69 12	66 24	61 35	54 45	45 54	35 61	24 66	12 69	0 70

Headwind	0
	0

Crosswind

CAPTAINS BRIEF

The Runway in use is There is a crosswind from L/R R/L so my after
Take off heading will be

.OR

The wind is down the runway.

I will Take off at 68 kts and after takeoff I will accelerate to my climb
speed of 90 kts.

Any malfunction below 68 kts and I will abort the take off, unless I feel it
would be safer to carry it into the air and deal with it there.

In the event of an engine failure or fire, occurring above 68 kts I will land
on the runway if there is room remaining or on a suitable site into wind if
possible.

All being well I am going to climb to and turn onto a heading
of.....

PASSENGER BRIEF

Welcome aboard for your flight in this Piper Arrow

You will find a seat belt on either side of your seat, I will be happy to demonstrate its operation if you are unfamiliar with its design.

For safety reasons I must ask you to refrain from touching any of the aircraft controls and there is no smoking permitted in the a/c at anytime during the flight, or, on the ground in the vicinity of the aircraft.

The use of mobile phones or electronic equipment is not permitted. If you have a mobile phone I would ask that you please switch it off now.

In the event of an emergency requiring a forced landing you will be requested to adopt the brace position (Demonstrate) Ensure your seat back is upright, seat belt is fastened, and remove any false teeth and glasses.

The Door is unlocked by moving the top latch forward and the bottom latch fully up (Demonstrate) and then pushing the Door outwards. If required to evacuate, exit the aircraft to the rear, and move to a safe position up wind.

In the unlikely event of a fire there is a fire extinguisher between the seats and a first aid kit in the pouch behind your seat (point to both).

Any Questions?

<i>(1) Deficiency</i>	<i>Acceptable</i>		<i>(4) Remarks</i>
	<i>(2) Day</i>	<i>(3) Night</i>	
ALTIMETER	✓	✓	ONLY WHEN 2 ARE FITTED
DI/RMI	✓	✓	NO IFR
TURN CO ORDINATOR	✓	✓	NO IFR
VSI	✓	✓	
ADF	✓	✓	NO IFR
VOR	✓	✓	NO IFR
TRANSPONDER	✓	✓	NO IFR
DME	✓	✓	
MARKER RECIEVER	✓	✓	NO IFR
VHF COMMS	✓	✓	ONE OF 2 MUST BE SERVICEABLE
INTERCOM	x	x	
COCKPIT LIGHTS	✓	x	ONLY TO RECOVER TO BASE AT NIGHT IF AIRBORNE FAILURE
RED BEACON	x	x	NOT ACCEPTED UNLESS FAILS IN FLIGHT
WHITE STROBES	✓	x	ONLY TO RECOVER TO BASE
NAV LIGHTS	✓	x	ONLY TO RECOVER TO BASE AFTER AIRBORNE FAILURE
LANDING LIGHTS	✓	x	ONLY TO RECOVER TO BASE AFTER AIRBORNE FAILURE
HEAT/VENT	✓	✓	SUBJECT TO TEMP CONDITIONS
OAT PROB	✓	✓	FLIGHT TO REMAIN CLEAR OF CLOUD IF FORCAST OR ACTUAL TEMP IS BELOW +2 DEG C
DE ICING	✓	✓	MUST REMAIN CLEAR OF ICING CONDITIONS
PITOT HEAT	✓	✓	FLIGHT TO REMAIN CLEAR OF CLOUD IF FORCAST OR ACTUAL TEMP IS BELOW +2 DEG C
STALL WARNER	x	x	
FUEL GUAGES	✓	✓	VISUAL INSPECTION BEFORE EACH FLIGHT
RPM/MAN PRES GUAGES	✓	✓	ONLY TO RECOVER TO BASE AFTER AIRBORNE FAILURE
ENGIN TEMP GUAGE	✓	✓	ONLY TO RECOVER TO BASE AFTER AIRBORNE FAILURE
OIL PRESSURE	x	x	
ELECTRIC FUEL PUMP	x	x	MAY BE FLOWN TO POSITION TO BASE ONLY