



SECTIONAL CHART (NMA)

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PREFLIGHT

- | | | |
|----|----------------------|-----------|
| 1 | Documents | ARROW |
| 2 | Tach/Hobbs | NOTE |
| 3 | Controls | FREE |
| 4 | Emergency Equip | CHECK |
| 5 | Magnetos | OFF |
| 6 | Alternate Static | OFF |
| 7 | Circuit Breakers | IN |
| 8 | Electrical Equip | OFF |
| 9 | BAT/ALT Masters | ON |
| 10 | Fuel Quantity | CHECK |
| 11 | Flaps | DOWN |
| 12 | BAT/ALT Masters | OFF |
| 13 | Exterior Inspection | COMPLETE |
| 14 | Oil | 2 QTS MIN |
| 15 | Tires (nose & mains) | 24 PSI |

BEFORE START

- | | | |
|----|------------------|----------|
| 1 | Preflight | COMPLETE |
| 2 | ATIS & Clearance | COPIED |
| 3 | Parking Brake | SET |
| 4 | Tiedowns/chocks | OUT |
| 5 | Seat/Belts | SECURE |
| 6 | Fuel Selector | FULLEST |
| 7 | Avionics Master | OFF |
| 8 | Electrical Equip | OFF |
| 9 | Fan | OFF |
| 10 | Circuit Breakers | IN |
| 11 | Passengers | BRIEFED |

START

- | | | |
|---|-----------------|---------------|
| 1 | BAT/ALT Masters | ON |
| 2 | Prime | AS REQUIRED |
| 3 | Fuel Pump | ON |
| 4 | Throttle | 1/4 INCH OPEN |
| 5 | Mixture | FULL RICH |
| 6 | Propeller Area | CLEAR |

- | | | |
|----|---------------|----------------|
| 7 | Magnetos | START |
| 8 | Throttle | 800 - 1200 RPM |
| 9 | Oil Pressure | CHECK |
| 10 | Fuel Pump | OFF |
| 11 | Fuel Pressure | CHECK |
| 12 | Mixture | LEAN MAX RPM |
| 13 | Primer | IN & LOCKED |
| 14 | Avionics | ON |
| 15 | Ammeter | CHECK |
| 16 | Lights | AS REQUIRED |
| 17 | Transponder | STBY |
| 18 | Parking Brake | OFF |
| 19 | Brakes | CHECK |
| 20 | Gyros | TAXI CHECK |

RUNUP

- | | | |
|----|---|--------------------|
| 1 | Seats/Belts | SECURE IN TRACKS |
| 2 | Seat Belts | ON |
| 3 | Flight Controls | FREE & CORRECT |
| 4 | Flight Instruments | CHECK & SET |
| 5 | Avionics | SET |
| 6 | Mixture | RICH (BLO 5000 FT) |
| 7 | Throttle | 2000 RPM |
| 8 | Magnetos | LEFT, RIGHT, BOTH |
| ! | 175 RPM Max Drop; 50 RPM Differential | |
| 9 | Vacuum | 5.0 IN Hg ± 0.1 |
| 10 | Carburetor Heat | CHECK |
| 11 | Oil Temp & Pressure | CHECK |
| 12 | Engine Instruments | CHECK |
| 13 | Annunciator Panel | TEST |
| 14 | Ammeter | CHECK WITH LOAD |
| 15 | Throttle | 800 RPM |
| ! | If IMC DP, maintain vacuum at 5.0 IN Hg. | |
| 16 | Circuit Breakers | IN |
| 17 | Takeoff | BRIEFED |
| 18 | Emergency Proc | BRIEFED |
| 19 | IFR Departure | BRIEFED |

YEARS: **1964-1977**
S/N: **28-20001 - 28-7725290**

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TERMINAL CHART (NM)
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TAKEOFF

1	Avionics/GPS	SET
2	Elevator Trim	TAKEOFF
3	Rudder Trim	NEUTRAL
4	Flaps (norm/short)	UP/25°
5	Fuel Pump	ON
6	Fuel Selector	FULLEST
7	Transponder Mode	ALT
8	Parking Brake	OFF
9	Pitot Heat	AS REQUIRED
10	Lights	AS REQUIRED
11	Mixture	SET for DENS ALT
12	Door & Window	CLOSED
13	Time	NOTE
14	Throttle	FULL
15	Rotate	52 KCAS
16	Flaps	SLOWLY RETRACT

CLIMB

1	Airspeed	
	Obstacle @ 50 FT	68 KCAS
	Best Rate	77 KCAS
2	Throttle	FULL
3	Mixture	LEAN ABV 5000 FT
4	Carburetor Heat	COLD
5	Engine Instruments	MONITOR
6	Trims	SET
7	Fuel Pump	OFF AT CRUISE ALT

CRUISE

1	Flaps	UP
2	Fuel Pump	OFF
3	Throttle	55 - 75% POWER
4	Mixture	LEAN AS DESIRED
5	Trims	SET
6	Lights	AS REQUIRED
7	Fuel Balance	MONITOR

DESCENT

1	Plan	4 NM/1000 FT
2	Mixture	ADJUST
3	Throttle	STAGE
4	Landing Light	ON

BEFORE LANDING

1	Approach	BRIEFED
2	Seat Belts	SECURE
3	Fuel Pump	ON
4	Fuel Selector	FULLEST TANK
5	Trims	SET
6	Mixture	RICH (BLO 5000 FT)
7	Flaps	AS REQUIRED
8	Vref (Flaps FULL)	62 KCAS

AFTER LANDING

1	Ground	MONITOR
2	Throttle	800 RPM
3	Pitot Heat	OFF
4	Fuel Pump	OFF
5	Mixture	LEAN MAX RPM
6	Flaps	UP
7	Transponder	STANDBY
8	Lights	AS REQUIRED

SECURING AIRPLANE

1	Flight Plan	CLOSED
2	Hobbs & Tach	NOTE
3	Fuel Pump	OFF
4	Throttle	IDLE
5	Avionics & Fan	OFF
6	Electrical Equip	OFF
7	Mixture	IDLE CUTOFF
8	Magnetos/Keys	OFF/OUT
9	BAT/ALT Masters	OFF
10	Tiedowns/Chocks	INSTALL



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ENGINE FIRE DURING FLIGHT

- 1 Cabin Heat/Defrost OFF
- 2 Mixture IDLE CUTOFF
- 3 Fuel Pump OFF
- 4 Fuel Selector OFF
- 5 Throttle IDLE
- 6 Door & Window OPEN IF REQUIRED
- 7 Airspeed **87 KIAS OR MORE**
- 8 Land IMMEDIATELY

ICING ENCOUNTER

- 1 Pitot Heat ON
- 2 Airspeed **87 KIAS**
- 3 Icing Conditions EXIT IMMEDIATELY
- 4 Cabin Heat/Defrost MAXIMUM

IF Unable to exit icing conditions immediately

- 5 Radio MAYDAY
- 6 Divert NRST ALTERNATE

IF Ice buildup is very rapid, land off-airport.

- 7 Stall Margin INCREASE
- ! Add 10 - 20 KCAS to approach & landing speeds if ice remains on aircraft.**

- 8 Flaps LEAVE UP
- 9 Landing Attitude LEVEL
- 10 Missed Approach AVOID

OIL LIGHT ON OR OIL PRESS LOW

- 1 Oil Temp & Press CHECK
- 2 CHTs CHECK

IF Oil Pressure trending towards zero accompanied by engine roughness, noise, and/or vibration...

- 3 Engine SHUTDOWN
- 4 Land IMMEDIATELY

IF Oil Press below green or Oil Temp rising...

- 3 Throttle MIN REQUIRED
- 4 Divert NRST ALTERNATE

OIL TEMPERATURE HIGH

- 1 Oil Pressure CHECK
- IF Oil Press normal...**
- 2 Climb Rate REDUCE
 - 3 Airspeed **87 KIAS OR MORE**
 - 4 Mixture ENRICHEN
 - 5 Throttle REDUCE

IF Oil Temp remains red-line after one min...

- 6 Throttle MIN REQUIRED
- 7 Divert NRST ALTERNATE

SPIN RECOVERY

- 1 Power IDLE
- 2 Ailerons NEUTRAL
- 3 Rudder FULL OPPOSITE
- 4 Elevator FULL FORWARD

When rotation stopped...

- 5 Rudder NEUTRAL
- 6 Elevator RECOVER from dive

STATIC SOURCE BLOCKED

- 1 Pitot Heat ON
- 2 Alternate Static OPEN
- 3 Windows CLOSED
- 4 Air Vents CLOSED

! Disregard altimeter, airspeed, & VSI inst.

WING FIRE IN FLIGHT

- 1 Emerg Descent INITIATE
- 2 Pitot Heat OFF
- 3 Navigation Lights OFF
- 4 Strobe Lights OFF
- 5 Wings SIDE SLIP

IF Fire completely extinguished...

- 6 Emerg Descent TERMINATE
- 7 Divert NRST ALTERNATE

IF Fire not extinguished, land immediately.





ALT WARNING LIGHT ON

1 Ammeter CHECK

IF Ammeter shows zero, do Alt Failure Cklist

ALTERNATOR FAILURE

1 ALT Master OFF

2 ALT Circuit Breaker CHECK

3 ALT Master ON

IF Alternator does not reset...

4 Electrical Load REDUCE

5 Divert NRST ALTERNATE

CABIN/ELECT FIRE INFLIGHT

1 Emerg Descent INITIATE

2 BAT/ALT Masters OFF

3 Cabin Heat/Defrost OFF

4 Window CLOSED

5 Fire Extinguisher ACTIVATE

IF Fire is completely extinguished...

6 Emerg Descent TERMINATE

7 Divert NRST ALTERNATE

IF Fire is NOT extinguished, Land Immediately.

DOOR OPEN

1 Airspeed **87** KIAS

2 Air Vents CLOSE

3 Window OPEN

4 Door LATCH SIDE, TOP

ELECTRICAL OVERLOAD

1 ALT Master ON

2 BAT Master OFF

3 Divert NRST ALTERNATE

IF Alternator load reduced, reduce elect. load.

IF Alternator load NOT reduced...

4 ALT Master OFF

5 BAT Master ON AS REQUIRED

EMERGENCY LANDING

WITHOUT ENGINE POWER

1 Airspeed **70** KIAS

2 If off airport, ELT ACTIVATE

3 Throttle IDLE

4 Mixture IDLE CUTOFF

5 Fuel Selector OFF

6 Fuel Pump OFF

When landing assured...

7 Flaps FULL

8 Airspeed **66** KIAS

9 Seat Belts SECURED

10 BAT/ALT Masters OFF

11 Magnetos OFF

ENGINE FAILURE DURING FLIGHT

1 Turn Towards Safe Terrain

2 Airspeed **70** KIAS

3 Fuel Pump ON

4 Fuel Selector SWITCH TANKS

5 Carburetor Heat FULL ON

6 Mixture FULL RICH

7 Magnetos LEFT, RIGHT, BOTH

8 Primer IN & LOCKED

9 Engine Gauges CHECK for cause

10 Throttle 3/4 INCH

IF Propeller stopped...

11 Magnetos START

IF Propeller windmilling...

11 Magnetos BOTH

IF Engine does not start...

12 Throttle IDLE to FULL FWD

13 Mixture IDLE to FULL RICH

IF Engine starts...

14 Carburetor Heat OFF

15 Fuel Pump OFF

IF Engine does not start, land immediately.