

NORMAL PROCEDURES

NOTE: The inspections required by the pilot are the minimum requirement for safe flight. While making the exterior inspection, particular attention should be given to the following. Check all surfaces for general condition, antennas and access plates secure; check for fuel, oil, and hydraulic leaks; all covers removed; all vents and openings clear; check tires, brakes, and brake lines; check strut for proper extension; and airplane properly chocked. Additional checks may be performed at the discretion of the pilot.

INTERIOR INSPECTION

- | | | |
|-----|-------------------------------------|-----------------|
| 1. | Certificate/Documents. | CHECKED |
| 2. | Control lock. | REMOVED/STOWED |
| 3. | Hobbs/Tachometer. | CHECKED |
| 4. | Fuel selector. | BOTH |
| 5. | Mixture. | IDLE CUT-OFF |
| 6. | Elevator trim. | CHECK |
| 7. | Parking brake. | RELEASED |
| 8. | Fuel shutoff knob. | SAFETY WIRED IN |
| 9. | Auxiliary fuel pump switch. | GUARDED |
| 10. | Primer. | LOCKED |
| 11. | Ignition switch. | OFF |
| 12. | Fuel strainer. | DRAIN 4 Seconds |
| 13. | Master switch. | ON |
| 14. | Flaps. | LOWER |
| 15. | Fuel quantity. | CHECK |
| 16. | Lights/Strobes. | CHECK |
| 17. | Master switch. | OFF |
| 18. | Loose articles. | SECURE |
| 19. | Fuel Sample Cup. | OBTAIN |

EXTERIOR INSPECTION**1. FUSELAGE LEFT SIDE**

- a. Baggage door. CLOSED
- b. Visually check condition.. . . . CHECK
- c. Static port. CHECK
- d. Antennas.. . . . CHECK

2. EMPENNAGE

- a. Vertical stabilizer & rudder. CHECK
- b. Horizontal stabilizer and elevator. CHECK
- c. Anti-collision light. CHECK
- d. Navigation light. CHECK
- e. Stabilizer & trim tab. CHECK
- f. Tie down & ground wire. REMOVE

3. FUSELAGE - RIGHT SIDE

- a. Antennas CHECK
- b. Visually check condition.. . . . CHECK
- c. Static port. CHECK

4. RIGHT WING

- a. Flap. CHECK
- b. Aileron. CHECK
- c. Wing tip/Strobe/Navigation light. CHECK
- d. Leading edge. CHECK
- e. Wing strut CHECK
- f. Tiedown, chock. REMOVE
- g. Fuel tank. CHECK VISUALLY/CAP SECURE
- h. Top of wing. CHECK

- i. Fuel tank drain..... DRAIN
- j. Landing gear/Tire. CHECK
- k. Brake assembly..... CHECK

5. ENGINE/COWLING

- a. Fuel drain (2 places). DRAIN
- b. Cowling SECURE
- c. Propeller/Propeller seal plug. CHECK
- d. Nose gear assembly/Tire/Shimmy damper CHECK
- e. Nose strut (strut 1-3 in). CHECK
- f. Fuel strainer **(52L only)**. DRAIN 4 Seconds
- g. Oil quantity CHECK

6 qts	Minimum
7 qts	Normal
8 qts	Maximum
- h. Oil cap SECURE
- i. External power access door SECURE
- j. Windscreen CONDITION

6. LEFT WING

- a. Fuel tank drain..... DRAIN
- b. Fuel tank. CHECK VISUALLY/CAP SECURE
- c. Top of wing. CHECKED
- d. Pitot tube..... PITOT COVER REMOVE/CHECK
- e. Leading edge. CHECK
- f. Stall warning. CHECK
- g. Fuel tank vent CHECK
- h. Landing/Taxi light. CHECK
- i. Wing tip/Strobe/Navigation light..... CHECK
- j. Aileron..... CHECK
- k. Flap..... CHECK

- l. Wing strut CHECK
- m. Tiedown, chock. REMOVE
- n. Landing gear/Tire. CHECK
- o. Brake assembly..... CHECK

BEFORE STARTING ENGINE

- 1. Seatbelt & Shoulder harness ADJUSTED/LOCKED
- 2. Passenger briefing COMPLETE
- 3. Radios..... OFF
- 4. Circuit breakers CHECKED
- 5. Pitot heat OFF
- 6. Flight controls FREE AND CORRECT

STARTING ENGINE

- 1. Mixture RICH
- 2. Propeller. VISUALLY CLEAR
- 3. Master switch. ON
- 4. Primer IN AND LOCKED
- 5. Anti-collision lights/Strobes ON
- 6. Brakes SET
- 7. Throttle IDLE, THEN 1/4 TO 1/2 IN. OPEN
- 8. Auxiliary fuel pump PRIME AS REQUIRED
- 9. Propeller. VERBALLY & VISUALLY CLEAR
- 10. Ignition START

NOTE: Release when engine starts or 30 seconds maximum continuous operation.

Cessna T-41C

11. Throttle 1000 RPM
12. Oil pressure & ammeter CHECK
NOTE: Oil pressure –positive indication within 30 seconds.
13. Auxiliary fuel pump. OFF & GUARDED
14. Flaps UP

BEFORE TAXI

1. Avionics master switch. ON
2. Radios ON/SET
3. Transponder STANDBY
4. Clock SET
5. Attitude/Heading indicator. SET
6. ATIS. OBTAIN
7. Altimeter SET
8. Clearance OBTAINED

TAXI TO RUNUP PAD

1. Aircraft area CLEAR
2. Flight controls POSITIONED FOR THE WIND
3. Flight instruments. CHECK/SET
NOTE: Check and set attitude indicator, heading indicator. Check turn and bank indicator.

ENGINE RUN-UP

1. Nose wheel CENTERED
2. Brakes SET
3. Mixture RICH
4. Throttle 1800 RPM
5. Engine instruments/Suction gage CHECK
6. Magnetos CHECK

NOTE: Max drop-150 RPM. Max difference-50 RPM.

7. Throttle IDLE (watch for engine stop) then 1000 RPM

BEFORE TAKE-OFF

1. Trim CHECK
2. Fuel selector BOTH
3. Flight and engine instruments. CHECK
4. Mixture. RICH
5. Radio SET
6. Doors/Windows CLOSED and LOCKED
7. Stobes. ON
8. Landing light ON

NORMAL TAKE-OFF

1. Flaps UP
2. Align aircraft with runway centerline.
3. Heading Indicator SET
4. Transponder. ALT
5. Throttle. FULL POWER

NOTE: Minimum 2270 RPM

6. Fuel flow CHECK
7. Rotate 50 to 60 MPH (70 MPH for Strong Crosswinds)
8. Climb 95 MPH

SHORT FIELD TAKE-OFF

1. Flaps 10°
2. Throttle FULL POWER

NOTE: 2270 minimum RPM

3. Best Angle Of Climb (V_x) for obstacle clearance.

Weight	IAS
2500 lbs	70 MPH
2200 lbs	66 MPH

4. Clear of obstacles ACCELERATE TO 95 MPH
5. Flaps (above 200 ft). RETRACT SLOWLY

SOFT FIELD TAKE-OFF

1. Flaps 10°
2. Throttle FULL POWER
3. Lift off IN GROUND EFFECT
4. Accelerate to V_x SEE ABOVE CHART
5. Flaps (above 200 ft). RETRACT SLOWLY
6. Reaching sufficient altitude. ACCELERATE TO 95 MPH

CLIMB

NOTE: Refer to table for climb speed vs. altitude. Interpolate for correct speed vs. weight.

Altitude (ft)	Climb Speed (MPH)	
	Aircraft Category	
	Utility-2200 lbs	Normal-2500 lbs
Sea Level	97	100
5,000	92	95
10,000	89	91
15,000	85	87

CRUISE

1. Power (See Performance Section) 2300 - 2600 RPM
2. Mixture LEAN AS NECESSARY
CAUTION: Improper leaning will greatly reduce endurance.
3. Landing light OFF
4. Engine gauges/Instruments MONITOR

DESCENT

1. Fuel quantity CHECK
2. Mixture RICH
3. Flight instruments CHECK

BEFORE LANDING

1. Fuel selector. BOTH
2. Mixture RICH
3. Landing light ON
4. Flaps AS REQUIRED

NORMAL LANDING

1. Flaps UP 85 MPH
2. Flaps DOWN 75 MPH

WARNING: Do not slip when using over 30 degrees of flaps due to a possible downward pitch under certain combinations of airspeed and sideslip angles.

3. Touchdown. BRAKE AS REQUIRED

SHORT FIELD LANDING

1. Flaps 40°
2. Airspeed:

Normal Category (2500 lbs) 75 MPH

Utility Category (2200 lbs) 65 MPH

3. Roll-out. BRAKE AS REQUIRED

GO AROUND

1. Throttle. FULL
2. Flaps 20°
3. Accelerate to V_x .

NOTE: Raise the flaps to 0° after attaining a speed of 85 MPH and above 200 ft.

TOUCH-AND-GO (Private Pilots or Higher)

1. Throttle FULL
2. Flaps..... 20°
3. Climb 85 MPH
4. Flaps (above 200 ft) RETRACT

AFTER LANDING (clear of runway)

1. Strobe lights AS REQUIRED
2. Pitot heat OFF
3. Landing light AS REQUIRED
4. Flaps..... UP
5. Transponder STANDBY

ENGINE SHUTDOWN

1. Nose wheel CENTERED
2. Avionics master switch OFF
3. Throttle IDLE
4. Magnetos GROUNDING CHECK
5. Throttle. 1000-1200 RPM
6. Mixture.. IDLE CUT-OFF
7. Ignition switch OFF
8. Navigation lights OFF
9. Strobe light. ON
10. Master switch OFF
11. Fuel selector LEFT OR RIGHT TANK

REFUEL

1. Aircraft CHOCK and GROUND
2. Fuel counter RESET
3. Fuel AS REQUIRED/CAPS SECURE
4. Oil CHECK/SERVICE
5. Windscreen CLEAN
6. Chocks/Ground wire REMOVED/STOWED
7. Fuel counter RESET
8. Tow/taxi aircraft to parking

SECURING AIRCRAFT

1. Master switch. OFF
2. Ignition switch. OFF
3. Strobe. ON
4. Control Lock INSTALL
5. Tach time, fuel, and oil. RECORD
6. Discrepancies RECORD
7. Personal belongings and trash REMOVE
8. Seat belts FASTEN
9. Window/Doors CLOSED/LOCK
10. Pitot cover INSTALL
11. Chocks, tiedowns, and ground wire INSTALL

INTENTIONALLY LEFT BLANK