AIR FORCE
AERO CLUB
FLIGHT TRAINING CENTER

Aircraft Checklist

Cessna R172K

N161KW

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USE OF THE CHECKLISTS

The following definitions apply to WARNINGS, CAUTIONS and NOTES found throughout these checklists.

WARNING

Operating procedures, techniques, etc., which may result in personal injury or loss of life if not carefully followed.

CAUTION

Operating procedures, techniques, etc., which may result in damage to equipment if not carefully followed.

NOTE

Operating procedures, techniques, etc., which is considered essential to emphasize.

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. Certificates / Documents .....CHECKED
2. Control Lock.....REMOVED / STOWED
3. Fuel Selector.....BOTH
4. Mixture .....IDLE, CUT-OFF
5. Propeller.....HIGH RPM
6. Throttle ..... IDLE
7. Elevator Trim.....NEUTRAL
8. Rudder Trim .....NEUTRAL
9. Parking Brake .....RELEASED
10. Alternate Static Source Valve .. OFF (PUSH FULL IN)
11. Avionics Master Switch..... OFF
12. Auxiliary Fuel Pump Switch ..... OFF
13. Fuel Shutoff Valve.....ON (PUSH FULL IN)
14. Primer ..... IN AND LOCKED
15. Ignition Switch ..... OFF
16. Master Switch ..... BATTERY SIDE ON
17. Lights / Nav / Beacon / Pitot Heat...CHECK, then OFF
18. G3X Databases .....REVIEW DATES & REGIONS
19. Engine Instruments .....EXPANDED
20. Hobbs / Tachometer.....CHECKED
21. Fuel Quantity .....CHECK
22. Flaps..... LOWER
23. Master Switch ..... OFF
24. Loose Articles..... SECURE

25. Fuel Sample Cup ..... OBTAIN

EXTERIOR INSPECTION

1. **LEFT WING**
   a. Tiedown, grounding wire, chock, pitot cover .....REMOVE
   b. Landing Gear / Tire ..... CHECK

NOTE

Check inflation, cuts, blisters, or cord showing.

   c. Brake Assembly..... CHECK

NOTE

Check security, leakage, and brake pad thickness (3/32 inch minimum).

   d. Fuel Tank Drain.....DRAIN
   e. Wing Flap ..... CHECK
   f. Aileron ..... CHECK

WARNING

Do not place any part of the hand between wing and aileron. Movement of the surface can cause injury.

   g. Wing tip / Nav & Anti-collision light ... CHECK
   h. Leading Edge..... CHECK
   i. Stall Warning Opening ..... CHECK
   j. Fuel Tank Vent ..... CHECK
   k. Pitot Tube ..... CHECK

CAUTION

Inspect pitot tube visually only. Check inlet and drain hole for obstructions. Improper handling can misalign the pitot head, causing inaccurate airspeed indications.

l. Wing Strut ..... CHECK
m. Top of Wing ..... CHECK
n. Fuel Tank ..... CHECK VISUALLY / ..... CAP SECURE

2. ENGINE / COWLING

a. Cowling ..... SECURE
b. Left Static Port ..... CHECK
c. External Power Access Door ..... SECURE
d. Cowl Flap (left side) ..... CHECK
e. Oil Quantity ..... CHECK

Oil Levels	
6 quarts	Minimum
7 quarts	Normal
8 quarts	Maximum

f. Oil Cap ..... SECURE
g. Fuel Strainer ..... DRAIN, 4 Seconds
h. Oil Access Door ..... SECURE
i. Cowl Plugs ..... REMOVED
j. Propeller and Spinner ..... CHECK
k. Landing / Taxi Lights ..... CLEAN
l. Nose Gear Assembly / Tire / Shimmy Damper ..... CHECK

NOTE

Check inflation, cuts, blisters, or cord showing.

m. Nose Strut (Strut 1 – 3 inches) ..... CHECK
n. Roll Aircraft ..... CHECK ALL TIRES
o. Air Intake ..... CLEAR
p. Cowl Flap (right side) ..... CHECK
q. Right Static Port ..... CHECK
r. Windscreen ..... CLEAN

3. RIGHT WING

a. Top of Wing ..... CHECK
b. Fuel Tank ..... CHECK VISUALLY / ..... CAP SECURE
c. Wing Strut ..... CHECK
d. Leading Edge ..... CHECK
e. Wing Tip / Nav & Anti-collision light .. CHECK
f. Aileron ..... CHECK
g. Flap ..... CHECK
h. Fuel Tank Drain ..... DRAIN
i. Landing Gear / Tire ..... CHECK

NOTE

Check inflation, cuts, blisters, or cord showing.

j. Brake Assembly ..... CHECK

NOTE

Check security, leakage, and brake pad thickness (3/32 inch minimum).

k. Tiedown, Grounding Wire, Chock ..... REMOVE

4. FUSELAGE – RIGHT SIDE

a. Visually Check Condition ..... CHECK
b. Antennas ..... CHECK

5. EMPENNAGE

a. Vertical Stabilizer and Rudder ..... CHECK
b. Horizontal Stabilizer and Elevator ..... CHECK
c. Nav / Anti-Collision Light ..... CHECK
d. Beacon Light ..... CHECK
e. Stabilizer Trim Tab ..... CHECK
f. Tie down and Ground Wire ..... REMOVE

6. **FUSELAGE LEFT SIDE**
   a. Visually Check Condition ..... CHECK
   b. Antennas ..... CHECK
   c. Baggage Door ..... CLOSED

BEFORE STARTING ENGINE

1. Passenger Briefing ..... COMPLETE
2. Seat, Belts, Shoulder Harnesses .....ADJUST & LOCK
3. Fuel Shutoff Valve.....ON (PUSH FULL IN)
4. Fuel Selector .....BOTH
5. Avionics Master Switch..... OFF
6. Brakes ..... TEST and SET
7. Cowl Flap ..... OPEN (move lever inboard out
   .....of locking hole to reposition)
8. Circuit Breakers .....CHECK IN
9. Pitot Heat ..... OFF
10. Flight Controls .....FREE AND CORRECT

STARTING ENGINE

1. Propeller..... VISUALLY CLEAR
2. Beacon .....ON
3. Mixture .....RICH
4. Propeller.....HIGH RPM
5. Throttle .....CLOSED
6. Primer ..... IN AND LOCKED
7. Master Switch ..... BATTERY SIDE, ON
8. G3X Databases .....REVIEW DATES & REGIONS
9. Engine Instruments .....EXPANDED
10. Auxiliary Fuel Pump Switch .....HIGH
11. Throttle .....ADVANCE to obtain 8-10 GPH fuel flow
    ..... then return to CLOSED position

NOTE

Cold – 3 seconds, Hot – 1 second

12. Auxiliary Fuel Pump Switch ..... OFF

13. Throttle ..... IDLE, THEN OPEN 1/4 INCH
14. Propeller..... VERBALLY AND VISUALLY CLEAR
15. Brakes .....CHECKED SET
16. Ignition.....START (release to BOTH when
    ..... engine starts or after 30 seconds
    ..... maximum continuous operation)
17. Throttle .....800-1000 RPM
18. Oil Pressure and Ammeter..... CHECK
19. Mixture ..... SET
20. Master Switch ..... ALTERNATOR SIDE, ON
21. Ammeter ..... CHECK
22. High Voltage Light ..... OFF
23. Wing Flaps.....UP

BEFORE TAXI

1. Avionics Master Switch.....ON
2. Radios .....ON / SET
3. G3X Autopilot Status Box..... PFT DISPLAYED
   ..... THEN REMOVED

NOTE

When the GFC 500 autopilot passes preflight test, PFT will be removed from the autopilot status box.

An Amber AP with a red X in the G3X or G5 autopilot status box indicates that the AFCS system failed the automatic pre-flight test. The autopilot, ESP, and electric elevator trim are inoperative.

4. Transponder ..... SQUAWK 1200
5. Time.....CHECK / SET
6. GTN Databases.....REVIEW DATES & REGIONS
7. GTN Self-Test .....VERIFY OUTPUTS TO
   .....NAV INDICATORS

8. G3X & G5 Attitude and Heading Indicators .... CHECK
    a. Blue over Brown
    b. Airspeed zero
    c. Heading – check with magnetic compass
    d. Altimeter set, check within 75’ of each other
9. Clearance ..... OBTAIN
10. Transponder .....SET / ALT

TAXI

1. Nav Lights .....ON
2. Aircraft Area ..... CLEAR
3. Flight Controls .....POSITION FOR WIND
4. Brakes ..... RELEASE / CHECK
5. Heading/slip-skid indicator....CHECK DURING TAXI

ENGINE RUN-UP

1. Align aircraft.....INTO WIND
2. Nose Wheel.....CENTERED
3. Parking Brake ..... SET
4. Seat, Seat Belt, Shoulder Harness ..... SECURE
5. Cabin Doors ..... CLOSED / LATCHED
6. Flight Instruments..... CHECK AND SET
7. Fuel Selector Valve .....RECHECK, BOTH
8. Throttle ..... 1800 RPM
9. Mixture .....LEAN USING EGT

NOTE

Set maximum Exhaust Gas Temp, then set mixture 50° to 100° rich of peak (cooler) consistent with smooth engine operation. Also, ensure the maximum Cylinder Head Temp is 400° or less.

10. Engine Instruments ..... CHECK
11. Propeller.....CYCLE from high to low RPM three ..... times, then return to high RPM (full in)
12. Magnetos ..... CHECK (RPM drop should not

..... exceed 150 RPM on either magneto or
..... 50 RPM differential between magnetos)

13. Engine Instruments and Ammeter ..... CHECK
14. Throttle ..... IDLE (Watch for engine stop)
15. Throttle .....800-1000 RPM

AFCS PRE-FLIGHT ACTIONS

1. Autopilot..... ENGAGE (using AP button)
2. Flight Controls..... CHECK (verify autopilot can be
   .....overpowered in both pitch and roll)
3. AP DISC button.....PRESS (verify autopilot
   ..... disengages and audio alert is heard)
4. Flight director ..... SET FOR TAKEOFF (select
   .....IAS mode or push FD button
   ..... to turn off the Flight Director)
5. Flight Controls.....CHECK (verify autopilot servos are
   .....disengaged from pitch, roll, and yaw
   ..... controls, and all controls move freely)

BEFORE TAKE-OFF

1. Elevator and Rudder Trim ..... SET
2. Fuel Selector .....BOTH
3. Flight and Engine Instruments..... CHECK
4. Mixture ..... SET
5. Radio..... SET
6. Clearance .....OBTAIN / ANNOUNCE
7. Doors / Windows ..... CLOSED and LOCKED
8. Seat, Seat Belt, Shoulder Harness ..... SECURE
9. Landing Light ..... AS REQUIRED
10. Navigation Lights .....ON
11. Pitot Heat ..... AS REQUIRED
12. Throttle Friction Lock .....ADJUST
13. All System Messages/Annunciators ..... CONSIDERED

NORMAL TAKE-OFF

1. Wing Flaps ..... 0° to 10°
2. Align Aircraft With Runway Centerline
3. Heading Indicator ..... CHECK
4. Power ..... FULL THROTTLE AND 2800 RPM
   ..... (for max 5 minutes, then 2600 RPM)
5. Fuel Flow ..... CHECK
6. Rotate ..... 55 KIAS
7. Wing Flaps (above 200 feet, 70 KIAS) ..... RETRACT
   ..... AS REQUIRED
8. Climb ..... 75-85 KIAS

SHORT FIELD TAKE-OFF

1. Wing Flaps 10º
2. Align Aircraft With Runway Centerline
3. Heading Indicator ..... CHECK
4. Brakes ..... APPLY
5. Power ..... FULL THROTTLE AND 2800 RPM
   ..... (for max 5 minutes, then 2600 RPM)
6. Brakes ..... RELEASE
7. Elevator Control ..... MAINTAIN SLIGHTLY
   ..... TAIL LOW ATTITUDE
8. Climb (V_X) ..... 60 KIAS until all
   ..... obstacles are cleared
9. Clear of Obstacles ..... ACCELERATE TO 70 KIAS
10. Wing Flaps (above 200 feet, 70 KIAS) ..... RETRACT
11. Climb ..... 75-85 KIAS

SOFT FIELD TAKE-OFF

1. Wing Flaps ..... 15°
2. Align Aircraft With Runway Centerline
3. Heading Indicator ..... CHECK
4. Power ..... FULL THROTTLE AND 2800 RPM
   ..... (for max 5 minutes, then 2600 RPM)
5. Lift Off ..... IN GROUND EFFECT
6. Accelerate to V_X ..... 60 KIAS
7. Climb (V_X) ..... 60 KIAS until all
   ..... obstacles are cleared
8. Clear of Obstacles ..... ACCELERATE TO 70 KIAS
9. Wing Flaps (above 200 feet, 70 KIAS) ..... RETRACT
10. Climb ..... 75-85 KIAS

NORMAL CLIMB (above 800 feet AGL)

1. Airspeed ..... 85-95 KIAS
2. Power ..... FULL THROTTLE AND 2600 RPM
3. Fuel Selector ..... BOTH
4. Mixture ..... LEAN for altitude
5. Cowl Flap ..... OPEN as required

MAXIMUM PERFORMANCE CLIMB

1. Airspeed ..... See Table

Climb Airspeed Schedule		
Pressure Altitude	V_x (KIAS)	V_y (KIAS)
Sea Level	59	81
4,000	61	79
8,000	64	77
12,000	66	75

2. Power ..... FULL THROTTLE AND 2800 RPM
   ..... (for max 5 minutes, then 2600 RPM)
3. Fuel Selector ..... BOTH
4. Mixture ..... LEAN for altitude
5. Cowl Flap ..... OPEN

CRUISE

1. Power ..... SET

NOTE

Set power and RPM in accordance with the following table, but no more than 80% power.

Normal Cruise Power Settings	
Throttle: 15-25 in Hg	RPM: 2200-2600

2. Elevator and Rudder Trim .....ADJUST
3. Mixture ..... LEAN for cruise fuel
   ..... flow using EGT gauge

WARNING

Improper leaning will greatly reduce endurance

NOTE

Set maximum Exhaust Gast Temp, then set mixture 50° to 100° rich of peak (cooler) consistent with smooth engine operation. Also, ensure the maximum Cylinder Head Temp is 400° or less.

4. Cowl Flap .....CLOSED
5. Landing Light ..... OFF
6. Engine Gauges / Instruments.....MONITOR

DESCENT

1. Power .....AS DESIRED
2. Mixture .....ENRICHEN as required
   .....for engine smoothness
3. Cowl Flap .....CLOSED
4. Fuel Quantity ..... CHECK

NOTE

Select fullest tank or BOTH.

5. Flight Instruments.....CHECK / SET
6. Compass heading, altimeter.....CHECKED

BEFORE LANDING

1. Cowl Flap ..... CLOSED
2. Fuel Selector ..... BOTH
3. Mixture ..... AS REQUIRED
4. Propeller ..... HIGH RPM
5. Seat, Seat Belt, Shoulder Harness ..... SECURE
6. Landing Light ..... ON

NORMAL LANDING

1. Airspeed (wing flaps up) ..... 65-75 KIAS
2. Wing Flaps ..... AS DESIRED (below 85 KIAS)

NOTE

Steep slips should be avoided with flap settings greater than 20° due to a slight tendency for the elevator to oscillate under certain combinations of airspeed, sideslip angle, and center of gravity loadings. Slips with flaps greater than > 30° are prohibited.

3. Airspeed (wing flaps down) ..... 65-70 KIAS
4. Elevator and Rudder Trim ..... ADJUST
5. Touchdown ..... MAIN WHEELS FIRST
6. Landing Roll ..... LOWER NOSE WHEEL GENTLY
7. Braking ..... MINIMUM REQUIRED

CAUTION

If landing on slippery runways, aerobrake as long as possible with back pressure until the nose gear can no longer be held off the runway. Then raise the wing flaps and brake lightly. If the brakes are applied suddenly or too hard, a skid will likely result.

SHORT FIELD LANDING

1. Airspeed (wing flaps up) ..... 65-75 KIAS
2. Wing Flaps..... FULL DOWN (below 85 KIAS)

NOTE

Steep slips should be avoided with flap settings greater than 20° due to a slight tendency for the elevator to oscillate under certain combinations of airspeed, sideslip angle, and center of gravity loadings. Slips with flaps greater than > 30° are prohibited.

3. Airspeed (wing flaps down) ..... 63 KIAS
4. Elevator and Rudder Trim .....ADJUST
5. Power ..... REDUCE TO IDLE
   .....as obstacle is cleared
6. Touchdown .....MAIN WHEELS FIRST
7. Brakes ..... APPLY HEAVILY
8. Wing Flaps..... RETRACT for maximum
   .....brake effectiveness

BALKED LANDING / GO AROUND

<u>If Using Autopilot</u>:

1. GO AROUND (GA) Button..... PRESS – Verify GA /
   .....GA on G3X or G5
   .....autopilot will not disengage
2. Autopilot (if engaged) .....VERIFY airplane pitches up
   ..... following flight director command bars

<u>All flight conditions</u>:

3. Power .....FULL THROTTLE AND 2800 RPM
   ..... (for max 5 minutes, then 2600 RPM)
4. Wing Flaps..... 20°

NOTE

Raise the wing flaps to 20° as soon as conditions permit.

5. Airspeed ..... 55 KIAS
6. Wing Flaps (above 200 feet, 65 KIAS) ..... RETRACT ..... SLOWLY
7. Cowl Flap ..... OPEN

<u>If Using Autopilot</u>:

8. GMC 507 Mode Panel ..... PRESS NAV to couple ..... to selected navigation source

   Or

   .....PRESS HDG to Fly ATC Assigned .....Missed Approach Heading
9. Altitude Preselected .....VERIFY, set to ..... appropriate altitude

NOTE

The pilot is responsible for initial missed approach guidance in accordance with published procedure. When the GA button is pressed the Flight Director command bars will command go-around pitch attitude and wings level. The pilot must select the CDI to the appropriate navigation source and select the desired lateral /vertical flight director modes.

TOUCH AND GO (Private Pilots or Higher)

1. Wing Flaps 10º
2. Cowl Flap ..... OPEN
3. Power .....FULL THROTTLE AND 2800 RPM ..... (for max 5 minutes, then 2600 RPM)
4. Wing Flaps .....RETRACT AS REQUIRED

AFTER LANDING (Clear of Runway)

1. Wing Flaps .....UP
2. Cowl Flap ..... OPEN
3. Pitot Heat ..... OFF
4. Landing Light ..... AS REQUIRED
5. Mixture ..... AS REQUIRED
6. Radios ..... AS REQUIRED

ENGINE SHUTDOWN

1. Nav Lights ..... OFF
2. Nosewheel .....CENTERED
3. Avionics Master Switch..... OFF
4. Throttle ..... IDLE
5. Magnetos .....GROUNDING CHECK
6. Throttle ..... 1000 – 1200 RPM
7. Mixture ..... IDLE, CUT OFF
8. Ignition Switch ..... OFF
9. Beacon .....ON
10. Tach ..... MAKE NOTE OF TIME
11. Master Switch ..... OFF
12. Fuel Selector ..... RIGHT

REFUELING

1. Aircraft.....CHOCK AND GROUND
2. Fuel Counter ..... RESET
3. Fuel .....AS REQUIRED / CAPS SECURE
4. Chocks / Ground Wire..... REMOVED / STOWED
5. Fuel Counter ..... RESET
6. Tow / Taxi aircraft to parking

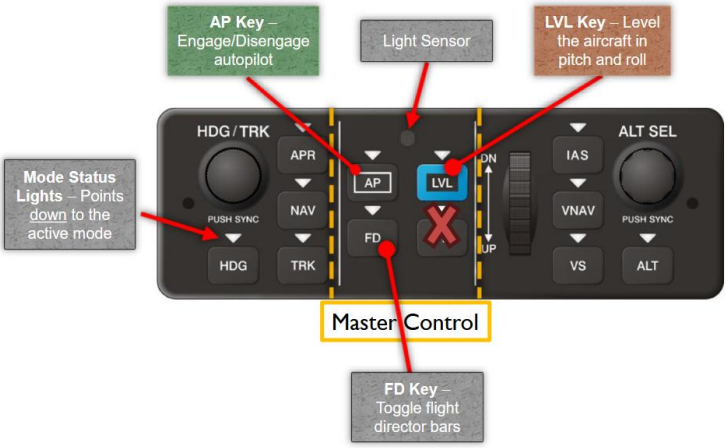
SECURING

1. Tach / Hobbs time, Fuel, Oil ..... RECORDED
2. Discrepancies..... RECORDED
3. Personal Belongings and Trash .....REMOVED
4. Control Lock.....INSTALLED
5. Seatbelts..... FASTENED
6. Sunvisor .....INSTALLED
7. Windscreen ..... CLEAN
8. Brakes ..... RELEASED
9. Windows / Doors .....CLOSED / LOCKED
10. Pitot Cover .....INSTALLED
11. Chocks, Tiedowns, Ground Wire .....INSTALLED

AUTOPILOT REFERENCE

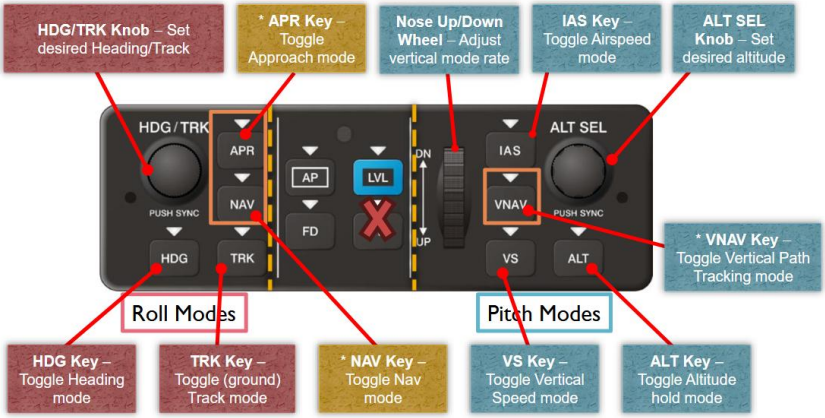
See the GFC 500 Autopilot Supplement
for detailed Normal & Emergency/Abnormal Procedures

GFC 500 Master Controls



GMC 507 – Autopilot Controller

GFC 500 Mode Controls



* = Requires appropriate nav source to be active

Lateral (Roll) Modes

Mode	Description	Control	Annunciation
Roll Hold	Hold the current aircraft roll attitude, or wings-level if less than 6° bank	(default)	ROL
Heading	Capture & track the selected heading	**HDG** key	HDG
Track	Capture & track the selected ground track	**TRK** key	TRK
Enroute Navigation – GPS	Capture & track a GPS course	**NAV** key	GPS
Enroute Navigation – VOR	Capture & track a VOR course		VOR
Enroute Navigation – LOC	Capture & track a LOC course		LOC
Takeoff	Command a wings-level attitude	**Go Around** button	TO
Go-Around			GA

Vertical (Pitch) Modes

Mode	Description	Control	Annunciation
Pitch Hold	Hold the current aircraft pitch attitude	(default)	PIT
Selected Altitude Capture	Capture the selected altitude (bug or VNAV)	(automatic)	ALTS ALTV
Altitude Hold	Hold the current altitude	**ALT** key	ALT
Vertical Speed	Maintain the current aircraft vertical speed	**VS** key	VS
Indicated Airspeed (IAS)	Maintain the current aircraft IAS	**IAS** key	IAS
Vertical Navigation	Capture & track descent legs of an active vertical profile	**VNAV** key	VNAV
Takeoff	Command a wings-level attitude	**Go Around** button	TO
Go-Around			GA

Approach Modes

Approach Mode	Description	Control	Annunciation
Approaches <u>without</u> vertical guidance			
GPS	Capture & track a GPS approach course	**NAV** key	GPS
VOR	Capture & track a VOR approach course		VOR
LOC	Capture & track a LOC approach course		LOC
BC	Capture & track a BC approach course		BC
Approaches <u>with</u> vertical guidance			
Glidepath	Capture & track a GPS WAAS glidepath	**APR** key	GP
Glideslope	Capture & track an ILS glideslope		GS

VNAV Descent Mode

1. Set the selected navigation source to <u>GPS</u>
2. Have an active flight plan with VNAV constraints set
   - Altitude constraint must be "at" or "at or below"
3. Set the altitude selector to lowest assigned altitude
4. Press the VNAV key

- *Altitude selection (bug) has priority over VNAV*
  - *AP won't descend below the altitude bug*

Approaches without vertical guidance

1. Step-down fixes
   1. Set the altitude preselect to the next required altitude
   2. Select VS, IAS, or PIT mode to descend to the next step-down fix
2. Activation prior to FAF
   1. Set the selected navigation source as appropriate
   2. Verify/set the CDI to the desired course
      - For BC approaches, set the CDI to the *front course*
   3. Press the NAV key (if not already selected)
   4. Verify the correct approach mode is annunciated
3. FAF to MAP
   1. When at the MDA:
      1. Press the ALT key to maintain altitude
      2. Set the altitude preselect to the missed approach altitude

Approaches with vertical guidance

1. Step-down fixes
   1. Set the altitude preselect to the next required altitude
   2. Select VS, IAS, or PIT mode to descend to the next step-down fix
2. Activation prior to FAF
   1. Set the selected navigation source as appropriate
   2. Verify/set the CDI to the desired course
   3. Press the APR key
   4. Verify the correct approach mode is annunciated
3. FAF to MAP
   1. When the GP/GS is captured, set the altitude preselect to the missed approach altitude
   2. If a +V approach, when at the MDA, press the ALT key to maintain altitude

White: *Armed Mode*	**Green: Active Mode**	Flashing **Yellow**: Mode Disabled

AFCS Controls

Control	Location	Description
Autopilot Controller (GMC 507)	Avionics Stack	Activates the autopilot/flight director, and selects the desired mode.
AP DISC / TRIM INT (Autopilot Disconnect Switch)	Left Yoke Horn	• Press and release to disengage the autopilot. • Press and hold 5 seconds to disable ESP.
MET Switch (Manual Electric Trim)		Commands manual electric pitch trim.
Go Around Button	Above Throttle Quadrant	Selects the flight director to Takeoff or Go-Around mode.

MANUAL AUTOPILOT DISCONNECT – 4 METHODS

Press Control Wheel AP DISC Button	Activate Pitch Trim Switch
Press GMC 507 AP Button	Pull AUTOPILOT Circuit Breaker

EMERGENCY PROCEDURES

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EMERGENCY PROCEDURES

Section 3 of the POH provides checklists and amplified procedures that may occur. If an emergency arises, then these guidelines should be considered and applied as necessary to correct the problem. Emergency procedures associated with the ELT and other operational systems can be found in Section 9 of the POH and aircraft supplements.

Some emergency situations require immediate memorized corrective action. These steps are printed in **bold** in the emergency procedures and should be accomplished without the aid of the checklist.

In all situations:

1. Maintain Aircraft Control.
2. Analyze the Situation and Take Proper Action.
3. Land As Soon As Practicable.

AIRSPEEDS FOR EMERGENCY OPERATIONS

Engine Failure After Takeoff
- Wing Flaps Up ..... 70 KIAS
- Wing Flaps Down ..... 65 KIAS

Maneuvering Speed
- 2550 lbs ..... 105 KIAS
- 2150 lbs ..... 96 KIAS
- 1750 lbs ..... 87 KIAS

Maximum Glide
- 2550 lbs ..... 75 KIAS
- 2150 lbs ..... 69 KIAS
- 1750 lbs ..... 62 KIAS

Precautionary Landing with Engine Power ..... 65 KIAS

Landing Without Engine Power
- Wing Flaps Up ..... 70 KIAS
- Wing Flaps Down ..... 65 KIAS

ENGINE FAILURES

ENGINE FAILURE DURING TAKEOFF RUN

1. **Throttle ..... IDLE**
2. **Brakes ..... APPLY**
3. **Wing Flaps ..... RETRACT**
4. **Mixture ..... IDLE CUT-OFF**
5. **Ignition Switch ..... OFF**
6. **Master Switch ..... OFF**

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

1. **Airspeed ..... 70 KIAS (flaps UP)**
   ..... 65 KIAS (flaps DOWN)
2. **Mixture ..... IDLE CUT-OFF**
3. **Fuel Shutoff Valve ..... OFF (pull out)**
4. **Ignition Switch ..... OFF**
5. **Wing Flaps ..... AS REQUIRED**
   ..... (full down recommended)
6. **Master Switch ..... OFF**

ENGINE FAILURE DURING FLIGHT

1. **Airspeed ..... 75 KIAS**
2. **Smart Glide ..... ACTIVATE IF DESIRED**

NOTE

Smart Glide will NOT engage the autopilot servos.

3. **Primer ..... IN and LOCKED**
4. **Fuel Shutoff Valve ..... ON (push full in)**
5. **Fuel Selector Valve ..... BOTH**
6. **Mixture ..... RICH OR AS REQUIRED**
7. **Throttle ..... 1/2 OPEN**
8. **Auxiliary Fuel Pump ..... LOW for 3-5 seconds then OFF**
9. **Ignition Switch ..... BOTH**
   ..... (or START if propeller is stopped)

ROUGH ENGINE DURING FLIGHT

1. Mixture ..... RICH or AS REQUIRED
2. Fuel Selector .....BOTH
3. Fuel Shutoff Valve.....ON (push full in)
4. Fuel Pressure.....CHECK
5. Aux Fuel Pump ..... AS REQUIRED
6. Ignition Switch .....BOTH
7. Primer ..... IN and LOCKED

<u>If Still Rough:</u>

8. Ignition Switch .....CHECK LEFT OR RIGHT
9. Prepare for FORCED LANDING

<u>FORCED LANDINGS</u>

EMERGENCY LANDING WITHOUT ENGINE POWER

1. **Airspeed .....70 KIAS (flaps UP)**
   ..... 65 KIAS (flaps DOWN)
2. **Seat Belts and Shoulder Harnesses ..... SECURE**
3. **Mixture .....IDLE CUT-OFF**
4. **Fuel Shutoff Valve .....OFF (pull out)**
5. **All Switches (except master switch).....OFF**
6. **Wing Flaps.....AS REQUIRED**
   ..... (full down recommended)
7. **Master Switch .....OFF**
8. **Doors ..... UNLATCH, prior to touchdown**
9. **Touchdown .....SLIGHTLY TAIL LOW**
10. **Brakes .....APPLY HEAVILY**

PRECAUTIONARY LANDING WITH ENGINE POWER

1. Seat Belts and Shoulder Harnesses..... SECURE
2. Wing Flaps.....20°
3. Airspeed..... 65 KIAS
4. Selected Field .....FLY OVER, noting terrain and

..... obstructions then retract flaps upon
..... reaching a safe altitude and airspeed

5. All Switches (except master & ignition switches) . OFF
6. Wing Flaps..... FULL DOWN (on final approach)
7. Airspeed..... 65 KIAS
8. Master Switch ..... OFF
9. Doors .....UNLATCH, prior to touchdown
10. Touchdown .....SLIGHTLY TAIL LOW
11. Ignition Switch ..... OFF
12. Brakes ..... APPLY HEAVILY

DITCHING

1. Radio..... TRANSMIT MAYDAY on 121.5
   .....giving location and intentions
2. Heavy Objects (in baggage area).....SECURE OR
   ..... JETTISON
3. Seat Belts and Shoulder Harnesses..... SECURE
4. Wing Flaps..... 20° - 40°
5. Power ..... ESTABLISH 300 FT/MIN
   .....DESCENT AT 55 KIAS
6. Approach
   High winds, heavy seas ..... INTO WIND
   Light winds, heavy swells .. PARALLEL TO SWELLS

NOTE

If no power is available, approach at 65 KIAS with flaps up or at 60 KIAS with 10° flaps

7. Cabin Doors..... UNLATCH
8. Face.....CUSHION at touchdown with folded coat
9. Touchdown .....LEVEL ATTITUDE AT
   .....ESTABLISHED DESCENT
10. Airplane .....EVACUATE through cabin doors
    ..... If necessary, open window to flood cabin
    ..... to equalize pressure so doors can be opened
11. Life Vests and Raft .....INFLATE

FIRES

DURING START ON GROUND

1. **Auxiliary Fuel Pump .....OFF**
2. **Mixture .....IDLE CUT-OFF**
3. **Parking Brake .....RELEASE**
4. **Fire Extinguisher .....OBTAIN (have ground .....attendants obtain if not installed)**
5. **Airplane .....EVACUATE**
6. **Fire .....EXTINGUISH**

NOTE

If sufficient ground personnel are available (and fire is on ground and not too dangerous) move airplane away from the fire by pushing rearward on the leading edge of the horizontal stabilizer.

7. Fire Damage ..... INSPECT, repair damage or ..... replace damaged components or wiring .....before conducting another flight

ENGINE FIRE IN FLIGHT

1. **Throttle .....CLOSE**
2. **Mixture .....IDLE CUT-OFF**
3. **Fuel Shutoff Valve .....OFF**
4. **Master Switch .....OFF**
5. **Cabin Heat and Air .... OFF (except overhead vents)**
6. **Airspeed.....105 KIAS (If fire is not extinguished, ...increase glide speed to find an airspeed .....which will provide an incombustible mixture)**
7. **Forced Landing.....EXECUTE (as described .....In Emergency Landing Without Engine ..... Power). Do not attempt to restart engine.**

ELECTRICAL FIRE IN FLIGHT

1. **Master Switch .....OFF**
2. **All Other Switches (except ignition switch) .....OFF**
3. **Vents/Cabin Air/Heat..... CLOSED**
4. **Fire Extinguisher .....ACTIVATE (if available)**

WARNING

After discharging an extinguisher within a closed cabin, ventilate the cabin

<u>If fire appears out and electrical power is necessary for continuance of flight:</u>

5. Master Switch .....ON
6. Circuit Breakers ..... CHECK for faulty
   .....circuit, do not reset
7. Radio/Electrical Switches..... ON one at a time with a
   ..... delay after each until short circuit is localized
8. Vents/Cabin Air/Heat .....OPEN when it is ascertained
   ..... that fire is completely extinguished

CABIN FIRE

1. **Master Switch .....OFF**
2. **Vents/Cabin Air/Heat..... CLOSED (to avoid drafts)**
3. **Fire Extinguisher .....ACTIVATE (if available)**

WARNING

After discharging an extinguisher within a closed cabin, ventilate the cabin

4. Land the airplane as soon as possible to inspect for damage

WING FIRE

1. **Navigation Light Switch.....OFF**
2. **Pitot Heat Switch .....OFF**

NOTE

Perform a sideslip to keep the flames away from the fuel tank and cabin, and land as soon as possible using flaps only as required for final approach and touchdown.

LANDING GEAR MALFUNCTIONS

LANDING WITH A FLAT MAIN TIRE

1. Approach ..... NORMAL
2. Wing Flaps..... FULL DOWN
3. Touchdown ..... GOOD TIRE FIRST
   .....hold airplane off flat tire as long
   ..... as possible with aileron control

LANDING WITH A DEFECTIVE NOSE GEAR (or Flat Nose Tire)

1. Movable Load... TRANSFER to baggage compartment
2. Passenger .....MOVE to rear seats
3. Before Landing Checklist..... COMPLETE
4. Runway ..... SELECT (hard surface or smooth sod
5. Wing Flaps.....40º (on final approach)
6. Doors .....UNLATCH prior to touchdown
7. Avionics and Master Power Switches ..... OFF
8. Land .....SLIGHTLY TAIL LOW
9. Mixture .....IDLE, CUT-OFF
10. Ignition Switch ..... OFF
11. Fuel Selector Valve ..... OFF
12. Elevator Control ..... HOLD NOSE OFF GROUND
    .....as long as possible
13. Airplane ..... EVACUATE, as soon as it stops

ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS

OVER VOLTAGE LIGHT ILLUMINATES

1. Master Switch ..... OFF (both sides)
2. Master Switch ..... ON
3. Over-Voltage Light..... OFF

If over-voltage light illuminates again:

4. Flight..... TERMINATE as soon as possible

AMMETER SHOWS DISCHARGE

1. Alternator ..... OFF
2. Nonessential Electrical Equipment..... OFF
3. Flight..... TERMINATE as soon as practical

ICING

INADVERTENT ICING ENCOUNTER

1. Turn pitot heat switch ON
2. Turn back or change altitude to obtain an outside air temperature that is less conducive to icing.
3. Pull cabin heat control full out to obtain maximum windshield defroster airflow.
4. Increase engine speed to minimize ice build-up on propeller blades.
5. Watch for signs of induction air filter ice and regain manifold pressure by increasing the throttle setting.
6. Plan a landing at the nearest airport. With an extremely rapid ice build-up, select a suitable “off airport” landing.
7. With an ice accumulation of 1/4 inch or more on the wing leading edges, be prepared for significantly higher stall speed.
8. Leave wing flaps retracted. With a severe ice build-up on the horizontal tail, the change in wing wake airflow direction caused by wing flap extension could result in a loss of elevator effectiveness.

9. Open left window and, if practical, scrape ice from a portion of the windshield for visibility in the landing approach.
10. Perform a landing approach using a forward slip, if necessary, for improved visibility.
11. Approach at 80 to 90 KIAS, depending upon the amount of the accumulation.
12. Perform a landing in level attitude.

STATIC SOURCE BLOCKAGE (Erroneous Instrument Reading Suspected)

1. Alternate Static Source Valve .....PULL ON
2. Airspeed.....Consult appropriate calibration table on ..... page P-1 (from POH Section 5) or climb ..... and approach 3 knots faster than normal
3. Altitude .....Cruise and approach ..... 25 feet higher than normal

AUTOPILOT AND TRIM MALFUNCTIONS

AUTOPILOT MALFUNCTION / PITCH TRIM RUNAWAY (If the airplane deviates unexpectedly from the planned flight path)

1. **Control Wheel ..... GRIP FIRMLY**
2. **AP DISC Button.....PRESS AND HOLD**

CAUTION

Be prepared for high elevator control forces

3. **Aircraft Attitude ..... MAINTAIN / REGAIN ..... AIRCRAFT CONTROL**
4. Elevator Trim..... RE-TRIM if necessary using ..... elevator trim control wheel
5. Autopilot Circuit Breaker .....PULL

NOTE

Do not release the AP DISC Button until after pulling the Autopilot Circuit Breaker.

Pulling the Autopilot circuit breaker will render the autopilot and ESP inoperative.

6. AP DISC Button ..... RELEASE

WARNING

In flight, do not overpower the autopilot. The trim will operate in the direction opposing the overpower force, which will result in large out-of-trim forces.

Do not attempt to re-engage the autopilot or use manual electric pitch trim until the cause of the malfunction has been corrected.

AUTOPILOT FAILURE / ABNORMAL DISCONNECT
(Red AP in autopilot status box on display, continuous aural disconnect tone.)

1. AP DISC Button ..... PRESS & RELEASE

NOTE

Or press and release the G5 Knob or G3X Autopilot Status Bar to cancel disconnect tone.

2. Aircraft Attitude ..... MAINTAIN / REGAIN
..... AIRCRAFT CONTROL

NOTE

The autopilot disconnect may be accompanied by a red AFCS in the autopilot status box, indicating the automatic flight control system has failed. The flight director will not be available and the autopilot cannot be re-engaged with this annunciation present.

If the disconnect is accompanied by an amber AP with a red X, the autopilot will not be available however the flight director will still be functional.

In the event of a GMC failure, pressing the G5 knob or G3X Autopilot status bar will acknowledge the disconnect tone.

PITCH TRIM FAILURE (Red PTRIM on G3X or G5 display – indicates a failure of the pitch trim servo)

1. Control Wheel..... GRIP FIRMLY
2. AP DISC Button ..... PRESS & RELEASE
   ..... be prepared for high
   .....elevator control forces
3. Elevator Trim.....AS REQUIRED using
   ..... elevator trim control wheel

NOTE

The autopilot may be re-engaged. Refer to the Normal Procedures section MANUAL PITCH TRIM WITH AUTOPILOT ENGAGED checklist.

ESP ACTIVATION

1. **Throttle .....AS REQUIRED**
2. **Aircraft Attitude ..... MAINTAIN / REGAIN**
   ..... AIRCRAFT CONTROL

NOTE

If ESP is active for approximately 10 seconds, the autopilot will automatically engage in LVL mode, an aural 'ENGAGING AUTOPILOT' will be played, and the autopilot will roll the wings level and fly at zero-vertical speed. Refer to the GFC 500 AFMS, Section 7, System Description for further information.

ESP will be disabled by pressing and holding the AP DISC button. Releasing the button will allow ESP to function.

OVERSPEED PROTECTION (MAXSPD)
(MAXSPD displayed on G3X or G5, AIRSPEED – AIRSPEED Aural sounds.)

1. **Throttle .....REDUCE**
2. **Aircraft Attitude and Altitude .....MONITOR**

<u>After overspeed condition is corrected:</u>

3. Autopilot..... RESELECT VERTICAL AND .....LATERAL MODES (if necessary)
4. Throttle .....ADJUST as necessary

NOTE

Overspeed protection mode provides a pitch up command to decelerate the airplane at or below the maximum autopilot operating speed.

UNDERSPEED PROTECTION (MINSPD)
(MINSPD displayed on G3X or G5, AIRSPEED – AIRSPEED Aural sounds.)

1. **Throttle .....INCREASE POWER AS REQUIRED .....TO CORRECT UNDERSPEED**
2. **Aircraft Attitude and Altitude .....MONITOR**

<u>After underspeed condition is corrected:</u>

3. Autopilot..... RESELECT VERTICAL AND .....LATERAL MODES (if necessary)
4. Throttle .....ADJUST as necessary

NOTE

Autopilot Underspeed Protection Mode provides a pitch down command to maintain 50 KIAS.

AUTOPILOT & TRIM NON-NORMAL PROCEDURES

AUTOPILOT PRE-FLIGHT TEST FAIL (Amber AP with a red X in G3X or G5 autopilot status box.)

1. Indicates the AFCS system failed the automatic Pre-Flight test.

NOTE

The autopilot, ESP, and electric elevator trim are inoperative.

LOSS OF NAVIGATION INFORMATION (Amber GPS, VOR, LOC, or BC flashes for 10 seconds on G3X or G5.)

NOTE

If a navigation signal is lost while the autopilot is tracking it, the autopilot will roll the aircraft wings level and default to roll mode (ROL).

1. GMC 507 Mode Panel..... SELECT HDG mode
   ..... and SET desired heading
2. NAV Source ..... SELECT a valid NAV source
3. NAV Key ..... PRESS

<u>If on an instrument approach at the time the navigation signal is lost.</u>

4. Missed Approach Procedure..... EXECUTE
   ..... (as applicable)

LOSS OF AIRSPEED DATA (Red X through airspeed tape on the G3X or G5 display, amber AP with a red X in autopilot status box.)

NOTE

If airspeed data is lost while the autopilot is tracking airspeed, the flight director will default to pitch mode (PIT).

1. AP DISC Button .....PRESS AND RELEASE
   ..... (to cancel disconnect tone)
2. Aircraft Attitude ..... MAINTAIN / REGAIN
   ..... AIRCRAFT CONTROL
3. Manual Elevator Trim ..... TRIM as required

NOTE

The autopilot cannot be re-engaged. The flight director is available however IAS mode cannot be selected. Loss of airspeed will be accompanied by a red PTRIM indication on the G3X or G5.

LOSS OF ALTITUDE DATA (Red X through altitude tape on the G3X or G5 display.)

NOTE

If altitude data is lost while the autopilot is tracking altitude, the autopilot will default to pitch mode (PIT).

1. Autopilot..... SELECT different vertical mode

LOSS OF GPS INFORMATION (GPS position information is lost to the autopilot.)

NOTE

If GPS position data is lost while the autopilot is tracking a GPS, VOR, LOC or BC course, the autopilot will default to roll mode (ROL). The autopilot will default to pitch mode (PIT) if GPS information is lost while tracking an ILS. The autopilot uses GPS aiding in VOR, LOC and BC modes.

1. Autopilot..... SELECT different lateral and
   ..... vertical mode (as necessary)

<u>If on an instrument approach:</u>

2. AP DISC ..... PRESS, continue the approach manually
   Or
3. Missed Approach Procedure..... EXECUTE
   ..... (as applicable)

HEADING DATA SOURCE FAILURE

1. Autopilot..... SELECT different lateral
   ..... mode (as necessary)

NOTE

Track information will be displayed on the G3X or G5.

Without a heading source to the navigator, GPSS will not be provided to the autopilot for heading legs. Navigator map cannot be oriented heading up.

ELEVATOR MISTRIM (AUTOTRIM) (Amber TRIM UP or TRIM DOWN displayed on the G3X or G5.)

WARNING

Do not attempt to overpower the autopilot in the event of a pitch mistrim. The autopilot servo will oppose pilot input and will cause pitch trim to run opposite the direction of pilot input. This will lead to a significant out-of-trim condition, resulting in large control wheel force when disengaging the autopilot.

NOTE

Indicates a mistrim of the elevator while the autopilot is engaged.

The autopilot will normally trim the airplane as required. However, during rapid acceleration, deceleration, configuration changes, or near either end of the elevator trim limits, momentary illumination of this message may occur. If the autopilot is disconnected while this message is displayed, high elevator control forces are possible.

Momentary display of the TRIM UP or TRIM DOWN message during configuration changes or large airspeed changes is normal.

1. Control Wheel..... GRIP FIRMLY

WARNING

Be prepared for significant sustained control forces in the direction of the mistrim annunciation. For example, TRIM DOWN indicates nose down control wheel force will be required upon autopilot disconnect.

2. AP DISC .....PRESS AND RELEASE

3. Manual Elevator Trim ..... RE-TRIM as required

NOTE

Electric pitch trim should be considered inoperative until the cause of the mistrim has been investigated and corrected.

AIRSPEED CALIBRATION

NORMAL STATIC SOURCE

FLAPS UP												
KIAS	50	60	70	80	90	100	110	120	130	140	150	160
KCAS	53	61	69	78	88	98	108	118	128	138	148	158
FLAPS 10°												
KIAS	40	50	60	70	80	85	---	---	---	---	---	---
KCAS	48	54	61	70	79	83	---	---	---	---	---	---
FLAPS 40°												
KIAS	40	50	60	70	80	85	---	---	---	---	---	---
KCAS	43	51	61	70	79	84	---	---	---	---	---	---

AIRSPEED CALIBRATION

ALTERNATE STATIC SOURCE

HEATER/VENTS AND WINDOWS CLOSED

FLAPS UP												
NORMAL KIAS	50	60	70	80	90	100	110	120	130	140	150	160
ALTERNATE KIAS	43	57	69	79	90	100	109	119	128	137	147	156
FLAPS 10°												
NORMAL KIAS	40	50	60	70	80	85	---	---	---	---	---	---
ALTERNATE KIAS	32	43	56	68	78	84	---	---	---	---	---	---
FLAPS 40°												
NORMAL KIAS	40	50	60	70	80	85	---	---	---	---	---	---
ALTERNATE KIAS	31	42	54	64	75	81	---	---	---	---	---	---

HEATER/VENTS OPEN AND WINDOWS CLOSED

FLAPS UP												
NORMAL KIAS	50	60	70	80	90	100	110	120	130	140	150	160
ALTERNATE KIAS	42	56	67	77	87	96	106	115	125	134	144	153
FLAPS 10°												
NORMAL KIAS	40	50	60	70	80	85	---	---	---	---	---	---
ALTERNATE KIAS	30	41	55	66	76	81	---	---	---	---	---	---
FLAPS 40°												
NORMAL KIAS	40	50	60	70	80	85	---	---	---	---	---	---
ALTERNATE KIAS	25	37	49	61	72	76	---	---	---	---	---	---

STALL SPEEDS

CONDITIONS:
Power Off

NOTES:
1. Maximum altitude loss during a stall recovery may be as much as 160 feet.
2. KIAS values are approximate.

MOST REARWARD CENTER OF GRAVITY

WEIGHT LBS	FLAP DEFLECTION	ANGLE OF BANK							
		0°		30°		45°		60°	
		KIAS	KCAS	KIAS	KCAS	KIAS	KCAS	KIAS	KCAS
2550	UP	49	53	53	57	58	63	69	75
	10°	41	50	44	54	49	59	58	71
	40°	44	46	47	49	52	55	62	65

MOST FORWARD CENTER OF GRAVITY

WEIGHT LBS	FLAP DEFLECTION	ANGLE OF BANK							
		0°		30°		45°		60°	
		KIAS	KCAS	KIAS	KCAS	KIAS	KCAS	KIAS	KCAS
2550	UP	54	56	58	60	64	67	76	79
	10°	43	51	46	55	51	61	61	72
	40°	46	48	49	52	55	57	65	68

The performance of this airplane equipped with STC SE1436CE (210HP Continental IO-360-K engine) is equal to or better than the performance of this table from the POH.

TAKEOFF DISTANCE

MAXIMUM WEIGHT 2550 LBS

SHORT FIELD

CONDITIONS:
Flaps 10°
2600 RPM and Full Throttle Prior to Brake Release
Mixture Set at Placard Fuel Flow
Cowl Flap Open
Paved Level, Dry Runway
Zero Wind

MIXTURE SETTING	
PRESS ALT	GPH
S.L.	16
2000	15
4000	14
6000	13
8000	12

NOTES:
1. Short field technique as specified in Section 4.
2. Decrease distances 10% for each 9 knots headwind. For operation with tail winds up to 10 knots, increase distances by 10% for each 2 knots.
3. For operation on a dry, grass runway, increase distances by 15% of the "ground roll" figure.

WEIGHT LBS	TAKEOFF SPEED KIAS		PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
	LIFT OFF	AT 50 FT		GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS
2550	56	60	S.L.	715	1225	770	1315	830	1410	895	1510	960	1625
			1000	780	1335	840	1435	905	1540	975	1655	1050	1780
			2000	855	1460	920	1570	995	1690	1070	1820	1150	1960
			3000	935	1600	1010	1725	1090	1860	1175	2005	1265	2165
			4000	1025	1760	1110	1900	1195	2055	1290	2220	1390	2405
			5000	1125	1945	1220	2105	1315	2280	1420	2470	1530	2685
			6000	1240	2155	1340	2340	1450	2540	1565	2765	1690	3015
			7000	1365	2405	1480	2615	1600	2850	1730	3115	1870	3415
			8000	1510	2695	1635	2945	1770	3225	1915	3545	2075	3920

The performance of this airplane equipped with STC SE1436CE (210HP Continental IO-360-K engine) is equal to or better than the performance of this table from the POH.

TAKEOFF DISTANCE

2400 LBS AND 2200 LBS

SHORT FIELD

REFER TO SHEET 1 FOR APPROPRIATE CONDITIONS AND NOTES.

WEIGHT LBS	TAKEOFF SPEED KIAS		PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
	LIFT OFF	AT 50 FT		GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS
2400	54	58	S.L.	620	1070	670	1145	720	1225	775	1315	835	1410
			1000	680	1165	730	1250	790	1340	845	1435	910	1540
			2000	740	1270	800	1365	860	1465	925	1575	995	1690
			3000	810	1390	875	1495	945	1605	1015	1730	1095	1860
			4000	890	1520	960	1640	1035	1765	1115	1905	1200	2055
			5000	975	1675	1055	1805	1135	1950	1225	2110	1320	2280
			6000	1070	1850	1160	2000	1250	2165	1350	2345	1455	2540
			7000	1180	2050	1275	2220	1380	2410	1490	2620	1610	2850
			8000	1305	2280	1410	2480	1525	2700	1650	2950	1780	3225
2200	52	56	S.L.	510	880	550	940	590	1005	635	1075	680	1150
			1000	555	955	600	1025	645	1095	690	1175	740	1255
			2000	605	1040	655	1115	705	1195	755	1280	810	1370
			3000	660	1135	715	1215	770	1305	825	1400	890	1500
			4000	725	1240	780	1330	840	1430	905	1535	975	1650
			5000	795	1355	855	1460	925	1570	995	1690	1070	1820
			6000	870	1490	940	1605	1015	1730	1095	1865	1175	2010
			7000	955	1645	1035	1770	1115	1915	1205	2065	1295	2235
			8000	1055	1815	1140	1965	1230	2125	1330	2300	1430	2495

The performance of this airplane equipped with STC SE1436CE (210HP Continental IO-360-K engine) is equal to or better than the performance of this table from the POH.

RATE OF CLIMB

MAXIMUM

CONDITIONS:
Flaps Up
2600 RPM
Full Throttle
Mixture Set at Placard Fuel Flow
Cowl Flap Open

MIXTURE SETTING	
PRESS ALT	GPH
S.L.	16
4000	14
8000	12
12,000	10

WEIGHT LBS	PRESS ALT FT	CLIMB SPEED KIAS	RATE OF CLIMB - FPM			
			-20°C	0°C	20°C	40°C
2550	S.L.	81	1040	945	845	750
	2000	80	925	830	740	650
	4000	79	810	720	635	545
	6000	78	695	615	530	445
	8000	77	585	505	425	345
	10,000	76	480	400	320	- - -
	12,000	75	370	295	220	- - -

The performance of this airplane equipped with STC SE1436CE (210HP Continental IO-360-K engine) is equal to or better than the performance of this table from the POH.

TIME, FUEL, AND DISTANCE TO CLIMB

MAXIMUM RATE OF CLIMB

CONDITIONS:
Flaps Up
2600 RPM
Full Throttle
Mixture Set at Placard Fuel Flow
Cowl Flap Open
Standard Temperature

MIXTURE SETTING	
PRESS ALT	GPH
S.L.	16
4000	14
8000	12
12,000	10

NOTES:
1. Add 1.4 gallons of fuel for engine start, taxi and takeoff allowance.
2. Increase time, fuel and distance by 10% for each 10°C above standard temperature.
3. Distances shown are based on zero wind.

WEIGHT LBS	PRESSURE ALTITUDE FT	TEMP °C	CLIMB SPEED KIAS	RATE OF CLIMB FPM	FROM SEA LEVEL		
					TIME MIN	FUEL USED GALLONS	DISTANCE NM
2550	S.L.	15	81	870	0	0	0
	1000	13	80	825	1	0.3	2
	2000	11	80	780	2	0.6	3
	3000	9	79	735	4	1.0	5
	4000	7	79	690	5	1.3	7
	5000	5	79	645	7	1.6	9
	6000	3	78	600	8	2.0	11
	7000	1	78	555	10	2.4	14
	8000	-1	77	510	12	2.7	16
	9000	-3	77	465	14	3.2	19
	10,000	-5	76	420	16	3.6	23
	11,000	-7	76	375	19	4.0	26
	12,000	-9	75	330	22	4.5	31

The performance of this airplane equipped with STC SE1436CE (210HP Continental IO-360-K engine) is equal to or better than the performance of this table from the POH.

TIME, FUEL, AND DISTANCE TO CLIMB

NORMAL CLIMB - 90 KIAS

CONDITIONS:
Flaps Up
2600 RPM
Full Throttle
Mixture Set at Placard Fuel Flow
Cowl Flap Open
Standard Temperature

MIXTURE SETTING	
PRESS ALT	GPH
S.L.	16
4000	14
8000	12
12,000	10

NOTES:
1. Add 1.4 gallons of fuel for engine start, taxi and takeoff allowance.
2. Increase time, fuel and distance by 10% for each 10°C above standard temperature.
3. Distances shown are based on zero wind.

WEIGHT LBS	PRESSURE ALTITUDE FT	TEMP °C	RATE OF CLIMB FPM	FROM SEA LEVEL		
				TIME MIN	FUEL USED GALLONS	DISTANCE NM
2550	S.L.	15	860	0	0	0
	1000	13	805	1	0.3	2
	2000	11	755	3	0.6	4
	3000	9	700	4	1.0	6
	4000	7	645	5	1.3	8
	5000	5	595	7	1.7	11
	6000	3	540	9	2.1	14
	7000	1	485	11	2.5	17
	8000	-1	435	13	3.0	20
	9000	-3	380	16	3.5	25
	10,000	-5	325	18	4.0	30
	11,000	-7	275	22	4.6	36
	12,000	-9	220	26	5.3	43

The performance of this airplane equipped with STC SE1436CE (210HP Continental IO-360-K engine) is equal to or better than the performance of this table from the POH.

CRUISE PERFORMANCE

PRESSURE ALTITUDE 2000 FEET

CONDITIONS:
2550 Pounds
Recommended Lean Mixture
Cowl Flap Closed

NOTE

For best fuel economy at 70% power or less, operate at 1 GPH leaner than shown in this chart or at peak EGT if an EGT indicator is installed.

		20°C BELOW STANDARD TEMP -9°C			STANDARD TEMPERATURE 11°C			20°C ABOVE STANDARD TEMP 31°C		
RPM	MP	% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2600	24	---	---	---	81	126	11.4	78	127	11.0
	23	78	122	11.1	76	122	10.7	73	123	10.3
	22	73	118	10.3	71	119	10.0	68	119	9.6
	21	68	114	9.6	65	114	9.3	63	114	9.0
2500	25	---	---	---	81	126	11.5	79	127	11.1
	24	80	122	11.2	77	123	10.8	74	124	10.5
	23	75	119	10.6	72	120	10.2	70	120	9.9
	22	70	116	9.9	67	116	9.5	65	116	9.2
2400	25	79	122	11.2	76	123	10.8	74	123	10.4
	24	74	119	10.5	72	120	10.2	69	120	9.8
	23	70	116	9.9	67	116	9.5	65	116	9.2
	22	65	112	9.2	63	112	8.9	61	112	8.6
2300	25	74	119	10.5	72	119	10.1	69	120	9.8
	24	70	116	9.9	67	116	9.5	65	116	9.2
	23	65	112	9.2	63	112	8.9	61	112	8.7
	22	61	108	8.6	59	108	8.4	57	107	8.1
2200	25	69	115	9.8	67	115	9.4	64	115	9.1
	24	65	112	9.2	63	112	8.9	61	111	8.6
	23	61	108	8.6	59	108	8.3	57	107	8.1
	22	57	104	8.1	55	103	7.8	53	102	7.6
	21	52	99	7.6	51	98	7.3	49	97	7.1
	20	48	94	7.0	47	93	6.8	45	91	6.6
	19	44	88	6.5	43	87	6.3	41	86	6.2

The performance of this airplane equipped with STC SE1436CE (210HP Continental IO-360-K engine) is equal to or better than the performance of this table from the POH.

CRUISE PERFORMANCE

PRESSURE ALTITUDE 4000 FEET

CONDITIONS:
2550 Pounds
Recommended Lean Mixture
Cowl Flap Closed

NOTE

For best fuel economy at 70% power or less, operate at 1 GPH leaner than shown in this chart or at peak EGT if an EGT indicator is installed.

		20°C BELOW STANDARD TEMP -13°C			STANDARD TEMPERATURE 7°C			20°C ABOVE STANDARD TEMP 27°C		
RPM	MP	% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2600	23	81	126	11.5	79	127	11.1	76	127	10.7
	22	76	122	10.8	73	123	10.4	71	123	10.0
	21	71	119	10.0	68	119	9.7	66	119	9.3
	20	66	114	9.3	63	114	9.0	61	113	8.7
2500	24	82	126	11.6	79	127	11.2	77	128	10.8
	23	77	123	11.0	75	124	10.6	72	124	10.2
	22	73	120	10.3	70	120	9.9	68	120	9.6
	21	68	116	9.6	65	116	9.3	63	116	9.0
2400	24	77	123	10.9	74	124	10.5	72	124	10.2
	23	72	120	10.2	70	120	9.9	68	120	9.5
	22	68	116	9.6	65	116	9.2	63	116	9.0
	21	63	112	8.9	61	111	8.6	59	110	8.4
2300	24	72	120	10.2	70	120	9.9	67	120	9.5
	23	68	116	9.6	65	116	9.3	63	116	9.0
	22	63	112	9.0	61	112	8.7	59	111	8.4
	21	59	108	8.4	57	107	8.1	55	106	7.9
2200	24	68	116	9.6	65	116	9.2	63	115	8.9
	23	63	112	9.0	61	112	8.7	59	111	8.4
	22	59	108	8.4	57	107	8.1	55	106	7.9
	21	55	103	7.9	53	102	7.6	51	101	7.4
	20	51	98	7.3	49	97	7.1	47	95	6.9
	19	46	92	6.8	45	91	6.6	43	89	6.4

The performance of this airplane equipped with STC SE1436CE (210HP Continental IO-360-K engine) is equal to or better than the performance of this table from the POH.

CRUISE PERFORMANCE

PRESSURE ALTITUDE 6000 FEET

CONDITIONS:
2550 Pounds
Recommended Lean Mixture
Cowl Flap Closed

NOTE

For best fuel economy at 70% power or less, operate at 1 GPH leaner than shown in this chart or at peak EGT if an EGT indicator is installed.

		20°C BELOW STANDARD TEMP -17°C			STANDARD TEMPERATURE 3°C			20°C ABOVE STANDARD TEMP 23°C		
RPM	MP	% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2600	23	---	---	---	81	131	11.5	79	131	11.1
	22	79	126	11.2	76	127	10.8	74	127	10.4
	21	74	123	10.5	71	123	10.1	69	123	9.7
	20	69	119	9.7	66	118	9.3	64	118	9.1
2500	23	80	127	11.3	77	128	10.9	75	128	10.6
	22	76	124	10.7	73	124	10.3	70	124	9.9
	21	71	120	10.0	68	120	9.6	66	120	9.3
	20	66	116	9.3	63	116	9.0	61	115	8.7
2400	23	75	124	10.6	72	124	10.2	70	124	9.9
	22	70	120	9.9	68	120	9.6	65	120	9.3
	21	65	116	9.3	63	115	9.0	61	114	8.7
	20	61	111	8.6	59	110	8.4	57	109	8.1
2300	23	71	120	10.0	68	120	9.6	66	120	9.3
	22	66	116	9.3	64	116	9.0	61	115	8.7
	21	61	112	8.7	59	111	8.4	57	110	8.2
	20	57	107	8.1	55	105	7.9	53	105	7.6
2200	23	66	116	9.3	63	116	9.0	61	115	8.7
	22	62	112	8.7	59	111	8.4	57	110	8.2
	21	57	107	8.2	55	106	7.9	53	105	7.7
	20	53	102	7.6	51	101	7.4	49	99	7.2
	19	49	96	7.1	47	95	6.8	45	93	6.7
	18	44	90	6.6	43	89	6.4	41	87	6.2

The performance of this airplane equipped with STC SE1436CE (210HP Continental IO-360-K engine) is equal to or better than the performance of this table from the POH.

CRUISE PERFORMANCE

PRESSURE ALTITUDE 8000 FEET

CONDITIONS:
2550 Pounds
Recommended Lean Mixture
Cowl Flap Closed

NOTE

For best fuel economy at 70% power or less, operate at 1 GPH leaner than shown in this chart or at peak EGT if an EGT indicator is installed.

		20°C BELOW STANDARD TEMP -21°C			STANDARD TEMPERATURE -1°C			20°C ABOVE STANDARD TEMP 19°C		
RPM	MP	% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2600	21	77	127	10.9	74	128	10.5	72	127	10.1
	20	72	123	10.1	69	123	9.8	67	122	9.4
	19	66	118	9.4	64	118	9.0	62	116	8.8
	18	61	113	8.6	59	111	8.3	57	110	8.1
2500	21	74	125	10.4	71	125	10.0	69	124	9.7
	20	69	120	9.7	66	120	9.4	64	119	9.1
	19	64	116	9.0	61	115	8.7	59	113	8.4
	18	59	110	8.4*	56	109	8.1	54	108	7.8
2400	21	68	120	9.6	65	119	9.3	63	118	9.0
	20	63	115	9.0	61	114	8.6	59	113	8.4
	19	58	110	8.3	56	108	8.0	54	107	7.8
	18	54	104	7.7	52	103	7.5	50	101	7.2
2300	21	64	116	9.1	62	115	8.7	59	114	8.5
	20	59	111	8.5	57	109	8.2	55	109	7.9
	19	55	105	7.9	53	104	7.6	51	103	7.4
	18	50	100	7.3	48	98	7.0	47	96	6.8
2200	21	60	111	8.5	57	110	8.2	55	109	7.9
	20	55	106	7.9	53	105	7.7	51	103	7.4
	19	51	100	7.4	49	99	7.1	47	97	6.9
	18	47	94	6.8	45	93	6.6	43	91	6.4

The performance of this airplane equipped with STC SE1436CE (210HP Continental IO-360-K engine) is equal to or better than the performance of this table from the POH.

CRUISE PERFORMANCE

PRESSURE ALTITUDE 10,000 FEET

CONDITIONS:
2550 Pounds
Recommended Lean Mixture
Cowl Flap Closed

NOTE

For best fuel economy at 70% power or less, operate at 1 GPH leaner than shown in this chart or at peak EGT if an EGT indicator is installed.

		20°C BELOW STANDARD TEMP -25°C			STANDARD TEMPERATURE -5°C			20°C ABOVE STANDARD TEMP 15°C		
RPM	MP	% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2600	19	69	123	9.8	67	122	9.4	64	121	9.1
	18	64	117	9.0	61	116	8.7	59	115	8.4
	17	58	110	8.3	56	109	8.0	54	108	7.8
	16	53	104	7.6	51	102	7.3	49	100	7.1
2500	19	67	120	9.4	64	119	9.1	62	118	8.8
	18	62	115	8.7	59	113	8.4	57	112	8.2
	17	56	108	8.0	54	107	7.8	52	105	7.5
	16	50	101	7.3	49	99	7.1	47	97	6.8
2400	19	61	114	8.6	59	112	8.3	56	111	8.1
	18	56	108	8.0	54	107	7.8	52	105	7.5
	17	51	102	7.4	49	100	7.2	48	99	7.0
	16	47	95	6.8	45	94	6.6	43	91	6.4
2300	19	57	109	8.2	55	108	7.9	53	107	7.7
	18	53	104	7.6	51	102	7.3	49	100	7.1
	17	48	97	7.0	46	95	6.8	45	94	6.6
2200	19	53	104	7.7	51	103	7.4	49	101	7.2
	18	49	98	7.1	47	97	6.9	45	95	6.7
	17	45	92	6.6	43	90	6.4	42	88	6.2

The performance of this airplane equipped with STC SE1436CE (210HP Continental IO-360-K engine) is equal to or better than the performance of this table from the POH.

CRUISE PERFORMANCE

PRESSURE ALTITUDE 12,000 FEET

CONDITIONS:
2550 Pounds
Recommended Lean Mixture
Cowl Flap Closed

NOTE

For best fuel economy at 70% power or less, operate at 1 GPH leaner than shown in this chart or at peak EGT if an EGT indicator is installed.

		20°C BELOW STANDARD TEMP -29°C			STANDARD TEMPERATURE -9°C			20°C ABOVE STANDARD TEMP 11°C		
RPM	MP	% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2600	18	67	122	9.4	64	121	9.1	62	120	8.8
	17	61	115	8.7	59	114	8.4	57	113	8.1
	16	55	108	7.9	53	107	7.7	51	105	7.4
	15	50	100	7.2	48	99	7.0	46	97	6.7
2500	18	64	119	9.1	62	118	8.8	60	117	8.5
	17	59	112	8.4	57	112	8.1	55	110	7.8
	16	53	106	7.7	51	104	7.4	49	102	7.2
	15	47	97	6.9	45	95	6.7	44	93	6.5
2400	18	58	112	8.3	56	111	8.0	54	109	7.8
	17	54	106	7.7	52	104	7.5	50	103	7.2
	16	49	100	7.1	47	98	6.9	46	96	6.7
	15	44	93	6.6	43	90	6.4	41	88	6.2
2300	18	55	108	7.9	53	106	7.6	51	104	7.4
	17	50	101	7.3	48	100	7.1	47	98	6.8
	16	46	95	6.7	44	93	6.5	43	90	6.3
2200	18	51	103	7.4	49	101	7.1	47	99	6.9
	17	47	96	6.8	45	94	6.6	44	92	6.4

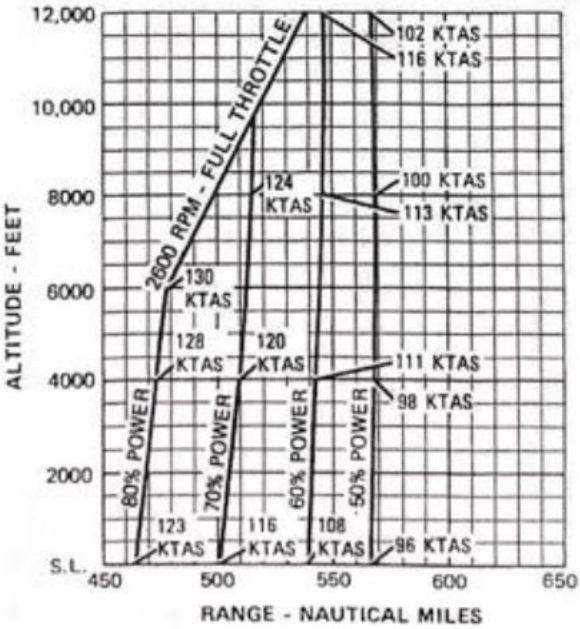
The performance of this airplane equipped with STC SE1436CE (210HP Continental IO-360-K engine) is equal to or better than the performance of this table from the POH.

RANGE PROFILE

45 MINUTES RESERVE
49 GALLONS USABLE FUEL

CONDITIONS:
2550 Pounds
Recommended Lean Mixture for Cruise
Standard Temperature
Zero Wind

NOTES:
1. This chart allows for the fuel used for engine start, taxi, takeoff and climb, and the distance during a normal climb as shown in figure 5-6.
2. Reserve fuel is based on 45 minutes at 45% BHP and is 5.0 gallons.



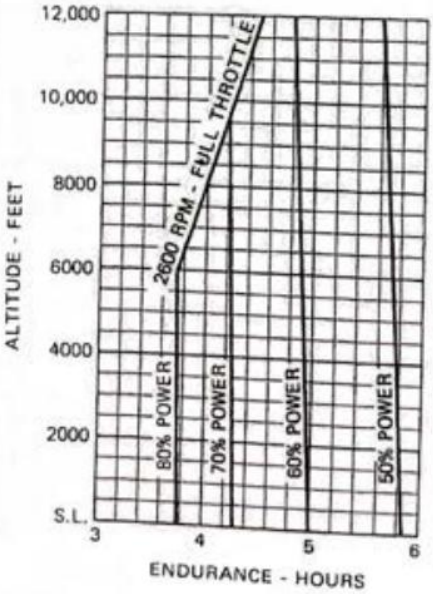
The performance of this airplane equipped with STC SE1436CE (210HP Continental IO-360-K engine) is equal to or better than the performance of this table from the POH.

ENDURANCE PROFILE

45 MINUTES RESERVE
49 GALLONS USABLE FUEL

CONDITIONS:
2550 Pounds
Recommended Lean Mixture for Cruise
Standard Temperature

NOTES:
1. This chart allows for the fuel used for engine start, taxi, takeoff and climb, and the time during a normal climb as shown in figure 5-6.
2. Reserve fuel is based on 45 minutes at 45% BHP and is 5.0 gallons.



LANDING DISTANCE

SHORT FIELD

CONDITIONS:
Flaps 40°
Power Off
Maximum Braking
Paved, Level, Dry Runway
Zero Wind

NOTES:
1. Short field technique as specified in Section 4.
2. Decrease distances 10% for each 9 knots headwind. For operation with tailwinds up to 10 knots, increase distances by 10% for each 2 knots.
3. For operation on a dry, grass runway, increase distances by 40% of the "ground roll" figure.

WEIGHT LBS	SPEED AT 50 FT KIAS	PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
			GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS
2550	63	S.L.	590	1225	610	1255	630	1285	650	1315	675	1350
		1000	610	1255	630	1285	655	1320	675	1350	700	1390
		2000	630	1285	655	1320	680	1360	700	1390	725	1425
		3000	655	1320	680	1360	705	1395	730	1430	750	1465
		4000	680	1360	705	1395	730	1435	755	1470	780	1505
		5000	705	1395	730	1435	760	1475	785	1515	810	1550
		6000	735	1440	760	1475	785	1515	815	1560	840	1595
		7000	760	1480	790	1520	815	1560	845	1605	875	1645
		8000	790	1520	820	1565	850	1610	880	1655	905	1690

MISCELLANEOUS INFORMATION

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GROUND HANDLING

WARNING

Treat the propeller with extreme caution. Always assume the ignition switch is on. If ignition switch is on, the propeller can move unexpectedly with sufficient force to inflict **FATAL** injury.

- Do not push or pull the aircraft by the propeller.
- Do not push on the empennage to turn the aircraft.
- Do not exceed the nose gear steering unit.

MANUAL / TUG TOWING

1. Ignition Switch ..... OFF
2. Groundwire, Tiedowns, Chocks .....REMOVED / ..... STOWED
3. Parking Brake ..... RELEASED
4. Towbar ..... ATTACHED

CAUTION

In congested areas, obtain assistance to assure adequate aircraft clearance. Brief helpers on the NO PUSH points prior to aircraft movement.

5. Aircraft..... TOW AS REQUIRED

NOTE

If a tug us used – tow at a speed consistent with safety.

6. Towbar.....DISCONNECTED
7. Complete Aircraft Securing Checklist

ATC LIGHT SIGNALS		
Color and Type	**Viewed on the Surface**	**Viewed in Flight**
Steady Green	Cleared for Takeoff	Cleared to Land
Flashing Green	Cleared to Taxi	Return for Landing
Steady Red	STOP	Give way to other aircraft, continue circling
Flashing Red	Taxi clear of runway in use	Airport unsafe – do not land
Flashing White	Return to starting point on airport	N/A
Alternating Red and Green	Exercise Extreme Caution	Exercise Extreme Caution

LOST COMMUNICATION PROCEDURES

Albuquerque Area

1. If you are **WITHIN** 50 miles of Albuquerque and are not able to contact Albuquerque Approach, land at a non-towered airport (Belen, Socorro) and call Kirtland Flight Center.
2. If you are **NOT WITHIN** 50 miles of Albuquerque, land at the nearest unrestricted, hard-surfaced, non-towered airport and call the Kirtland Flight Center.
3. If you have lost communications after contact with Albuquerque Approach Control, continue according to the last instructions for landing.

CAUTION

Carefully evaluate the situation. It may be safer to exit the Class C Airspace and recover at Belen than to continue towards Albuquerque. Once safely on the ground, you can coordinate a no-radio return to Albuquerque. Approach and tower will give you a discrete transponder code and specific landing instructions.

4. If not cleared to land and entering the traffic area:

   FROM THE NORTH: Circle above the I-40 and I-25 intersection and hold for a green light from the tower, then follow light signal messages.

   FROM THE SOUTH: Circle above the Isleta Pueblo (use casino as a landmark) until you receive a light signal for the tower.

5. Proceed with caution if cleared to land. Clear the runway to the nearest general aviation area or the Flight Center and park. Call for assistance if necessary.

LOST PROCEDURES

1. Attempt to tune in any VOR in your area. When you have positively identified a VOR, rotate the OMNI bearing selector until the needle centers with a **TO** indication. Check the compass and adjust the DG heading indicator as necessary.
2. Turn to the **TO** heading and track to the station. When over the station, evaluate the situation and decide whether to proceed to your original destination, or land at the nearest suitable airport.

3. If you are unable to determine your position using the VOR, try the 5 C's below:

    a. **CLIMB** – Altitude enables you to see farther and improves radio communication and reception.
    b. **COMMUNICATE** – Transmit on 121.5 and request assistance.
    c. **CONFESS –** Admit to yourself and the ground station that you have a problem.
    d. **COMPLY –** Follow the instructions you receive unless they compromise safety.
    e. **CONSERVE** – Conserve your fuel as much as possible.

4. If lost and darkness is approaching, or you are low in fuel, **LAND** on the best available surface. It is better to land with some light and fuel than to perform a forced landing at night over unfamiliar terrain.

SEVERE WEATHER RECALL

AUTHORITY: The Aero Club Manager, Chief Flight Instructor, Supervisor of Flying, or any instructor may institute this procedure.

1. In the local area, all aircraft will monitor 122.8 or remain with approach control on the appropriate frequency.
2. When a recall is started, the initiator will broadcast a recall announcement on 122.8 using the Flight Center's portable radio or a radio in a Flight Center aircraft on the ramp.

3. The initiator will also notify Albuquerque Approach Control and request they broadcast the recall on their frequencies.
4. If the weather precludes a safe recovery at Albuquerque (i.e. severe thunderstorms or high winds), the pilot will land at the nearest safe airport and secure the aircraft as appropriate.
5. Pilots should not attempt to refuel the aircraft if weather conditions are deteriorating and / or thunderstorms are observed / reported within 5 nm of the airport.

REMAIN-OVER-NIGHT (RON) PROCEDURES

1. Pilots will follow this guide when RONing at other than Albuquerque.
2. If the RON is part of a scheduled cross-country, the aircraft will be serviced and secured as appropriate. The pilot is responsible for parking and hangar fees. The pilot will let airport personnel know where he / she can be reached.
3. If the RON is unscheduled, comply with Paragraph 2 and then notify the Flight Center as soon as possible.
4. If your flight itinerary must be changed significantly, contact the Flight Center at DSN 246-1072 or Commercial (505) 846-1072. Commercial calls may be made collect if necessary.

ALTERNATE AIRFIELD PROCEDURES

1. When landing at an alternate field, use standard procedures as published in the AIM for controlled or uncontrolled airports.
2. The chart below contains information on the local airports.
3. See aircraft binder for local area chart showing the alternate airports.

ALTERNATE AIRPORT INFORMATION

Airport	Dist from ABQ	TWR	GND	Clearance	CTAF	Weather Info	FSS	Pattern Alt
Albuquerque		120.3	121.9	119.2		118.00	122.55	6500
Double Eagle	293º@ 11 nm	120.15	121.625		120.15	119.02	122.55	6800
Belen	193º@ 26 nm				122.8	118.55	122.55	6200
Santa Fe	025º@ 42.9nm	119.5	121.7	121.7	122.95	128.55	122.2	7400
Moriarty	100º@ 33nm				122.9	118.05	122.3	7200
Grants*	265º@ 64nm				122.8	118.3	122.3	7600
Socorro*	181º@ 63nm				122.8	118.32	122.1T 116.8R	5800

*Grants and Socorro Approach and Departure service provided by Albuquerque ARTCC on frequency 124.32.

ALBUQUERQUE APPROACH CONTROL

Northeast – 127.4
Southeast – 123.9

These frequencies are often combined.

IMPORTANT TELEPHONE NUMBERS

Kirtland Aero Club: (505) 846-1072
Kirtland AFB Operations: (505) 846-8335

Draft

Domestic | ICAO

Recent Flight Plans | Favorite Flight Plans | Save as Favorite

Notice: Per FAA Guidance, IFR flights exiting US airspace must be filed as ICAO flight plans.

Flight Rule	Aircraft ID	Aircraft Type	Aircraft Equipment	No. of Aircraft	Heavy	Airspeed	Altitude (100s ft)
				1			Optimize

Departure | Airport Info | Area Brief

Departure Date & Time | Evaluate

MM/DD/YYYY | HHMM | UTC

1-120 | Apply Minutes From Now

Route of Flight (Blank for direct) | Map | Plan

Destination | Airport Info | Area Brief

Time Enroute: HHMM

Fuel on Board: HHMM

Remarks (Optional)

No. on Board

Alternate 1 (Optional) | Airport Info | Area Brief

Alternate 2 (Optional) | Airport Info | Area Brief

Pilot Contact Information

Aircraft Color

Route Briefing Settings

Briefing Corridor 50 nm

Winds Aloft Corridor 200 nm

High Altitude Briefing

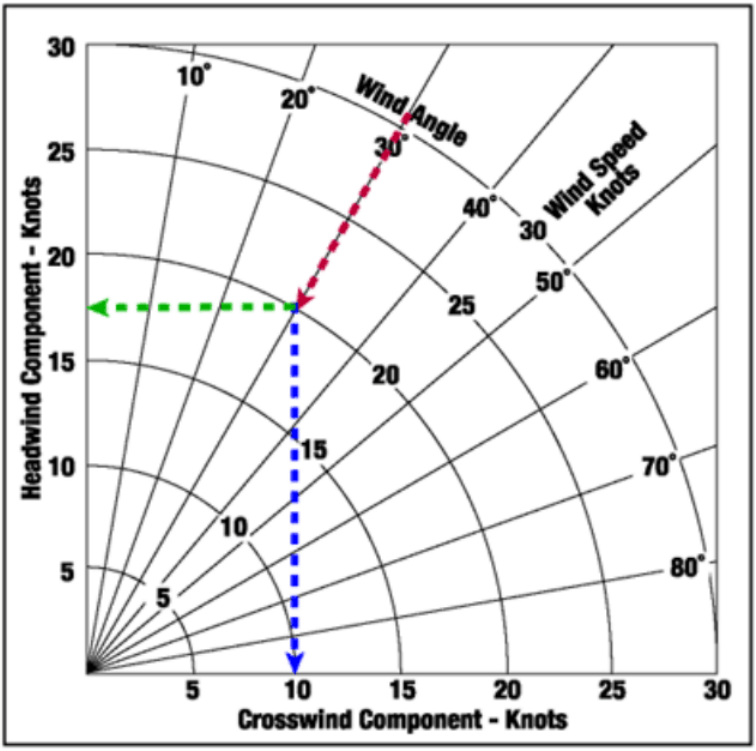
Opt. Standard Brief Products

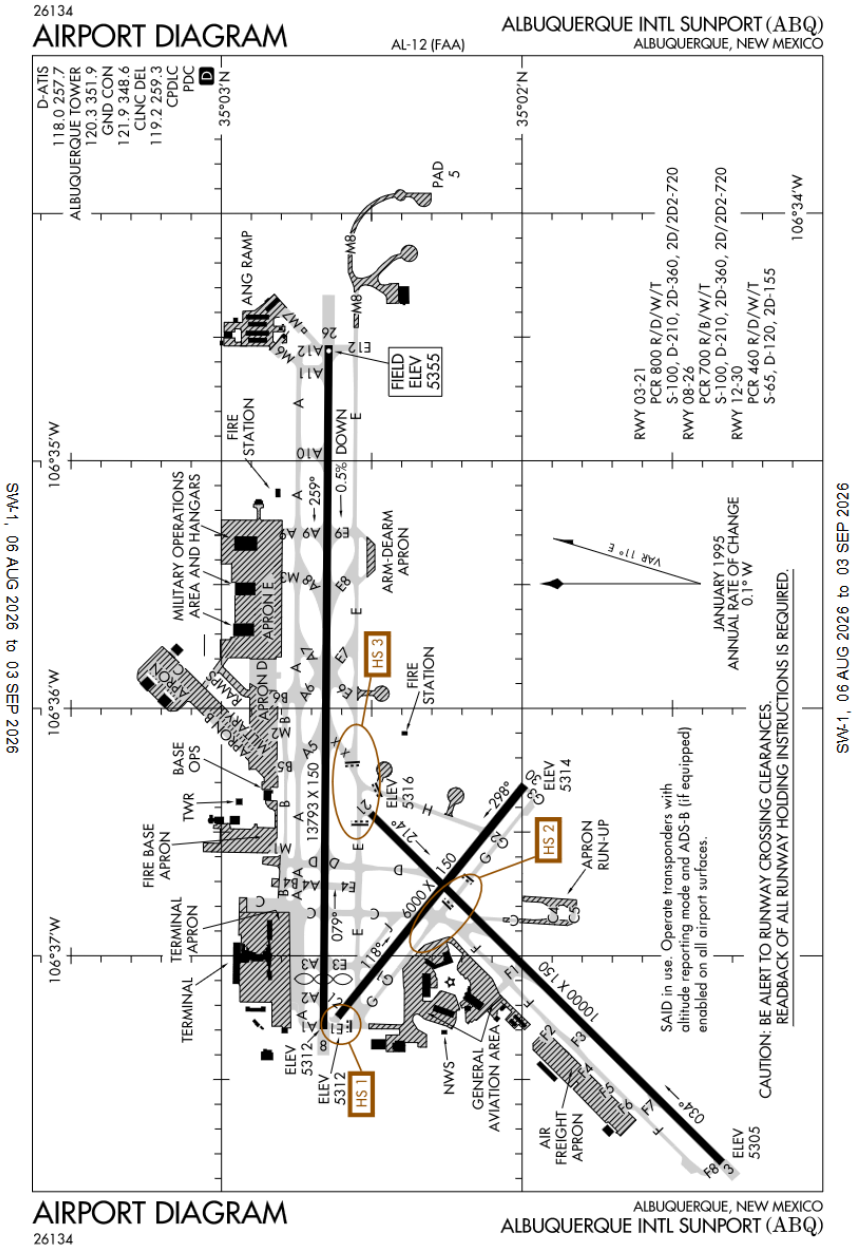
- [ ] Flow Control Messages
- [x] NHC Bulletins
- [ ] Non-Location FDC NOTAMs
- [x] State Department NOTAMs
- [x] Military NOTAMs

PIREP FORMAT

CROSSWIND COMPONENT CHART

PIREP CODE	INFORMATION
OV = Location	
TM = Time (Z)	
FL = Altitude (MSL)	
TP = Type (aircraft)	
SK = Sky cover	
WX = Visibility, weather	
TA = Temperature (C)	
WV = Wind velocity	
TB = Turbulence	
IC = Icing	
RM = Remarks	



Kirtland Flight Center – Maximum headwind 25 knots; maximum crosswind 15 knots

CHECK FOR CURRENT AIRFIELD DIAGRAM