

Departure Brief Aide-Memoire

Threats | AIS | Sig Wx | Dep Alternate
Runway | Taxi Route | Trans Alt | Terrain | MSA
SID | Radio Aids | Emergencies | Review

Before Start Check

Merlin Initialised
Seats & Harnesses Position & Locked
Park Brake..... ON
Gear Handle..... DOWN
Cowl Flaps..... OPEN
Fuel Valves..... ON
Circuit Breakers..... IN
Magneto Switches OFF
External Lights OFF
Avionics..... OFF
Prop Sync..... OFF
Ice Protection OFF
Fuel Boost Pumps OFF
NAV/GPS Selector NAV
Flap Selector & Flap Position Agree
Battery & Alternator s/w's..... ON
Fuel Quantity Verify
Gear Position Lights 3 green
Flight Controls..... Check
Trims..... Set
Departure Briefing Complete

Engine Start Check

Beacon & Nav Lights ON
Mixtures..... Full RICH
Pitch Levers..... Full FINE
ATIS and Start Clearance Obtain
---START APPROVED---
Avionics..... OFF
Propeller Area..... Clear
Throttle Full OPEN
Fuel Boost Pump..... Hi
(until fuel flow peaks, then OFF)
Throttle CLOSE, then OPEN ½ Inch
Magneto Switch START, then BOTH
Throttle 1,000 rpm
Oil Pressure 10 psi within 30 secs
External Power (if used) Disconnect
Alternator *(if ext pwr used)* ON
Electrics..... 28V and Charging
START Annunciator Extinguished
Repeat for second engine

After Start Check

Avionics..... ON
Radios Tune
Flight Instruments..... Set & Check
Engine Instruments..... Check
External Lights As Req'd
Fuel Valves..... CROSSFEED

Taxi Check

Taxi Area Clear
Brakes..... Check
Flight Instruments Check

Before Take-Off Check

Park Brake ON
Cabin Secure
Fuel Boost Pumps..... OFF
(If OAT 32°C or above..... LOW)
Engine Instruments Check
Fuel Quantity Verify
Mixtures Full RICH
Fuel Valves ON
Start Annunciator..... OFF
Throttles..... 2,200 rpm
Pitch Levers Check
Throttles..... 1.700 rpm
Magnetos Check
Throttles..... 1,500 rpm
Pitch Levers Feathering Check
(retard to max drop of 300 rpm)
Throttle IDLE, then 1,000 rpm
Flaps UP
Flight Controls Check
Ice Protection As Req'd
Windows and Doors Locked Closed
Takeoff Briefing Rwy/Intx/SID/Extras

---ENTERING RUNWAY---

Approach..... Check Clear
Strobe Light ON
Landing Light ON
Transponder..... Mode C

After Take-Off Check

Landing Gear UP
Flaps UP
External Lights..... As Req'd
Cowl Flaps CLOSE

Cruise Climb Check

Pitch Levers 2,500 rpm
Throttles..... Full OPEN
Mixture As Req'd
Eng Temps..... Monitor
Fuel Boost Pumps..... As Req'd

Cruise Check

Power Set
Fuel Boost Pumps..... As req'd
Mixture Lean using EGT
Prop Sync As Req'd

NORMAL CHECKLIST
Before Descent Check

Destination weather Obtain
 Briefing Complete
 Navigation Aids Set
 Minimum Safe Altitude..... Check
 FuelCheck Qty
 Mixtures.....Full RICH

Initial Approach Check

Taxi Light ON
 Landing Light..... ON
 Prop Sync OFF
 Mixtures..... Full RICH
 Pitch Levers..... Full FINE
 Radios Tuned and Identified
 Altimeter..... Set and Checked
 Approach/MinimumState
 Cabin..... Secure

Landing Check

Brakes OFF
 Landing Gear DOWN, 3 green
 Flaps..... APH
 Mixtures..... Full RICH
 Pitch Levers..... Full FINE

Final Check

Pitch Levers..... Full FINE
 Landing Gear DOWN, 3 green
 Flaps..... FULL

After Landing Check

Flaps..... UP
 Landing Light..... OFF
 Strobe Light..... OFF
 Ice Protection OFF
 Transponder STANDBY
 Cowl Flaps OPEN
 Fuel Boost Pumps As Req'd
 Trims Set to zero

Shutdown Check

Park Brake..... ON
 Pitch Levers..... Full FINE
 Throttles 1,000 rpm
 Fuel Boost Pumps OFF
 Avionics..... OFF
 Throttles 1,700 rpm
 Magnetos..... Check
 Throttles IDLE, then 1,000 rpm
 Mixtures..... Idle Cut-off
 Magnetos..... OFF
 Alternators..... OFF
 Battery OFF
 Flight Controls..... Locked
 Merlin PIREP Check Filed

Note: If aircraft to be parked for extended time, ensure wheels are chocked and park brake released.

Approach Brief Aide-Memoire (TRAMDRAM)

A descent and approach briefing should be made approx 5 minutes before T/D (IFR) or 10-15 NM from the destination airfield (VFR).

Type of approach (join if VFR) | Runway in Use
 Airfield | Minimum Safe Altitude | DA/MDA (IFR)
 RVR required (IFR) | Approach Ban (IFR)
 Missed approach (IFR)

Non-Normals (TDODAR)

Time How much
 Diagnose Confirm problem
 Options..... Continue/Divert/Return
 Decide Agree best course of action
 Assign Order of priority
 Review..... Conduct

Reference Airspeeds
All Engines Operating:

Rotation 85 kt
 V_X (Best Angle of Climb) 92 kt
 V_Y (Best Rate of Climb) 105 kt
 Cruise Climb 136 kt
 Turbulent Air Penetration 156 kt
 Final Approach, Flap FULL 95 kt
 Minimum During Icing Conditions 130 kt

One Engine Inoperative:

V_{MCA} (Air Minimum Control Speed) 84 kt
 V_{XSE} (Best Angle of Climb, single engine) 95 kt
 V_{YSE} (Best Rate of Climb, single engine) 100 kt
 OEI Enroute Climb 100 kt
 Manoeuvring to Final Approach 107 kt
 Final Approach, Flap FULL 95 kt
 V_{SSE} (Intentional OEI Speed) 88 kt

Emergencies:

Emergency Descent 152 kt
 Maximum Glide 115 kt

Limitations

Max Demonstrated Crosswind..... 22 kt
 Max Takeoff Weight..... 5500 lb
 Max Landing Weight 5400 lb
 Max Ramp Weight 5524 lb
 Minimum Takeoff Oil Temperature 24°C
 Max Number of Occupants 1 PILOT + 5 PAX
 Deicing Boots Minimum OAT: -40°C
 V_{LE} (Max Landing Gear Extended Speed) 152 kt
 V_{FE} APH 152 kt
 V_{FE} FULL 122 kt
 V_A 156 kt