

BUSH LEAGUE LEGENDS

XCUB CC-19 NORMAL PROCEDURES CHECKLIST (ABBREVIATED)

(For simulator use only – not intended for real flight)

PREFLIGHT

Cockpit

- Flight Controls Free and correct operation
- Master Switch On
- Trim Check operation and set for takeoff
- Fuel Selector Fullest Tank
- Flaps Extend and retract
- Fuel Gauges Sufficient fuel for intended flight
- Mixture Idle cut-off
- Alt Air On, then Off
- Ignition Switches Off
- Electrical Switches Off
- Navigation/Strobe Lights Check operation
- Landing Lights Check operation
- Master Switch Off
- ELT In "ARM" position

General

Check that all wings and other external surfaces are free from frost, ice, and/or snow.

STARTUP AND TAXI

Before Starting Engine

- Preflight Checklist..... Complete
- Parking Brakes (on master cylinders)..... Both wheels, set
- Fuel Selector Fullest Tank
- Avionics Switch..... Off

Starting Engine

- Master Switch..... On
- Ignition Switches..... Both On
- Prop..... Forward (High RPM)
- Prime Engine
 - Mixture Full Rich
 - Throttle Full Forward
 - Fuel Pump..... On, Observe Fuel Flow
 - Fuel Pump..... Off
- Throttle Reduce to 1/2 inch Open
- Propeller Area Clear
- Starter Engage

After engine has started:

- Oil Pressure Check
- Throttle Set 1000 rpm
- Alternator Field Switch On
- Avionics Master Switch On
- Lights As required

Starting Engine when Flooded

- Master Switch..... On
- Ignition Switches..... Both On
- Prop..... Forward (High RPM)
- Mixture Idle cut-off
- Throttle Full open
- Propeller Area Clear
- Starter..... Engage

When engine fires:

- Mixture..... Rich
- Throttle Retard to 1200 rpm
- Oil Pressure..... Check
- Alternator Field Switch On
- Avionics Master Switch On
- Lights As required

Warm Up

- Throttle 1000 to 1200 rpm

Taxiing

- Parking Brakes (on master cylinders)..... Release both
- Taxi Area Clear
- Throttle Apply slowly
- Brakes Check
- Steering Check

FLIGHT

Before Takeoff

- Brakes Set
- Throttle 1700 RPM*
- Ignition Right
Insignificant RPM drop: No Roughness
- Ignition Left
Insignificant RPM drop: No Roughness
- Alt Air On
note no significant loss of power, then off
- Engine Instruments Check
- Prop Exercise to Low RPM twice, then forward (High RPM)
- Throttle Check idle
- Throttle 1000 rpm
- Flight Instruments Check
- Fuel Selector Fullest Tank
- Prop Forward (High RPM)
- Mixture Set*
- Alt Air Off
- Trim Set
- Flaps First notch (takeoff)
- Controls Free and proper movement
- Strobes As required
- Transponder and Other Avionics On and Set
- Landing Lights (if required) On
- Ignition Check both
- Brakes Release

* When operating at high altitudes and/or temperatures, it may be necessary to lean the mixture for peak rpm.

Takeoff

- Accelerate to 50kts IAS (depending on aircraft weight)
allowing tail to rise; maintain directional control
- Control stick Gentle back pressure
- Accelerate to desired climb speed
- Flaps Retract slowly after liftoff

Climb

- Best Rate (V_Y) 64kts IAS
- Best Angle (V_X) 51kts IAS
- Prop 2600 RPM
(RPM2700 for 5 minutes or less)
- Mixture Lean to obtain maximum rpm
- Landing Lights Off

Cruise

- Power Adjust
- Mixture Adjust
- Prop Set RPM for desired performance/economy
- Fuel Tank monitor for imbalance
Max imbalance 5 gal

Descent

- Altimeter Set to local
- Power Adjust
- Prop Adjust
- Mixture Adjust

Approach and Landing

Normal Landing

- Fuel Selector Both
- Prop Forward (High RPM)
- Mixture Set
- Flaps Set
Maximum Flap Speed (V_{FE})..... 72kts IAS
- Trim As required
- Speed As required
(1.3 times full flaps stall speed
at gross weight is 52kts IAS)

Crosswind Landing

- Fuel Selector Fullest Tank
- Prop Forward (High RPM)
- Mixture Set
- Flaps Set below white arc
Maximum Flap Speed (V_{FE})..... 72kts IAS
- Trim As required
- Speed As required
(Higher than normal landing speed may be required)
- Ailerons-Rudder On short final
Use ailerons to keep upwind wing low
Rudder to hold runway alignment
- Touchdown Do not drift sideways during touchdown
- Landing Roll Use ailerons to keep upwind wing
down, rudder and brakes to maintain directional control

Go-Around

- Throttle Full power
- Airspeed Above 45kts IAS
- Flaps Retract slowly
- Trim As required

After Leaving Runway

- Flaps Retract
- Strobes Off
- Transponder Standby
- Trim Set for Takeoff

Stopping Engine

- Parking Brakes Set
- Flaps Retract
- Avionics Master Switch Off
- Alternator Field Switch Off
- Throttle Idle
- Mixture Idle cut off
- Ignition Off
- Lights Off
- Master Switch Off