

BUSH LEAGUE LEGENDS
XCUB CC-19 NORMAL PROCEDURES CHECKLIST (FULL)
(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
- Stall Warning Horn Check operation
- Master Switch Off
- Circuit Breakers (instrument panel) Check in
- Circuit Breakers (wing root) Check in
- Circuit Breakers (seat base) Check in
- ELT In "ARM" position
- Windows Clear
- Documentation Onboard
- Front Seat Adjust
- Rear Seat Check and belts secure
- Baggage and Cargo Secure

NOTE Ensure forward bar under passenger seat does not conflict with rudder cables.

NOTE If passenger seat will be unoccupied, secure seat harness to prevent it from interfering with the flight controls or the pilot during flight.

Nose Section

- Cowling Secure
- Cowl Flaps Secure
- Oil Door Open
- Oil Quantity 3.5 to 6 Qts
Check and dipstick secure
- Engine Condition Check
- Oil Door Close
- Propeller and Spinner Check condition
- Air Inlets Clear of obstructions
- Air Cleaner In place and clear of obstructions
- Fuel Strainer (forward of firewall on left) Drain
- Fuel Drain (behind firewall on left) Drain

Left Fuselage, Wing, and Landing Gear

- Chocks Remove
- Tire Check
- Brakes and Lines Check
- Main Landing Gear Leg and Wing Strut Check
- Fuel Tank Check quantity
- Fuel Cap/Vent Check vent is clear and cap secure
- Pitot Tube Check condition
- Jury Struts and Brackets Check condition
- Stall Warning Vane Check operation
- Landing Light (if installed) Check condition
- Aileron Control Cable Check condition
- Tie Down Remove
- Wing Struts Check condition
- Vortex Generators Check
- Wing Tip and Lights (if installed)..... Check condition
- Aileron Hinges Check
- Aileron Surface Check condition
- Flap Hinges Check
- Flap Surface Check condition
- Left Fuselage..... Check

Empennage

- Bracing Wires and Attach Brackets Check for tension
- Hinges Check
- Rudder Cables Check
- Position Light (if installed)..... Check
- Control Surfaces..... Check
- Tailwheel and Springs Check
- Tie Down Remove

Right Fuselage, Wing, and Landing Gear

- Right Fuselage Check
- Fuel Sump (under fuselage) Drain
- Flap Surface Check Condition
- Flap Hinges Check
- Aileron Surface Check Condition
- Aileron Hinges Check
- Wing Tip and Lights (if installed) Check
- Vortex Generators Check
- Tie Down Remove
- Wing Struts Check Condition
- Jury Struts and Brackets Check Condition
- Fuel Cap/Vent Check vent is clear and cap secure
- Fuel Tank Check quantity
- Main Landing Gear Leg and Wing Strut Check
- Brakes and Lines Check
- Tire Check
- Chocks Remove

General

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

STARTUP AND TAXI

Before Starting Engine

- Preflight Inspection Complete
- Pilot Seat Adjusted
- Seat Belts Fastened
- Passenger Briefing Complete
- Parking Brakes (on master cylinders) Both wheels, set
- Door Closed and latched
- Fuel Selector Fulllest Tank
- Avionics Switch Off

Starting Engine

- Master Switch On
- Standby Battery 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
- Standby Battery 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
- Seat Belts Check fastened
- Circuit Breakers (wing root) Check in
- Circuit Breakers (seat base) Check in
- Circuit Breakers (instrument panel) Check in
- Doors and windows Closed
- 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 Adjust RPM for performance/economy as desired
- 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
- **Seat Belts** **Fastened**
- 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)
- **Doors and windows** **Closed**

Crosswind Landing

- Fuel Selector Fullest Tank
- **Seat Belts** **Fastened**
- 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
- Stobes Off
- Transponder Standby
- Trim Set for Takeoff

Stopping Engine

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