

PIPER SENECA II (N39522)

FLIGHT CREW CHECKLIST



ELMENDORF AFB
AERO CLUB

PIPER SENECA II *CHECKLIST*

DATA AND INFORMATION IN THIS CHECKLIST IS OBTAINED FROM SEVERAL DIFFERENT SOURCES AND IS PRESENTED ONLY AS A GUIDE.

THE PILOT IS RESPONSIBLE FOR THE SAFE OPERATION OF THE AIRCRAFT AND IT IS THE PILOT'S RESPONSIBILITY TO VERIFY THE ACCURACY OF THIS DATA.

THE EMERGENCY CHECKLIST IS PRESENTED AS RECOMMENDED ACTIONS. SOME SITUATIONS MAY REQUIRE THE PILOT TO DEVIATE IN THE INTEREST OF SAFETY.

HAVE A SAFE FLIGHT!

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PREFLIGHT INSPECTION

CABIN

▪ Legal Items - Check

A Air Worthiness Certificate	A Annual Inspection
R Aircraft Registration	V VOR
O Owner's Manual	I 100-Hour Inspection
W Weight & Balance	A Altimeter
	T Transponder
	E EIT

▪ ~~Emergency Equipment - Check, as required~~

▪ HOBBS Meter - RECORD (*Flight Plan filed*)

1. Gear Handle Down
2. Master Avionics Power Switch OFF
3. Master **(RED)** Switch ON
4. Landing Gear Lights (3 Green) CHECK
5. Fuel Quantity Indicators CHECK
6. Cowl Flaps OPEN
7. Master **(RED)** Switch OFF
8. Mag Switches OFF
9. Alternator Switches OFF
10. **Pitot & Static System** **DRAIN**
11. Mixtures IDLE CUT-OFF
12. Flaps CHECK
13. Trim Indicators NEUTRAL
14. Fuel Shutoff Valves ON
15. Circuit Breakers CHECK IN
16. **Crossfeed Drains** **DRAIN**
17. Empty Seats (Belts fastened) CHECK

PREFLIGHT INSPECTION (continued)**RIGHT WING TRAILING EDGE**

1. **Crossfeed Drains.....CONFIRM CLOSED**
2. Flaps and Flap Brackets..... CHECK
3. Aileron CHECK

RIGHT WING

1. Fuel Quantity CHECK VISUALLY & SECURE CAP
2. Wing Tip and Leading Edge..... CHECK
3. Wing Tie-Down/Ground/ChocksDISCONNECT
4. Right Main Tire and Brakes CHECK
5. Right Main Strut (proper inflation) CHECK
6. Right Main Gear NO LEAKS
7. Fuel Drains (3)..... DRAIN
8. Right Engine Nacelle (secure, oil quantity) CHECK
9. Right Propeller..... CHECK
10. Cowl Flaps (open and secure) CHECK

NOSE

1. Nose Section CHECK
2. Nose Gear NO LEAKS
3. Nose Strut (proper inflation) CHECK
4. Tow Bar REMOVED
5. Landing Light(s) CHECK
6. Forward Baggage Door SECURED AND LOCKED
7. Windshield.....CLEAN

PREFLIGHT INSPECTION (continued)**LEFT WING**

1. Left Engine Nacelle (secure, oil quantity)..... CHECK
2. Left Propeller CHECK
3. Cowl Flaps (open and secure) CHECK
4. Wing Tie-Down/Ground/ChocksDISCONNECT
5. Left Main Tire and Brakes CHECK
6. Left Main Strut (proper inflation)..... CHECK
7. Left Main Gear NO LEAKS
8. Pitot Tube CHECK
9. Stall Warning Vanes..... CHECK
10. Fuel Quantity CHECK VISUALLY & SECURE CAP
11. Leading Edge and Wing Tip..... CHECK
12. Fuel Drains (3)..... DRAIN

LEFT WING TRAILING EDGE & EMPENNAGE

1. Aileron CHECK
2. Flaps and Flap Brackets..... CHECK
3. Rear DoorLATCH
4. Left Static Vent..... CHECK
5. Air Scoops and Empennage Controls..... CHECK
6. Right Static Vent CHECK
7. Antennas CHECK
8. All Lights (Nav, Beacon, Strokes) CHECK

PRE TAKE-OFF PREPARATION

CREW BRIEFING

- ➔ Flight Profile
- ➔ PIC
- ➔ Safety Pilot Duties: Clearing, Traffic Calls
- ➔ Transfer of Aircraft Control: AC 61.115
- ➔ Simulated Emergency Procedures
 - ☞ Continue checklist actions until stopped
 - ☞ Engine Failure - Throttle Only
 - ☞ Engine Clearing – every 500 Feet
- ➔ Actual Emergencies
- ➔ CRM
 - ☞ Sterile Cockpit:
 - T/O to L/O
 - Enter/In pattern for landing
 - ☞ Who reads ground checklists?
 - ☞ Who reads airborne checklists?
 - ☞ Who sets radios?
 - ☞ Who answers radios?
 - ☞ Who navigates?
- ➔ Personal Minimums
 - ☞ Altitude ± ____ Feet
 - ☞ Airspeed ± ____ Knots
 - ☞ Heading ± ____ Degrees
- ➔ Simulated Instrument Approaches (If applicable)
 - ☞ Fly until simulated breakout

PRE TAKE-OFF PREP (continued)

BEFORE STARTING ENGINES

1. Preflight Inspection COMPLETE
2. Tie-Downs/Chocks/Grounding Wire..... REMOVED
3. Seat Belts and Harnesses FASTENED
4. Parking Brake SET (*as desired*)
5. Circuit Breakers..... CHECKED IN
6. Radio Master Switch OFF
7. Cowl Flaps..... OPEN
8. **Alternate Air** **OFF**
9. Alternators On

CAUTION

*The avionics power must be **OFF** during engine start to prevent damage to the avionics.*

10. Fin Beacon..... ON
11. Brakes APPLY

PRE TAKE-OFF PREP (continued)**STARTING ENGINES**

(Brief *Engine Fire During Start* Emergency Procedure)

1. Fuel Selectors ON
2. Mixtures..... RICH
3. Throttles..... FULL FORWARD
4. Propellers..... HIGH RPM
5. Propeller Areas CLEAR
6. Master **(RED)** Switch..... ON
7. Mag Switches ON
8. Aux Fuel Pumps OFF
9. Primers (see fig 4-3 for time) AS REQ
10. Throttles..... CLOSE, THEN OPEN ¼ INCH
11. Left Starter..... ENGAGE

When engine starts & accelerates thru 500 RPM:

12. Left Starter..... RELEASE
13. Left Throttle (advance slowly) 1000 RPM
14. Left Primer (if continually primed) RELEASE
15. Left Aux Fuel Pump (as req for smooth eng ops) LOW
16. Left Oil Pressure CHECK, IN GREEN SECTOR

REPEAT STEPS 11-16 FOR RIGHT ENGINE

PRE TAKE-OFF PREP (continued)**AFTER STARTING ENGINES**

1. Avionics Power Switch ON (*Set and check volumes*)
2. Radios And Transponder..... SET and STANDBY
 - ATIS 124.30
 - Ground..... 121.80
 - CLR DEL 128.80
 - Tower..... 127.20
3. GPS..... PRESS “ENT” (OK (3 times)
..... SET (*as desired*)
4. Suction..... IN GREEN
5. Mixtures..... LEAN (*as appropriate*)
6. ATIS/AWOS CHECK (*if applicable*)
7. Radio Call..... AS REQUIRED

PRE TAKE-OFF PREP (continued)**TAXIING *Single Pilot Rules***
No Checklist items while taxiing

1. **Fuel Selectors** **X-FEED**
2. Clear Area..... **RADIO CALL** (*as necessary*)
3. Brakes **CHECK**
4. Flight Controls..... **SET FOR WIND**

ENGINE RUN-UP

1. Parking Brake **SET** (*as desired*)
2. Seats/Seatbelts/Shoulder Harnesses **SECURE**
3. Doors/Windows **CLOSED/LOCKED**
4. Flight Controls..... **FREE and CORRECT**
5. Flight Instruments..... **CHECK & SET**
6. Annunciator Panel **CHECK**
7. Heater/Defroster **CHECK**
8. Auto Pilot..... **CHECK**
9. Fuel Quantity **CHECK**
10. Parking Brake (for run-up check)..... **SET**
11. Mixtures/Props **FORWARD**
12. Throttles..... **1000 RPM**
13. **Manifold Pressure Lines** **DRAIN**
14. Props **FX CHECK**
FX CHK – 300 RPM DROP
15. Throttles..... **1900 RPM**
 - a. Propellers **CYCLE (3 times)**
 - b. Alternate Air (on then off)**..... **CHECK**

PRE TAKE-OFF PREP (continued)**ENGINE RUN-UP (CONTINUED)**

- c. Mags **CHECK** (*150 max. drop; 50 differential*)
- d. Alternator Output..... **CHECK**
- e. Gyro Pressure..... **IN GREEN SECTOR (4.5 to 5.4)**
16. Throttles..... **RETARD TO IDLE** (*Idle Rig Check*)
17. Throttles..... **1000 RPM**
18. Throttle Friction Lock **ADJUSTED**
19. **Fuel Selectors** **ON**
20. Alternators **ON**
21. Engine Instruments (in green) **CHECK**
22. Aux Fuel Pumps **OFF**

BEFORE TAKE-OFF CHECK

1. Pre-Take-off Briefing:
 - AIRSPEEDS → DISTANCES
 - DEPARTURE → EMERGENCY PROCEDURES
2. Wing Flaps..... **UP**
3. Engine Instruments **CHECK IN GREEN**
4. Navigation Instruments **SET** (*if required*)
5. GPS..... **FLIGHT PLAN SELECTED** (*if required*)
6. Autopilot..... **OFF**
7. Parking Brake **RELEASE**
8. Radio Call **AS REQUIRED**

When Cleared for Takeoff

9. Transponder..... **ON** (“ALT”)
10. Landing Light **ON**

TAKE-OFF

NORMAL TAKE-OFF

1. Mixtures..... RICH
2. Heading IndicatorCHECK ALIGNMENT
3. Flight Controls.....SET FOR WIND
4. Brakes HOLD (for eng check)
5. Throttles (25" MP) CHECK ENG INSTRUMENTS
6. Throttles (39" MP max)..... T/O POWER
7. Brakes RELEASE

Verbally call out the following:

8. Airspeed Indicator "AIRSPEED ALIVE"
9. 66 KIAS..... "VMC"
10. 71 KIAS..... "ROTATE"
11. 89 KIAS..... "Vyse"
12. Positive Rate of Climb..... "GEAR UP"

SHORT FIELD TAKE-OFF (NO FLAPS)

1. Wing Flaps..... UP
2. Brakes APPLY
3. Throttles (39" MP max)..... T/O POWER
4. Brakes RELEASE
5. Lift-off and Accelerate to 71 KIAS in GROUND EFFECT
6. Climb Speed 76 KIAS FOR OBSTACLE CLEARANCE
..... 89 KIAS IF NO OBSTACLES
7. Landing Gear (positive rate of climb) UP

TAKE-OFF (continued)

SHORT FIELD TAKE-OFF (WITH FLAPS)

1. Wing Flaps..... 25°
2. Brakes APPLY
3. Throttles (39" MP MAX) T/O POWER
4. Brakes RELEASE
5. Lift-off and Accelerate to 69 KIAS in GROUND EFFECT
6. Landing Gear (positive rate of climb) UP
7. Wing Flaps (after all obstacles cleared)RETRACT

ENROUTE

AFTER TAKEOFF CLIMB

1. Airspeed.....102 KIAS
2. Mixtures..... RICH
3. Throttles..... 31.5" MP
4. Propellers 2450 RPM
5. Cowl Flaps..... OPEN (*as required*)

1. Power (see POH) AS DESIRED
2. Cowl Flaps..... A/R
3. Elevator and Rudder Trim ADJUST
4. Mixtures..... LEAN AS APPROPRIATE

WARNING

5. Engine Instruments..... CHECK

6. Circuit Breakers..... CHECK

7. Lights.....AS REQUIRED

8. Consult POH for cruise performance

9. DGSET

10. Flight PlanACTIVATE (*if required*)

DESCENT/LANDING/SHUTDOWN

1. Mixtures / Props ENRICHEN / 2000 RPM
2. Fuel Selectors CHECK
3. Power and Trim AS DESIRED
4. Cowl Flaps..... CLOSED
5. Flaps AS DESIRED

1. Seats/Seat Backs/Shoulder HarnessesSECURED
2. Fuel Selectors ON
3. Mixtures..... RICH
4. Landing Gear Warning Horn..... CHECK
5. Cowl Flaps..... AS REQUIRED
6. Flaps AS REQUIRED
7. Propellers..... 2000 RPM
8. Landing Gear (prior to final approach) DOWN
9. Propellers (on final).....FORWARD
10. **Landing Gear (on final)CONFIRMED DOWN**
11. Landing/Taxi Lights ON

1. Wing Flaps.....AS DESIRED (< 138 KIAS for 10⁰)
 (< 121 KIAS for 25⁰)
 (< 107 KIAS for 40⁰)
2. Airspeed.....89 KIAS (83 KIAS ON FINAL)
3. Touchdown MAIN LANDING GEAR FIRST
4. Flaps UP
5. Wheel Brakes.....AS REQUIRED

DESCENT/LANDING/SHUTDOWN (cont)**SHORT FIELD LANDING**

1. Airspeed.....89 KIAS
2. Wing Flaps.....40⁰
3. Touchdown..... MAIN LANDING GEAR FIRST
4. Wing Flaps.....RETRACT
5. Controls FULL AFT
6. Wheel Brakes..... APPLY HEAVILY

BALKED LANDING (GO AROUND)

1. Throttle (39" MP MAX)..... T/O POWER
2. Positive Rate of Climb..... ESTABLISH
3. FlapsRETRACT
4. Landing GearUP
5. Cowl Flaps.....AS REQ

AFTER LANDING (Clear of Runway)

1. Wing Flaps.....UP
2. Cowl Flaps..... OPEN
3. **Alternate Air****OFF**
4. Transponder.....STBY
5. Flight Controls..... SET for wind
6. Pitot Heat and StrokesOFF
7. **Heater (2 min cooling for heater)**.....**FAN**
8. Radio CallAS REQUIRED

DESCENT/LANDING/SHUTDOWN (cont)**SHUTDOWN**

1. All Lights except BeaconOFF
2. Avionics Power SwitchOFF
3. Radio Master SwitchOFF
4. Throttles..... 1000 RPM
5. Mixtures..... IDLE CUT-OFF
6. MagsOFF
7. Master **(RED)** Switch.....OFF
8. AlternatorsOFF

SECURING AIRCRAFT

1. Hobbs and TachRECORD
2. Control Lock..... INSTALL
3. Chocked/Tied-Down/Locked/Pitot Cover INSTALL
4. Keys / NotebookRETURNED

FLIGHT PLAN CLOSED

EMERGENCY PROCEDURES

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EMERGENCY PROCEDURES

SPEEDS FOR EMERGENCY OPERATIONS

MINIMUM SINGLE ENGINE CONTROL	66 KIAS
BEST SINGLE ENGINE RATE OF CLIMB	89 KIAS
BEST SINGLE ENGINE ANGLE OF CLIMB	78 KIAS
MANEUVERING SPEED	121 KIAS
NEVER EXCEED SPEED	195 KIAS

ENGINE INOPERATIVE PROCEDURES

DETECTING DEAD ENGINE:

1. Loss of Thrust
2. Nose of Aircraft will Yaw in Direction of Dead Engine

MAINTAIN AIRCRAFT CONTROL – AIRSPEED, HEADING & BANK

3. Mixtures..... RICH
4. Props/ThrottlesFULL FORWARD
5. Flaps/Gear..... UP
6. Aux Fuel Pumps ON
7. **IDENTIFY** DEAD FOOT; DEAD ENGINE
8. **VERIFY** (dead eng - no change)... RETARD THROTTLE
9. **FEATHER** (dead eng)PROP
10. Mixture (dead eng)CUTOFF

EMERGENCY PROCEDURES

ENGINE SECURING PROCEDURES: **(FEATHERING PROCEDURE)**

ATTEMPT TO RESTORE POWER PRIOR TO FEATHERING:

1. Mixtures.....AS REQ
2. Fuel SelectorCHECK ON, THEN X-FEED
3. Mags LEFT OR RIGHT ONLY
4. Alternate Air ON
5. Aux Fuel PumpUNLATCH

(ON HIGH. If power is not restored – OFF)

FEATHER before RPM drops below 800

AFTER FEATHERING INOP ENGINE:

6. Mix/Prop (good eng)FULL FORWARD
7. Throttle (good eng) 39” MP MAX
8. Flaps/Gear.....CONFIRM UP
9. Aux Fuel PumpsOFF
10. Mags (Inop Eng).....OFF
11. Cowl Flaps (Inop Eng) CLOSE
12. Alternator (Inop Eng)OFF
13. Electrical Load.....REDUCE
14. Fuel Selector (Inop Eng)OFF OR X-FEED AS REQ

EMERGENCY PROCEDURES

FIRE DURING START ON GROUND:

1. Cranking..... **CONTINUE** (*to get a start*)

IF ENGINE STARTS:

2. Power..... 1700 RPM for a few minutes
3. Engine.....SHUTDOWN and inspect for damage

IF ENGINE FAILS TO START:

4. Throttle..... **FULL OPEN**
5. Mixture **IDLE CUT-OFF**
6. Cranking..... **CONTINUE**
7. Fuel Selector Valve **OFF**
8. Auxiliary Fuel Pump Switch..... **OFF**
9. Engine (s)..... SECURE:
 Mag SwitchesOFF
 Master **(RED)** Switch.....OFF
10. Airplane **EVACUATE**

EMERGENCY PROCEDURES

ENGINE FAILURES

DURING TAKE-OFF RUN/ABORTED TAKEOFF

1. Throttles **IDLE**
2. Wheel Brakes **AS REQUIRED**

IF INADEQUATE RUNWAY REMAINS:

3. Wing Flaps.....RETRACT
4. Mixtures..... IDLE CUT-OFF
5. Mag SwitchesOFF
6. Master **(RED)** Switch.....OFF

IMMEDIATELY AFTER TAKE-OFF

1. Airspeed.....<89 KIAS
 - a. Throttles.....IDLE
 - b. Land Straight Ahead
2. Airspeed.....>89 KIAS
 - a. Heading and AirspeedMAINTAIN
 - b. Gear (after positive rate of climb)UP
 - c. FlapsUP
 - d. Prop (inop eng)FX

Refer to engine inoperative procedures

EMERGENCY PROCEDURES

ENGINE FAILURES (CONTINUED)

DURING CLIMB (<66 KIAS)

1. Rudder APPLY (*opposite direction*)
2. Throttles..... REDUCE (*to maintain direction control*)
3. Pitch..... REDUCE (*to accelerate to 89 KIAS*)
4. Throttle (operable eng) ADVANCE SMOOTHLY
5. Prop (inop eng) FEATHER

Refer to engine inoperative procedures

DURING CLIMB (>66 KIAS)

1. Maintain Directional Control and accelerate to 89 KIAS
2. Prop (inop eng) FEATHER

Refer to engine inoperative procedures

AIR START (Unfeathering Procedure)

1. Airspeed.....89 KIAS
2. Fuel Selector ON
3. Aux Fuel Pump.....OFF
4. Throttle OPEN(¼")
5. Prop..... CRUISE RPM
6. Mixture RICH
7. Mags ON
8. Starter ENGAGE (*until eng windmills*)
9. Throttle REDUCE (*until eng is warm*)
10. Alternator..... ON

EMERGENCY PROCEDURES

FUEL MANAGEMENT DURING SINGLE ENGINE OPERATION

WHEN USING FUEL FROM THE OPERATING ENGINE'S TANK

1. Fuel Selector (operating engine)..... ON
2. Fuel Selector (inop engine).....OFF
3. Fuel PumpsOFF (*see note below*)

X-FEED OPERATION -WHEN USING FUEL FROM THE DEAD ENGINES TANK

1. Fuel Selector (operating engine).....X-FEED
2. Fuel Selector (inop engine).....OFF
3. Fuel PumpsOFF (*see note below*)

NOTE: In case of engine driven fuel pump failure, electric fuel pump on operating engine side must be ON

LANDING

DO NOT LAND WITH FUEL ON XFEED!!!!

1. Fuel Selector (operating engine)..... ON
2. Fuel Selector (inop engine).....OFF
3. Fuel Pump (operating engine)..... ON

EMERGENCY PROCEDURES

FIRES

▪ **ENGINE FIRE IN FLIGHT**

Affected Engine:

1. Fuel Selector OFF
2. Throttle CLOSE
3. Prop FX
4. Mixture IDLE CUT-OFF
5. Heater OFF
6. Defroster OFF

▪ **ELECTRICAL FIRE IN FLIGHT**

1. Master (RED) Switch OFF
2. Avionics Power Switch OFF
3. All Other Switches (except Mags) OFF
4. Vents / Cabin Air / Heat CLOSED
5. Fire Extinguisher ACTIVATE (If Required)

If fire has been extinguished

6. Vents / Cabin Air / Heat OPEN
7. Master (RED) Switch ON
8. Circuit Breakers CHECK for faulty circuit; do not reset
9. Avionics Power Switch ON
10. Radio/Electrical Switches ON

(One at a time with delay to locate possible short circuit)

EMERGENCY PROCEDURES

ENGINE DRIVEN FUEL PUMP FAILURE

1. Throttle RETARD
2. Aux Fuel Pump UNLATCH (on high)
3. Throttle RESET (75% pwr or below)

LANDING GEAR UNSAFE WARNING

1. Throttle ABOVE 15" MP TO CONFIRM
2. Gear Handle RECYCLE

MANUAL LANDING GEAR EXTENSION

1. Circuit Breakers CHECK IN
2. Master (RED) Switch ON
3. Alternators CHECK ON
4. Nav Lights OFF (day time)
5. Airspeed 85 KIAS MAX
6. Gear Handle DOWN
7. Emergency Gear Extension Knob PULL
8. Gear Indicator Lights 3 GREEN

Leave emergency gear extension knob out

EMERGENCY PROCEDURES

ELECTRICAL FAILURES

ALTERNATOR ANNUNCIATOR LIGHT ILLUMINATED

1. Ammeters OBSERVE TO DETERMINE INOP ALT

IF BOTH AMMETERS SHOW ZERO OUTPUT:

2. Electrical Load.....REDUCE
3. Both AlternatorsOFF
4. AlternatorsON, ONE AT A TIME

Determine alternator with the least output (but not zero) and turn it ON

5. Electrical EquipmentMAX 60 AMPS

IF ONE AMMETER SHOWS ZERO OUTPUT:

1. Affected Alternator.....RECYCLE OFF THEN ON
2. Circuit Breakers CHECK (reset once if popped)

If power is not restored:

3. Nonessential Electrical Equipment.....OFF

EMERGENCY PROCEDURES

VACUUM SYSTEM FAILURE

(Lower than 4.5 Hg)

1. PropsINCREASE TO 2700 RPM
2. AltitudeDESCEND TO MAINTAIN 4.5 Hg

PITOT STATIC SYSTEM MALFUNCTION

1. Pitot Heat ON
2. Alternate Static Source OPEN
3. Static Drain CHECK

EMERGENCY DESCENT

1. Cowl Flaps..... CLOSED
2. Throttles.....IDLE
3. PropsFULL FORWARD
4. Mixtures..... AS REQUIRED
5. Gear DOWN
6. Airspeed.....129 KIAS
7. Perform S-Turns 30 Degrees Either Side of Desired Course

IN-FLIGHT GUIDE

LOST COMMUNICATIONS

If radio failure is suspected, try the other radio. If this does not work, proceed as follows:

1. Radio
 - a. Volume CHECK
 - b. Squelch ADJUST
 - c. Frequency CHECK/RECYCLE
 - d. Speaker/Phone Switch CHECK
2. Audio Select Panel
 - a. Microphone Selector Switch CHECK
 - b. Speaker Select Switch CHECK (*push for speaker*)
 - c. Audio Select Buttons AS DESIRED
3. Microphone
 - a. Connections CHECK
 - b. Stuck Microphone CHECK (*look for "T" on radio*)
4. Circuit Breakers CHECK
5. Master **(RED)** Switch and Avionics Power Switch ON
6. Attempt Contact LAST GOOD FREQUENCY
7. Radio MONITOR TOWER & TRANSMIT IN BLIND
8. Transponder NORDO (7600)
9. Navigation Aids MONITOR

LOST YOUR RADIO **BEFORE** CONTACTING Elmendorf AFB?

1. Land at non-towered Airport and attempt to call Tower at 552-2728, tell them you are NORDO and ask for instructions.

LOST YOUR RADIO **AFTER** CONTACTING Elmendorf AFB?

2. Continue inbound; maintain 800 feet in the EDF segment. Fly to the:
 - Antenna Farm
 - Hold and watch for Light Gun Signals from Tower
 - Acknowledge by rocking wings or flashing landing light at night. Land on any runway.
 - Call Base Operations after landing.

DO NOT LAND WITHOUT CLEARANCE.

LIGHT GUN SIGNALS

Signal	On the Ground	In the Air
STEADY GREEN	Cleared for take off	Cleared to land
FLASHING GREEN	Cleared for taxi	Return for landing and look for steady green
STEADY RED	STOP	Give way to other aircraft and continue to circle
FLASHING RED	Taxi clear of runway in use	Airport unsafe - Do not land
FLASHING WHITE	Return to starting point on airport	Not applicable
ALTERNATING RED & GREEN	Exercise extreme caution	Exercise extreme caution

DETERIORATING WEATHER

If weather is deteriorating:

1. Reverse course and return to better weather.
2. Alter route to avoid areas of bad weather.
3. Call FSS for updated weather and forecasts.
4. Land as soon as possible.

DIVERSION TO ALTERNATE

1. Select nearest suitable airfield from your present position.
2. Compute new course and altitude; calculate wind correction, actual distance, ETA, and fuel required from present position to airfield.
3. Update flight plan with local FSS.
4. After landing, close your flight plan and contact the AERO CLUB to advise of your intentions.

REMAINING OVERNIGHT CHECKS

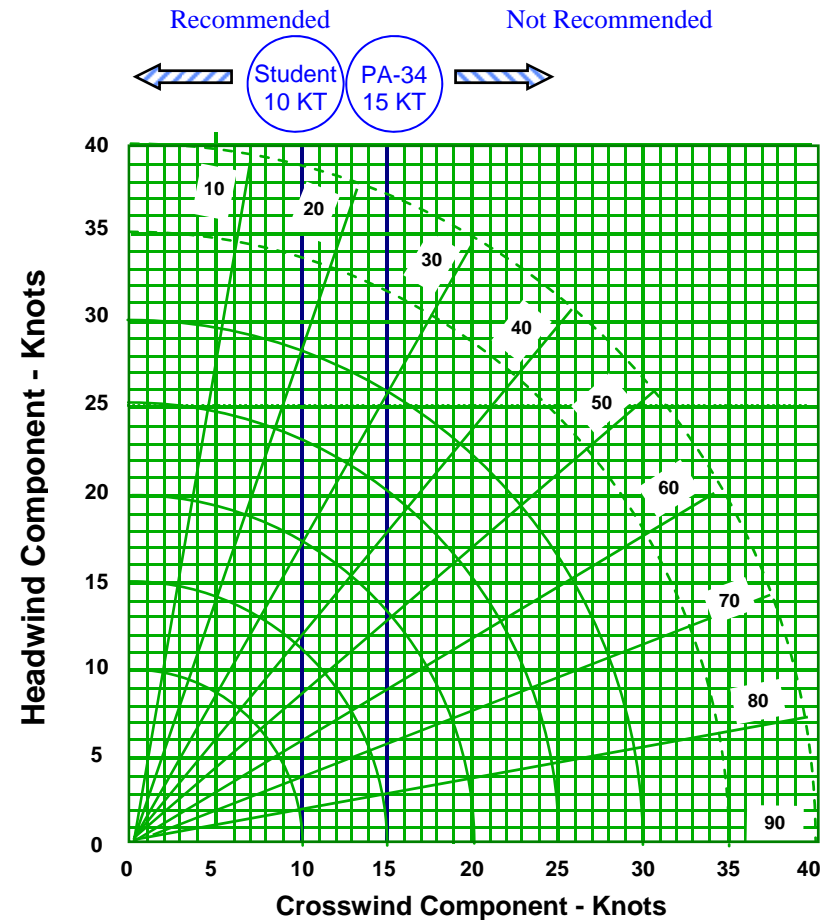
1. Before leaving on planned overnight trips:
 - a. Take extra engine oil.
 - b. Plan where you will obtain fuel.
 - c. Take chocks and tie-down kit with you.
2. Before leaving the aircraft:
 - a. Install control locks and covers.
 - b. Ensure all switches are off.
 - c. Remove keys and lock all doors including baggage door.
 - d. Secure aircraft with proper tie-downs. (Use tie-down kit if necessary)
3. Call FSS to close flight plan (1-800-WX BRIEF).
4. If a maintenance problem(s) exists with the aircraft, call for guidance from the Elmendorf Aero Club

**Club Phone Numbers: (907) 753-4167
(907) 552-5435**

5. If severe weather is anticipated, attempt to get the aircraft hangared.

TAKE-OFF/LANDING CROSSWIND LIMITS

Manufacturer Recommended/Locally Approved



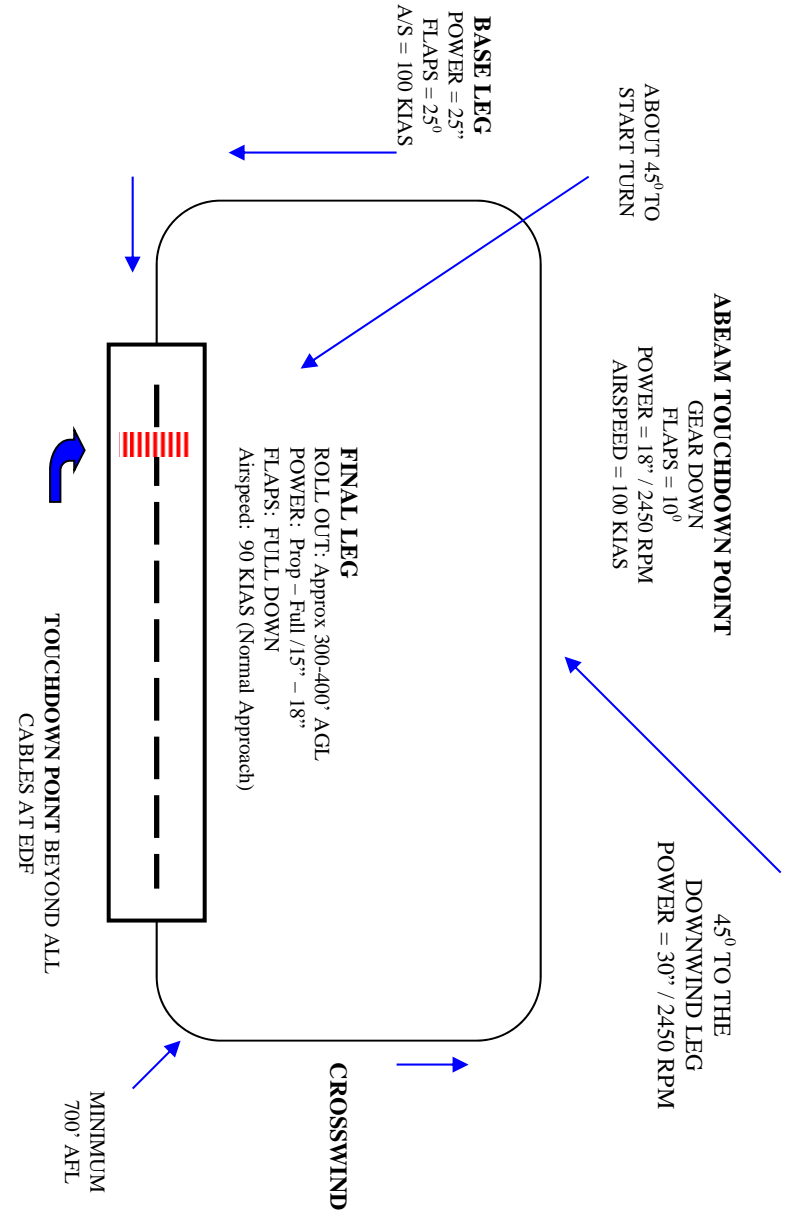
COMMUNICATION FREQUENCIES

Elmendorf ATIS	124.30	EDF Final Controller (PAR)	134.9
Elmendorf Tower	127.20	EDF Base Ops (PTD)	134.1
Elmendorf Ground	121.80	Rescue Coord Center (RCC)	123.1

NAVIGATION FREQUENCIES

EDF LOC	110.30	
ANC Approach (N)	119.1 / 118.6	VOT 111.00
ANC Approach (S)	126.40	VOR 113.15 (TED)

1 ENGINE PATTERN ENTRY & APPROACH



2 ENGINE PATTERN ENTRY & APPROACH

