

C42 CHECKLIST 1 OF 4

Startup

S - Security, brakes on, hatches & harnesses secure, facing safe direction.

T - Throttle closed.

A - All clear front and as far around as you can see, ask passenger to check their side.

M - Master on, Mag 1 on, Mag 2 on. (**TAKE HOBBS READING and time**)

P - Power, shout clear prop, choke & fuel pump on if cold, start engine, set 2000rpm, check oil pressure within 30 seconds, if no pressure **SHUT DOWN** immediately.

Check fuel pump **OFF**, radio, transponder & strobes **ON**.

Taxi

Brake check – squeeze, don't jab.

Compass and slip ball check.

Pre-Take Off (at hold / runup area, parked into wind, brakes on)

C - Controls full and free, correct sense.

H - Hatches and Harnesses secure, loose items stowed.

I - Instruments set and correct.

F - Fuel tap on, auxiliary pump **ON**, sufficient for flight plus at least 30-minute reserve.

T - Trim set for take off.

W - Wind, assess strength and direction.

A - All clear front and around as far as you can see, ask passenger to check their side.

P - Power check, hold brake, set 3,500rpm, check drop on each magneto, max drop 300 rpm, max difference 120 rpm, check idle with throttle closed, engine should not cut out.

F - Flaps, check operation and set as required.

Climb Speed:

Flaps 1 stage = 58kts

Flaps Neutral = 70kts

After take off once established in a steady climb

Trim - As required / if desired.

Flaps - Minimum 300' AGL before retracting.

Engine - Check T's and P's (High Oil or CHT Temp or Low Oil Pressure - reduce power and request join downwind to land.

If temps very high or Oil Pressure very low, declare urgency (Pan Pan 3 times and advise nature of problem), land ASAP.

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En route

F - Fuel, tap on, AUX pump **OFF**, sufficient for intended route / duration.

R - Correct frequency set, next frequency on standby.

E - Engine T's and P's.

D - Direction, correct heading / location (i.e. do you know where you are?).

A - Altitude, safe height AGL, clear of controlled airspace, restricted or danger areas.

Approaching airfield

F - Fuel sufficient.

A - Altimeter set to local QNH/airfield QFE, correct height for join.

R - Radio set to airfield frequency.

Downwind

F - Fuel tap on, AUX pump **ON**, sufficient for circuit and go around.

A - All clear all around, check out of circuit, ahead and then into circuit, dead side and airfield.

W - Wind within limits, any crosswind component (Limits depend largely on pilot ability, know your own limits!).

T - Temperatures and Pressures in limits .

S - Security, seatbelts and hatches secure, loose items stowed.

Base leg

If flap required slow to white arc and apply first stage flap.

Assess height, adjust pitch and power to maintain required speed and descent rate.

Final approach

Set flap as required.

Approach speed 52Kts minimum (Yellow Triangle).

If using flap keep speed within the white arc.

Use pitch and power to maintain glide slope and speed.

Coordinated stick and rudder to maintain correct glide path.

After Landing

Set flap up (neutral).

Aux fuel pump **OFF**.

C42 CHECKLIST 3 OF 4

Shutdown

Brakes **ON**

Radio, transponder and strobes **OFF**

Magneto check at 2000 rpm.

Aux fuel pump **OFF**.

Throttle to IDLE.

Magnetos OFF.

TAKE HOBBS READING and record time.

Master switch **OFF**

Chock and tie down aircraft (release parking brake if aircraft is secure.)

Daily Inspection / Pre Flight Inspection

Cockpit

- Panel secure, all switches OFF, master key out, instruments normal, glass intact.
- Cockpit area inside and out, check controls full and free and correct sense.
- Check aileron quick release connections, cable and pulley runs.
- Lift central flap between seats and check control lines are free.
- Check rudder cable attachments and nose wheel control rod attachments.
- Check throttle operation is normal.
- Check flap operation is normal.
- Check security and operation of seat belts.
- Check under seats and stow loose items.

Outside

- Engine cowling secure and undamaged.
- Check oil level is within limits.
- Check coolant level is correct.
- Check propeller clean and undamaged and spinner is secure.
- Check cowling intakes are unobstructed.
- Front gear assembly, tyre pressure, condition and creep is within limits.
- RH door hinges, gas strut attachment and door lock operation is normal.
- RH main gear assembly, tyre pressure and creep within limits.
- RH wing assembly, structure and covering.
- RH aileron control linkage and hinges secure.
- Fuel filler cap secure.
- Rudder hinges secure.
- Check as above for LH side of aircraft.

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Cont...

- Remove baggage panel, check fuel quantity, check for loose items and re-secure panel.
- ASI pitot unobstructed and extended.
- Windscreen clean and undamaged.
- Open fuel tank sump drain and check for contamination.
- Check tank drain for leaks.

* When checking the oil level, it may be necessary to pump the oil back into the reservoir to obtain a correct reading and to avoid overfilling. This can be done by removing the oil filler cap and ensuring the master switch and magnetos are **OFF** and rotating the propeller **ONLY** in the operating direction until a gurgling sound is heard from the reservoir tank.

Notes:

After Check A (Daily Inspection) or pre-flight inspection ensure flaps neutral, choke and switches off

Initial Taxi - Enough power to get the aeroplane moving, then regulate speed by throttle adjustment rather than brakes.

Once straight check brakes by squeezing rather than jabbing, a gentle squeeze should slow the aeroplane down, no need to stop.

When turning check slip ball going opposite to turn, compass reading should increase in a right turn, decrease in a left turn.

On downslopes and hard surfaces gentle braking may be necessary, only use brakes on idle, never against power.

EMERGENCY SHUT DOWN

T – Throttle closed

I – Ignition and magnetos OFF

F – Fuel OFF

S – Security, Harnesses & Hatches

EXTREME MANOEUVRE

H – Height sufficient

A – Airframe suitable

S – Security and Loose Items

E – Engine temp. & pressure

L - Location

L - Lookout