

Cera Simaircraft

Checklist



Cessna 188 AG

CHECKLIST

Before starting the engine

1. Exterior preflight – COMPLETE
2. Seat and seat belts – ADJUST and LOCK
3. Shoulder harness – ADJUST
4. Fuel shutoff valve – ON (knob pushed full in)
5. Radio and electrical equipment – OFF
6. Brakes – TEST and SET
7. Tail wheel lock control – UNLOCK

Starting engine

1. Mixture – RICH
2. Throttle – CLOSED
3. Propeller – HIGH RPM
4. Alternate air – OFF
5. Master switch – ON
6. Propeller area – CLEAR
7. Magneto switches – ON
8. Auxiliary fuel pump switch – ON
9. Throttle – ADVANCE to obtain 8 to 10 gal/hr fuel flow, then RETURN to IDLE
10. Auxiliary fuel pump switch – OFF
11. Starter – ENGAGE
12. Throttle – SLOWLY ADVANCE until engine starts

NOTE

The engine should start in two to three revolutions. If it does not continue running, start again at step (7) above. If the engine does not start, leave the auxiliary fuel pump switch off, set the mixture to idle cut-off, open the throttle, and crank until the engine fires or for approximately 15 seconds. If still unsuccessful, start again using the normal starting procedure after allowing the starter motor to cool.

13. Oil pressure – CHECK

Before takeoff

1. Flight controls – CHECK
2. Elevator trim tab – SET
3. Canopy doors – CLOSED
4. Throttle setting – 1700 RPM
5. Engine instruments – CHECK
6. Magnetos – CHECK (RPM drop should not exceed 150 RPM on either magneto or 50 RPM differential between magnetos).
7. Propeller – CYCLE from high to low RPM, RETURN to HIGH RPM (full forward).
8. Flight instruments and radio – SET
9. Quadrant friction lock – ADJUST

Takeoff

Normal category takeoff

1. Tail wheel control lock – LOCK
2. Wing flaps – 0° to 20°
3. Power – Full throttle and 2850 RPM
4. Elevator control – LIFT TAIL WHEEL and assume level flight attitude for best acceleration
5. Climb speed – 70 to 80 MPH
6. Wing flaps – RETRACT

Restricted category takeoff (dispersal equipment installed)

1. Tail wheel control – AS DESIRED
2. Wing flaps – 5° to 10°
3. Brakes – APPLY
4. Power – Full throttle and 2850 RPM
5. Mixture – LEAN for field elevation
6. Brakes – RELEASE
7. Elevator control – LIFT TAIL WHEEL and assume level flight attitude for best acceleration
8. Climb speed – 80 to 90 MPH until all obstacles are cleared
9. Wing flaps – RETRACT after obstacles are cleared

Climb

Normal climb (without dispersal equipment)

1. Airspeed – 90 to 100 MPH
2. Power – 25 inches and 2550 RPM
3. Mixture – LEAN for altitude

Maximum performance climb (without dispersal equipment)

1. Airspeed – 91 MPH
2. Power – Full throttle and 2700 RPM
3. Mixture – LEAN for altitude

NOTE

The climb speeds listed above in Normal and Maximum performance climb checklists apply to operations at 330 pounds and will decrease approximately 13 MPH with dispersal equipment installed.

Cruising

1. Power – 15-25 inches and 220 to 2550 RPM
2. Elevator trim – ADJUST
3. Mixture – LEAN

Before landing

1. Mixture – RICH
2. Propeller – HIGH RPM
3. Quadrant friction lock – ADJUST to prevent creeping
4. Airspeed – 80 to 90 MPH (flaps UP)
5. Wing flaps – AD DESIRED
6. Airspeed – 75 to 85 MPH (flaps DOWN)

After landing

1. Wing flaps – UP
2. Tail wheel lock control – UNLOCK

Securing aircraft

1. Parking brake – SET
2. Radio and electrical equipment – OFF
3. Mixture – IDLE CUT-OFF (pulled full out)
4. Master switch and magneto switches – OFF