

PREFLIGHT CHECK inside

- | | |
|-----------------------------------|---|
| 1. Fuel Strainer | DRAIN (Fuel Selector OFF then L then R) |
| 2. Gear Handle | Down |
| 3. Battery Master switch | ON |
| 4. Fuel | Endurance (X hours X minutes) |
| 5. Flaps | DOWN |
| 6. Battery Master Switch | OFF |
| 7. Mixture | Idle cut-off |
| 8. Magneto Switches | Off |
| 9. Parking brake | SET |
| 10. Pitot and Static Drains | PUSH to drain |
| 11. Alternate Static | Off |

PREFLIGHT CHECK outside

- | | |
|---|--|
| 12. General condition | Checked (+ Pitot cover - chocks - tow bar) |
| 13. Fuel | Visual check / Caps closed / Tank sumps drains |
| 14. Oil | Checked (Max 12 Qts - Min 7 Qts) (1Qts=0,95L) |
| 15. Baggage (front/rear) + REAR doors ... | CLOSED |

PREFLIGHT CHECK COMPLETED

CHECK BEFORE ENGINE START

- | | |
|---|-------------------------------|
| 1. Parking brake | Set |
| 2. Radio Master Switch | Off |
| 3. All Electrical switches | Off |
| 4. Circuit breakers | In |
| 5. Battery Master / Alternator Switches . | ON |
| 6. Flaps..... | UP |
| 7. Gear Handle | Down / 3 Greens checked |
| 8. ELT | Armed |
| 9. Propeller | High RPM |
| 10. Alternate Air | Closed |
| 11. Fuel Quantity | Endurance (X Hours X minutes) |
| 12. Fuel Selector | ON (Fullest tank) |
| 13. Mixture | Idle Cut-Off |

CHECK BEFORE ENGINE START COMPLETED

NOTES: 2 Tanks per wing FULL (51/51) 102USG usable (External Indic < 35USG)
 Fuel consumption at 65% = 17USG/h (65L/h) / Xwind demonstrated. 17kts
 VA 134 KIAS at 3600lbs (121 KIAS / 3000lbs - 105 KIAS / 2230lbs)
 Max T/O Mass 3600lbs (1633kg) / Max Baggage Mass 200lbs (90,7kg)

ENGINE START (Cold engine) (Hot engine)

- | | |
|-----------------------------|--|
| 1. Propeller Area | Left wing to Right wing checked / Feet on brakes |
| 2. Fin Strobe | ON |
| 3. Throttle | OPEN (1-2cm) |
| 4. Magneto Switches | ON |
| 5. Electric Fuel Pump | ON |
| 6. Mixture | PRIME 4" then IDLE CUT-OFF / <i>Idle Cut-Off</i> |
| 7. Starter | ENGAGE until engine starts (Max 30") |
| 8. Mixture | FULL RICH when engine starts / <i>ADVANCE</i> |
| 9. Throttle | ADJUST 1000 - 1200 RPM |
| 10. Oil Pressure | Green Range (within 30 seconds) |

ENGINE START COMPLETED

CHECK AFTER ENGINE START

- | | | |
|-----------------------------|---------------------------|----------------|
| 1. Electric Fuel pump | OFF | |
| 2. Radio Master | ON | |
| 3. FD/AP Master | ON | |
| 4. DDMP | ELEC | Checked |
| | FUEL | INSERTED / Set |
| | INST | SELECTED |
| 5. Radios / Nav Aids | SELECTED / Volume checked | |
| 6. Transponder..... | ON - 7000 - GND | |
| 7. ATIS | Noted | |

CHECK AFTER ENGINE START COMPLETED

CHECK BEFORE TAXI (CHETIFS if by heart)

- | | | |
|----------------------------------|---|-------------------|
| 1. Flight Controls | FREE (Autopilot OFF) | |
| 2. Propeller (Hélice) | High RPM | |
| 3. Fuel (Essence) Quantity | Endurance (X Hours X minutes) | |
| | Selector | On (Fullest tank) |
| | Mixture | Full rich |
| | Alternate Air | Closed |
| 4. Autopilot and Trims | Checked then OFF / Trims set T/O position | |
| 5. Flight Instruments | Checked / Alarm lights tested | |
| 6. Flaps | Checked Symmetrical (3 positions) / UP | |
| 7. Security | Seats Locked - Belts Fastened | |
| | Doors Window Closed and Secured | |

CHECK BEFORE TAXI COMPLETED

TAXI CHECK

- 1. Brakes Checked
- 2. Compass / Gyro Right turn Hdg incr. - Left turn Hdg decr.
- 3. Turn coordinator Tilt in turn direction, ball opposite
- 4. Attitude Indicator (Horizon) Stable

TAXI CHECK COMPLETED

RUN UP

(Note: not longer than 10" on one Magneto)

- 1. Parking Brake Set
- 2. Oil Pressure and Temperature Green range
- 3. Throttle 2000 RPM
- 4. Magnetos (Left - Both - Right - Both) . Checked (Max drop 175 RPM / Max Δ 50 RPM)
- 5. Alternate Air ON then OFF
- 6. Propeller (Max Drop 500RPM)..... DECREASE then INCREASE (Low Oil T° = 3x)
- 7. Suction Green range
- 8. Throttle IDLE Checked then 1000 RPM

RUN UP COMPLETED

CHECK BEFORE DEPARTURE

- 1. Electric Fuel pump ON
- 2. Flaps..... 2nd Notch SET (25°)
- 3. Nav + Strobe + Landing Lights ON
- 4. Take OFF Briefing Completed (VBest glide clean 83kts)

CHECK BEFORE DEPARTURE COMPLETED

LINE UP CHECK (Before line-up)

- 1. Approach free Checked
 - 2. Runway XX Identified
- (On Centerline)**
- 3. Runway Heading (Compass/Gyro) Checked (Heading Bug Set)
 - 4. Wind Checked within limits

READY FOR DEPARTURE

CLIMB CHECK

- 1. Climb Power Set
- 2. Gear Up
- 3. Flaps..... Up
- 4. Electric Fuel pump OFF Fuel Flow CHECKED
- 5. LIGHTS Set as Required

CLIMB CHECK COMPLETED

CRUISE CHECK

- 1. Power Set (REFER to table)
- 2. Mixture Set (EGT: 50°F Reach of peak)
- 3. FUEL Management Check Balance (Fuel pump ON when switching)
- 4. Engine Instruments Green Range
- 5. Altimeter Set (QNH or STD 1013,2 hPa for FL)
- 6. Transponder ALT - CODE Checked

CRUISE CHECK COMPLETED

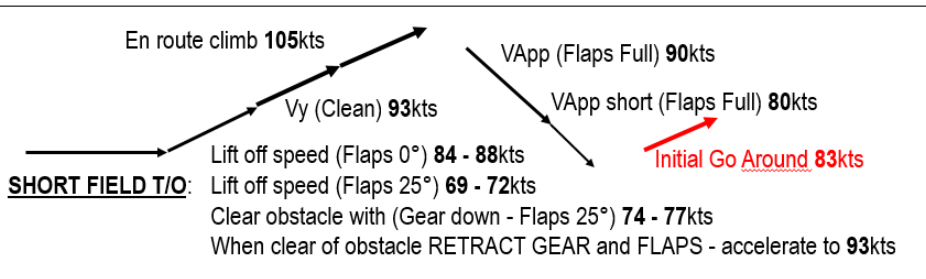
POWER SETTING TABLE

SARATOGA II HP

Press. Alt. Feet	Std. Alt. Temp. °C	LONG RANGE RPM				ECONOMY RPM				NORMAL RPM				HIGH SPEED 2700
		2100	2200	2300	2400	2100	2200	2300	2400	2200	2300	2400	2500	
MANIFOLD PRESSURE - INCHES MERCURY														
SL	15	23.2	22.7	22.2	21.7	25.6	25.0	24.4	23.8	28.0	27.2	26.5	25.9	27.0
1000	13	22.9	22.3	21.9	21.4	25.2	24.6	24.0	23.5	27.6	26.9	26.2	25.6	26.8
2000	11	22.5	22.0	21.5	21.1	24.9	24.3	23.7	23.2	27.3	26.6	25.9	25.3	26.5
3000	9	22.2	21.7	21.2	20.8	24.6	23.9	23.4	22.9	26.8	26.2	25.6	24.9	26.2
4000	7	21.9	21.4	20.9	20.5	24.3	23.7	23.1	22.6	—	25.8	25.3	24.7	25.8
5000	5	21.6	21.1	20.6	20.2	24.0	23.4	22.8	22.3	—	—	25.0	24.4	—
6000	3	21.3	20.8	20.3	19.9	23.7	23.1	22.5	22.0	—	—	—	24.1	—
7000	1	21.0	20.5	20.0	19.6	23.3	22.8	22.3	21.7	—	—	—	—	—
8000	-1	20.7	20.2	19.8	19.3	—	22.4	22.0	21.4	APPROX. FUEL FLOW / MIXTURE Long range 14.5 GPH / 50° Rich of Peak EGT Economy 16.5 GPH / 50° Rich of Peak EGT Normal 18.5 GPH / 50° Rich of Peak EGT High Speed 29.0 GPH / Full Rich				
9000	-3	20.5	20.0	19.5	19.1	—	—	—	21.2					
10,000	-5	20.2	19.7	19.2	18.8	—	—	—	—					
11,000	-7	19.9	19.4	19.0	18.5	—	—	—	—					
12,000	-9	—	19.0	18.7	18.3	—	—	—	—					
13,000	-11	—	—	—	18.0	—	—	—	—	—	—	—	—	—
14,000	-13	—	—	—	—	—	—	—	—	—	—	—	—	—

To maintain constant power, correct manifold pressure approximately 0.5 in Hg for each 10°C variation in induction air temperature from standard altitude temperature. Add manifold pressure for air temperature above standard; subtract for temperature below standard.

NOTE: Full throttle manifold pressure values may not be obtainable when atmospheric conditions are non-standard.



CHECK FOR APPROACH (GAREL)

- 1. ATIS Noted
- 2. Approach Briefing Completed
- 3. Gyro Checked
- 4. Altimeter QNH Set - Reading XXXX feet
- 5. Radio - Nav Aids Set - Volume Checked
- 6. FUEL (Essence) Electric pump ON - Fuel pressure CHECKED
 - Quantity Endurance (X Hours X minutes)
 - Selector ON Fullest tank
 - Mixture Full rich
- 7. Lights LANDING LIGHT ON

CHECK FOR APPROACH COMPLETED

FINAL CHECK

- 1. Autopilot Off
- 2. Final Approach Stabilized (Centerline - Glidepath - Speed)
- 3. Gear Down / Three greens checked
- 4. Configuration Full Flaps (3rd Notch / 40°)
- 5. Propeller HIGH RPM

FINAL CHECK COMPLETED

CHECK AFTER LANDING

- 1. Flaps UP
- 2. Pitot Heater OFF
- 3. Transponder GND - 7000
- 4. Lights Ldg OFF / Fin Strobe ON / Nav OFF / Taxi ON
- 5. Electric Fuel Pump OFF
- 6. Trims SET NEUTRAL

CHECK AFTER LANDING COMPLETED

PARKING CHECK

- 1. Throttle 1000 - 1200RPM
- 2. Parking Brake SET
- 3. Taxi / Fin Strobe OFF
- 4. Radio Master OFF
- 5. FD/AP Master OFF
- 6. Mixture IDLE CUT-OFF
- 7. Magnetos OFF
- 8. Master (Bat + Alt.) OFF

PARKING CHECK COMPLETED

DDMP Digital Display Monitoring Panel
ABREVIATIONS IN THE EXCEEDANCE MODE

- 1. LO VLT Low System Voltage
- 2. HI VLT High System Voltage
- 3. MAP High Manifold Pressure
- 4. RPM High RPM
- 5. CHT High Cylinder Head Temperature
- 6. OT High Oil Temperature
- 7. LOP Low Oil Pressure
- 8. HOP High Oil Pressure
- 9. LO VAC Low Vacuum
- 10. HI VAC High Vacuum
- 11. LFQ Low Left Fuel Quantity
- 12. RFQ Low Right Fuel Quantity