

TAKEOFF

Normal Takeoff – FLAPS 0°	Short Field Takeoff – FLAPS 0°
	Hold Brakes
Power 2000 RPM – Check Engine Gauges	Power 2000 RPM – Check Engine Gauges
	Release Brakes
Rotate V_R 75K – Takeoff V_{LOF} 80K	Rotate V_R 70K
	Climb 75K to 50'
Climb BLUELINE – 88K	Climb BLUELINE – 88K
No Runway – Positive Rate – GEAR UP	No Runway – Positive Rate – GEAR UP
500' AGL – 100K	500' AGL – 100K
1000' AGL – 24" / 2500 RPM – Takeoff Checklist	1000' AGL – 24" / 2500 RPM – Takeoff Checklist

APPROACH

Normal Approach (1 or 2 Engine)	Short Field Approach
Approach Checklist	Approach Checklist
Downwind 100K (17")	Downwind 100K (17")
GEAR DOWN / FLAPS 25°	GEAR DOWN / FLAPS 25°
Descend BLUELINE – 88K (15")	Descend BLUELINE – 88K (15")
“GEAR DOWN – CHECKLIST”	“GEAR DOWN – CHECKLIST”
Base – “BLUELINE GUMP”	Base – “BLUELINE GUMP”
	600' AGL / FLAPS 40 / SPEED 75K
400' AGL – “GEAR DOWN STABILIZED”	400' AGL – “GEAR DOWN STABILIZED”
Power Slow RETARD over RUNWAY END	Power Slow RETARD in FLARE
Touchdown 75K	Touchdown – FLAPS UP / MAXIMUM BRAKING

INSTRUMENT APPROACHES

ILS Approach (1 or 2 Engine)	Non-Precision Approach (1 or 2 Engine)	Circle to Land (2 Engine ONLY)
Approach Checklist	Approach Checklist	
100K to Intercept (17")	100K Procedure Turn (17")	
G/S Int. – GEAR DOWN / FLAPS 25°	2E – 2Miles FAF GEAR DOWN / FLAPS 25° 1E – FAF GEAR DOWN / FLAPS 0°	FAF – FLAPS 0°
G/S Intercept – “NO FLAGS”	FAF – “NO FLAGS”	
G/S Descent – BLUELINE - 88K (2E - 15" / 1E - 20")	FAF Descent – 88K (2E - 13" / 1E - 15")	
“GEAR DOWN – CHECKLIST”	“GEAR DOWN – CHECKLIST”	
1000' AGL “BLUELINE GUMP”	1000' AGL “BLUELINE GUMP”	
400' AGL “GEAR DOWN – STABILIZED”	100' ABOVE MINS “100 TO GO”	
100' ABOVE MINS “100 TO GO”	MDA – Level (2E - 20" / 1E – FULL)	
	1E - Leaving MDA – FLAPS 25°	Turning Final, Leaving MDA – FLAPS 25°
	400' AGL “GEAR DOWN – STABILIZED”	
Power Slow RETARD over RUNWAY END	Power Slow RETARD over RUNWAY END	
Touchdown 75K	Touchdown 75K	

MISSED APPROACH

Full Power – PITCH 88K
Slow FLAPS 0°
Positive Rate – GEAR UP
500' AGL – 100K
1000' AGL - 24" / 2500 RPM – Takeoff Checklist

HOLDING SPEED
100K

STEEP TURNS

SPEED 120K - 20" / 2300 RPM
50° BANK – POWER 23" - TRIM

V_{MC} DEMO

Clearing Turns – 100K (17")
LEFT Throttle – IDLE
RIGHT Throttle – FULL POWER
5° BANK
PITCH 1° / SEC – LIMIT RUDDER @ 77K
LOSS OF DIRECTIONAL CONTROL or STALL WARNING
PITCH DOWN – POWER TO IDLE
Slow POWER to FULL – 82K and then 88K

STALLS and SLOW FLIGHT

Slow Flight	Stall – Power Off	Stall – Power On
Clearing Turns – 100K (17")	Clearing Turns – 100K (17")	Clearing Turns – 100K (17")
GEAR DOWN / FLAPS 40°	GEAR DOWN / FLAPS 40°	
GEAR DOWN Checklist	GEAR DOWN Checklist	
LEVEL FLIGHT – 70K	DESCENT – 80K	POWER 13" / SPEED 80K
	POWER to IDLE – Pitch to BUFFET	POWER 18" / Pitch to BUFFET
CRUISE POWER	PITCH DOWN – FULL POWER	PITCH DOWN – FULL POWER
FLAPS 0° / SPEED 82K	FLAPS 0° / SPEED 82K	SPEED 82K
Positive Rate – GEAR UP	Positive Rate – GEAR UP	
SPEED 88K	SPEED 88K	SPEED 88K

CONFIGURATION CHECKLIST

Fuel Selectors – ON	Mixtures – RICH
Cowl Flaps – OPEN	Prop – HIGH
	Fuel Pumps - ON

