N9358G
CHECKLIST

(Revised on 8.1.2025)

PREFLIGHT - Cabin

1. Documents ..... ARROW
2. Flight Plan & Charts ..... AVAILABLE
3. Aircraft Wt & Balance ..... CHECK
4. Hobbs & Tach ... NOTE IN CLIPBOARD
5. Control Wheel Lock ..... REMOVE
6. Ignition ..... OFF
7. Avionics Master ..... OFF
8. Master (ALT & BAT) ..... ON
9. Lights & Pitot Heat ..... CHECK / OFF
10. Stall Warning……CHECK
11. Fuel Quantity (L & R) ..... CHECK
12. Flaps ..... EXTEND 10˚
13. Master (ALT & BAT) ..... OFF
14. Circuit Breakers ..... CHECK IN
15. Fire Extinguisher ..... CHECK
16. Fuel Selector ..... BOTH

PREFLIGHT - Empennage

1. Baggage Door ..... OPEN (LEAVE KEY)
2. Tail Tiedown ..... REMOVE
3. Rear Control Surfaces ..... CHECK
4. Antennas ..... CHECK

PREFLIGHT - Right Wing

1. Right Flap & Aileron ..... CHECK
2. Right Wing General Condition .. CHECK
3. Right Wing Tiedown ..... REMOVE
4. Right Main Wheel & Tire..... CHECK
5. Right Main Brake Condition ..... CHECK
6. Right Wheel Chocks ..... REMOVE
7. Right Wing Fuel Sumps ..... DRAIN
8. Right Fuel Qty & Cap ..... CHECK

PREFLIGHT - Left Wing

1. Left Fuel Quantity & Cap ..... CHECK
2. Fuel Tank Vent Opening ..... CHECK
3. Stall Warning Opening ..... CHECK
4. Pitot Tube Cover ..... REMOVE
5. Left Wing General Condition .... CHECK
6. Left Aileron & Flap ..... CHECK
7. Left Wing Tiedown ..... REMOVE
8. Left Main Wheel & Tire ..... CHECK
9. Left Main Brake Condition ..... CHECK
10. Left Wheel Chocks ..... REMOVE
11. Left Wing Fuel Sumps ..... DRAIN
12. Baggage Door .... CLOSED & LOCKED
13. Move A/C to Check Tires ..... CHECK

PREFLIGHT - Nose Area

1. Static Source (both sides).....CHECK
2. Engine Oil ..... CHECK
3. Nosewheel Tire & Strut ..... CHECK
4. Carburetor Air Filter……..CHECK
5. Propeller & Spinner ..... CHECK
6. Strainer Drain Knob.....PULL
7. Clean Windscreen ……COMPLETE

BEFORE ENGINE START

1. Preflight Inspection .....COMPLETE
2. **PASSENGER BRIEFING**
   Seatbelts/Shoulder Harnesses
   Air Conditioning/Heat
   Fire Extinguisher/Other
   Emergency Exits
   Traffic/Talking
   Your questions?
3. Fuel Selector Valve……BOTH
4. Avionics Master ..... OFF
5. Cowl Flaps……..OPEN
6. Circuit Breakers……..CHECK IN

ENGINE START

1. Mixture……RICH
2. Propeller……..HIGH RPM
3. Carburetor Heat……..OFF
4. Throttle ..... ½” OPEN
5. Prime……(3-5 PUMPS)
6. Master Switch……ON
7. Beacon……..ON
8. Propeller Area……...CLEAR
9. Ignition Switch ..... START
10. Throttle ..... 1000 RPM
11. Oil Pressure ..... CHECK
12. Mixture .....SET FOR TAXI

BEFORE TAXI

1. Avionics Master .....ON & SET
2. Voltmeter ..... 14V ± 0.5V
3. Flaps .....RETRACT
4. ATIS/ASOS/AWOS……..OBTAIN
5. Altimeter ..... SET
6. Lights .....AS REQUIRED
7. Taxi Area .....CLEAR
8. Brakes .....TEST IMMEDIATELY
9. Taxi Clearance .....OBTAIN

TAXI INSTRUMENT CHECK

1. Mag Compass ..... FLUID/TURNS FREE
2. Attitude Indicator ..... CHECK & SET
3. Airspeed ..... ZERO
4. Turn Coordinator ..... CHECK
5. Heading Indicator ... SET TO COMPASS
6. VSI ..... NOTE LEVEL
7. Alternate Static Source ..... CHECK

RUN UP

1. Doors/Windows…..CLOSED & LOCKED
2. Brakes ..... SET
3. Fuel Selector……BOTH
4. Elevator/Rudder Trim .....SET
5. Flight Controls……..FREE & CORRECT
6. Throttle.....1700 RPM
7. Mixture.....SET FOR ALTITUDE
8. Magnetos.....CHECK
   (150 max drop, 50 max difference)
9. Prop……...CYCLE
10. Carb Heat……CHECK
11. Engine Instruments/Ammeter....CHECK
12. Suction……...CHECK
13. Throttle…....CHECK IDLE
14. Throttle…....1000 RPM OR LESS
15. Throttle Friction .....SET

PRE-TAKEOFF

1. Lights……AS REQUIRED
2. Transponder.....CHECK SQUAWK
3. Parking Brake……..RELEASE
4. Takeoff Clearance.....OBTAINED

TAKEOFF

1. Flaps ..... 0°- 10°
2. Carb Heat……OFF
3. Power.....FULL THROTTLE
4. Prop ……..2400 RPM
5. Elevator……..ROTATE AT 60 MPH
6. Climb speed ..... 90 MPH
7. Flaps……RETRACT

SHORT FIELD TAKEOFF

1. Wing Flaps……20°
2. Carb Heat……OFF
3. Brakes……..APPLY
4. Power……FULL THROTTLE
5. Prop ……..2400 RPM
6. Brakes……...RELEASE
7. Elevator……..ROTATE AT 60 MPH
8. Climb Speed……..70 MPH
9. Wing Flaps……..RETRACT(>=80 MPH)

NORMAL CLIMB

1. Airspeed.....90 MPH
2. Power .....SET
3. Prop ……..2450 RPM
4. Fuel Selector……BOTH
5. Mixture……ADJUST FOR ALTITUDE
6. Cowl Flaps……AS REQUIRED

CRUISE

1. Power.....SET
2. Prop ……..……2300 RPM
3. Trim……..……ADJUST
4. Mixture……..LEAN
5. Cowl Flaps……AS REQUIRED

DESCENT

1. Fuel Selector……..BOTH
2. Power……..……SET
3. Carb Heat……AS REQUIRED
4. Mixture……ENRICHEN (as required)
5. Cowl Flaps……..CLOSED
6. Wing Flaps……..AS DESIRED

BEFORE LANDING

1. Seat Belts……..ADJUST & LOCK
2. Fuel Selector……..……..BOTH
3. Mixture……..……SET
4. Carb Heat……AS REQUIRED
5. Prop……..SET
6. Autopilot……..……OFF

NORMAL LANDING

1. Wing Flaps……AS DESIRED
2. Airspeed……..70-80 MPH (flaps down)
3. Trim……..ADJUST

BALKED LANDING

1. Power……..……FULL
2. Carb Heat……..……OFF
3. Flaps……..……RETRACT to 20°
4. Climb Speed……..80 MPH
5. Flaps……...RETRACT TO 10°
6. Cowl Flaps……..……OPEN

AFTER LANDING

1. Flaps..... RETRACT
2. Carb Heat .....OFF
3. Cowl Flaps……..……...OPEN
4. Avionics/Clearance .....AS REQUIRED
5. Lights……AS REQUIRED

SECURING AIRCRAFT

1. Parking Brake……..……SET
2. Avionics Switch……..……OFF
3. Throttle……..……IDLE
4. Mixture……...IDLE CUT-OFF
5. Ignition Switch……..……OFF
6. Master Switch……..……OFF
7. Cowl Flaps……CLOSE
8. Control Lock ..... INSTALL
9. Wheels .....CHOCK
10. Tie Downs……..……SECURE
11. Fuel Selector .....LEFT OR RIGHT
12. Hobbs & Tach Times ..... RECORD
13. Pitot Tube Cover ..... INSTALL
14. Sunscreen ..... INSTALL
15. Cowl Plugs ……..INSTALL

PATTERN WORK

Downwind ..... 103 MPH MAX
Abeam Numbers ..... 90 MPH / FLAPS 10˚
Base Leg……80 MPH / FLAPS 20˚
Final Leg…70-80 MPH/FLAPS AS DESIRED

C-GUMPS

Cowl Flaps……..CLOSED
Carb Heat……..ON
Gas (Fuel Selector)..... BOTH
Undercarriage ..... DOWN AND LOCKED
Mixture ..... SET
Propeller……2450 RPM
Switches.....CHECK

FLOODED START

Mixture Control……FULL LEAN
Throttle……..FULL OPEN
Ignition Switch……START
(Repeat procedure w/out additional priming)

SPEEDS

Vy……..85-90 MPH
Vx……..67-73 MPH
Va……..2950 lbs 126 MPH
……..2450 lbs 115 MPH
……..1959 lbs 102 MPH
Normal Approach 40° Flaps……..70-80 MPH
Best Glide……..80 MPH

LOCAL FREQUENCIES

ATIS……..118.55 MHz
Ground……..121.7 MHz
Tower……..118.1 MHz
Practice Area……..122.75 MHz
Flight Service……..122.6 MHz
Denver Center……134.5 MHz
Denver Approach/Departure……119.7 MHz

OFFICE # 970.254.0444

IF YOU ARE UNABLE TO RETURN TO GRAND JUNCTION WHEN EXPECTED/A LANDING IS REQUIRED AT ANOTHER AIRPORT DUE TO MECHANICAL ISSUES OR WEATHER, PLEASE CLOSE YOUR FLIGHT PLAN, THEN CALL YOUR INSTRUCTOR OR THE SCHOOL OFFICE/CHIEF FLIGHT INSTRUCTOR AS SOON AS PRACTICAL.

ENGINE FAILURE DURING TAKEOFF

1. Throttle ……..IDLE
2. Brakes……..APPLY
3. Flaps……..RETRACT
4. Mixture……..IDLE CUTOFF
5. Ignition Switch……..OFF

EMERGENCY LANDING IMMEDIATELY AFTER TAKEOFF

1. Airspeed……..80 MPH (flaps up)
   70 MPH (flaps down)
2. Mixture……..IDLE CUT-OFF
3. Fuel Selector Valve……..OFF
4. Ignition Switch……..OFF
5. Wing Flaps……..AS REQUIRED
6. Master Switch……..OFF

ENGINE FAILURE DURING FLIGHT

1. Airspeed ……..80 MPH
2. Carb Heat……..ON
3. Fuel Selector……..BOTH
4. Mixture……..RICH
5. Ignition Switch……..BOTH
6. Primer……..IN & LOCKED

EMERGENCY LANDING WITHOUT ENGINE POWER

1. Airspeed……..80 MPH (flaps up)
   75 MPH (flaps down)
2. Mixture……..IDLE CUT-OFF
3. Fuel Selector Valve……..OFF
4. Ignition Switch……..OFF
5. Wing Flaps……..AS REQUIRED
6. Master Switch……..OFF
7. Doors…UNLATCH BEFORE TOUCHDOWN
8. Touchdown……..SLIGHTLY TAIL LOW
9. Brakes……..APPLY HEAVILY

EMERGENCY LANDING WITH ENGINE POWER

1. Flaps……..20 DEGREES
2. Airspeed……..75 MPH
3. Select Field……..FLY OVER

(Note terrain, obstructions, then retreat flaps upon reaching a safe altitude and airspeed)

4. Radio/Elec. Switches……..OFF
5. Wing Flaps……..40 DEGREES
6. Airspeed……..5 MPH
7. Master Switch……..OFF
8. Doors…UNLATCH BEFORE TOUCHDOWN
9. Touchdown……..SLIGHTLY TAIL LOW
10. Ignition Switch……..OFF
11. Brakes……..APPLY HEAVILY

FIRES DURING START ON GROUND

1. Cranking……..CONTINUE

(IF ENGINE STARTS)

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

(IF ENGINE FAILS TO START)

4. Throttle……..FULL OPEN
5. Mixture……..IDLE CUT-OFF
6. Cranking……..CONTINUE
7. Fire Extinguisher……..OBTAIN
8. Engine……..SECURE
9. Master Switch……..OFF
10. Ignition Switch……..OFF
11. Fuel Selector……..OFF
12. Fire……..EXTINGUISH
13. Fire Damage……..INSPECT

ENGINE FIRE IN FLIGHT

1. Airspeed……..>115 MPH
2. Mixture……..IDLE CUTOFF
3. Fuel Selector……..OFF
4. Master Switch……..OFF
5. Cabin Heat and Air……..OFF
6. Forced Landing……..EXECUTE

ELECTRICAL FIRE IN FLIGHT

1. Master Switch……..OFF
2. Avionics Switch……..OFF
3. All Other Switches(not ignition)……..OFF
4. Vents/CabinAir/Heat……..CLOSED
5. Fire Extinguisher……..ACTIVATE
   (Ventilate cabin after discharge)

(IF FIRE IS OUT AND ELEC. POWER IS NEEDED FOR CONTINUANCE OF FLIGHT)

6. Master Switch……..ON
7. Circuit Breakers……CHECK (No Reset)
8. Elec. Switches……ON (one at a time, with delay, until short circuit is found)
9. Vents/CabinAir/Heat…OPEN (When fire is out)

CABIN FIRE

1. Master Switch……..OFF
2. Vents/CabinAir/Heat……..CLOSED
3. Fire Extinguisher……..ACTIVATE
   (Ventilate cabin after discharge)
4. Land……..AS SOON AS POSSIBLE

WING FIRE

1. Slip with impacted wing behind
2. Navigation Switch……..OFF
3. Strobe Light Switch……..OFF
4. Pitot Heat Switch……..OFF

ICING

1. Pitot Heat Switch……..ON
2. Turnback or change altitude
3. Cabin Heat/Defrost……..ON
4. Increase engine speed
5. Leave wing flaps retracted
6. Approach at 90 to 100 MPH

OVER-VOLTAGE LIGHT

1. Master Switch……..OFF (both)
2. Master Switch……..ON (both)
3. Over-Voltage Light……VERIFY OFF
4. If Over-Voltage Light comes back on, TERMINATE flight as soon as possible

AMMETER SHOWS DISCHARGE

1. Alternator……..OFF
2. Nonessential Elec. Equipment……OFF
3. TERMINATE flight as soon as possible

SECURING

1. Mixture……..IDLE CUT OFF
2. Fuel Shutoff Valve……..CLOSED
3. Ignition Switch……..OFF
4. Flaps……..AS REQUIRED
5. GEN/BAT Switch……..OFF

AIRCRAFT LIGHT GUN SIGNALS

COLOR & TYPE	GROUND	AIR
STEADY GREEN	Cleared for takeoff	Cleared to land
FLASHING GREEN	Cleared for taxi	Return for landing (to be followed by steady green)
STEADY RED	STOP!	Give way to other aircraft and continue circling
FLASHING RED	Taxi clear of runway in use	Airport unsafe, do not land
FLASHING WHITE	Return to starting point on airport	N/A
ALTERNATING RED/GREEN	Exercise extreme caution	

EMERGENCY SQUAWKS

HIJACK……..7500
LOST COMMS……..7600
EMERGENCY……..7700

Colorado Flight Center