

CHECK FUEL LEVELS VISUALLY & MEASURE BEFORE PREFLIGHT - Call Western Flight if fuel is needed.

CABIN			4	Tail Tie Down	REMOVE
1	Hobbs & Tach	VARYIFY TIMES	5	Antennas	CHECK for SECURITY
2	AIRCRAFT DOCUMENTS		6	Fuselage	CHECK
	Pilots Op. Handbook	AVAIL IN AIRCRAFT	RIGHT WING TRAILING EDGE		
	Weight and Balance	AVAIL IN AIRCRAFT	1	Flap	CHECK SECURITY
	Registration	AVAIL IN AIRCRAFT	2	Aileron	CHECK SECURITY & MOVEMENT
	Airworthiness Certificate	AVAIL IN AIRCRAFT	RIGHT WING		
	Compass Card	AVAIL IN AIRCRAFT	1	Wing Tip & Lights	CHECK
	Aircraft Data Plate	AVAIL IN AIRCRAFT	2	Wing Tie Down	REMOVE
	G1000 Cockpit ref Guide	AVAIL IN AIRCRAFT	3	Cabin Air Inlet	CHECK for STOPPAGE
3	Parking Brake	SET ON IF NO CHOCKS	4	Fuel Tank Sump	DRAIN 5 SUMPS
4	Control Wheel Lock	REMOVED & STOWED	5	Fuel Quantity	CHECK VISUALLY & MEASURE
5	Ignition Switch	MAGNETOS OFF - KEY ON DASH	6	Fuel Filler Cap	SECURE and VENT
6	Pitot Tube Cover	REMOVED if installed	7	Main Wheel Tire	CHECK
7	Avionics (Bus 1 & 2)	OFF	8	Main Wheel Brakes	CHECK
8	Alternate Static Pressure Source Valve	PULL OUT & CHECK VSI & ALT MOVEMENT	9	Main Wheel Security	CHECK
9	Alternate Static Pressure Source Valve	PUSH IN VSI & ALT MOVEMENT	10	Chocks	REMOVE
10	Master Switch	ON	NOSE		
11	Primary Flight Display (PFD)		1	Fuel Strainer / Reserv	DRAIN 3 SUMPS
	Fuel Quantity indicators	CHECK QUANTITY (L & R)	2	Right Static Source	CHECK CLEAR
	Low fuel L & R annunciator	CHECK (NOT SHOWN ON PFD)	3	Engine Oil Level	CHECK MIN 6 QUARTS
	Low Volts	CHECK (SHOWN ON PFD)	4	Nose Wheel Tire	CHECK
	Oil Pressure	CHECK (SHOWN ON PFD)	5	Nose Wheel Strut	2-4 INCHES
	Low Vac Annunciator	CHECK (SHOWN ON PFD)	6	Engine Cooling Air Inlet	CHECK CLEAR
	Avionics Bus 1	ON , CHECK FORWARD FAN HEARD THEN TURN OFF	7	Air Filter	CHECK CLEAR
	Avionics Bus 2	ON , CHECK AFT FAN HEARD THEN TURN OFF	8	Propeller	CHECK for NICKS
12	Lights		9	Alternator Belt	CHECK TIGHT
	Beacon	ON	10	Propeller & Spinner	CHECK for SECURITY
	Navigation	ON	11	Left Static Source	CHECK CLEAR
	Strobe	ON	LEFT WING LEADING EDGE		
	Landing	ON	1	Cabin Air Inlet	CHECK for STOPPAGE
	Taxi	ON	2	Pitot Tube Openings	CHECK for STOPPAGE
	Pitot Tube Heat	ON (30sec WARM)	3	Fuel Tank Vent Opening	CHECK for STOPPAGE
13	Lights Check Operation	WALK AROUND A/C	4	Stall Warning Opening	CHECK for STOPPAGE
14	Lights		5	Wing Tie Down	REMOVE
	Beacon	ON	6	Landing & Taxi Lights	CHECK COVER
	Navigation	OFF	7	Wing Tip & Lights	CHECK
	Strobe	OFF	LEFT WING TRAILING EDGE		
	Landing	OFF	1	Aileron	CHECK VISUALLY MOVEMENT
	Taxi	OFF	2	Flap	CHECK & SECURE
	Pitot Tube Heat	OFF	LEFT WING		
15	Stall Warning	CHECK (move vane, listen for horn)	1	Fuel Quantity	CHECK VISUALLY
16	Flaps	Extended	2	Fuel Filler Cap	SECURE and VENT UNOBSTRUCTED
17	Master Switch	OFF	3	Fuel Tank Sump	DRAIN 5 SUMPS
18	Fuel selector valve	ON BOTH	4	Main Wheel Tire	CHECK INFLATION
19	Fuel Shut off valve	ON (PUSH FULL IN)	5	Main Wheel Brakes	CHECK
20	Elevator Trim Tab	SET FOR TAKEOFF	6	Main Wheel Security	CHECK
21	Fire Extinguisher	CHECK (VERIFY IN GREEN ARC)	7	Chocks	REMOVE
EMPENNAGE			FINAL WALK AROUND		
1	Baggage Door	CHECK LOCKED	1	General Condition	CHECK
2	Elevator & Rudder Surface	CHECK for SECURITY & MOVEMENT	2	Chocks	VARYIFY REMOVED
3	Elevator Trim Tab	CHECK for SECURITY	3	Tie Downs	VARYIFY REMOVED

**NORMAL PROCEDURES
PREFLIGHT INSPECTION**

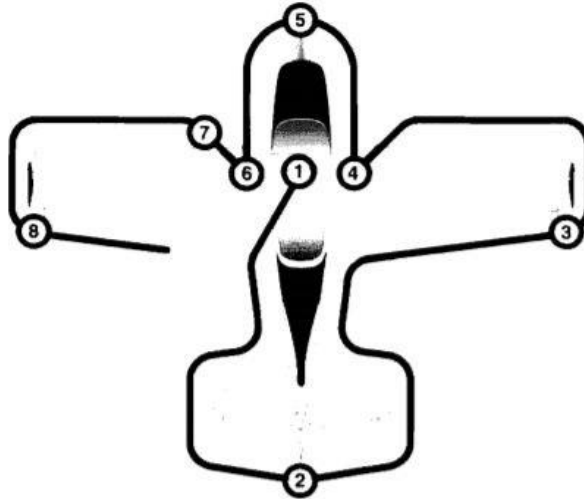


Figure 1

NOTE

Visually check airplane for general condition during walk-around inspection. Airplane should be parked in a normal ground attitude (refer to Figure 1-1 in the POH) to ensure that fuel drain valves allow for accurate sampling. Use of the refueling steps and assist handles will simplify access to the upper wing surfaces for visual checks and refueling operations. In cold weather, remove even small accumulations of frost, ice or snow from wing, tail and control surfaces. Also, make sure that control surfaces contain no internal accumulations of ice or debris. Prior to flight, check that pitot heater is warm to touch within 30 seconds with battery and pitot heat switches on. If a night flight is planned, check operation of all lights, and make sure a flashlight is available.

SPEEDS FOR NORMAL OPERATION

TAKEOFF

- Normal Climb **70 - 80 KIAS**
- Short Field Takeoff, Flaps 20°, Speed at 50 Feet **58 KIAS**

ENROUTE CLIMB, FLAPS UP

- Normal, Sea Level **85 - 95 KIAS**
- Best Rate-of-Climb, Sea Level **84 KIAS**
- Best Rate-of-Climb, 20,000 Feet **80 KIAS**
- Best Angle-of-Climb, Sea Level **64 KIAS**
- Best Angle-of-Climb, 10,000 Feet **68 KIAS**

LANDING APPROACH

- Normal Approach, Flaps LIP **70 - 80 KIAS**
- Normal Approach, Flaps FULL..... **60 - 70 KIAS**
- Short Field Approach, Flaps FULL **60 KIAS**

BALKED LANDING

- Maximum Power, Flaps 20" **55 KIAS**

MAXIMUM RECOMMENDED TURBULENT AIR PENETRATION SPEED

3,100 POUNDS **110 KIAS**
2,600 POUNDS **101 KIAS**
2,100 POUNDS **91 KIAS**

MAXIMUM DEMONSTRATED CROSSWIND VELOCITY

Takeoff or Landing **15 KNOTS**

