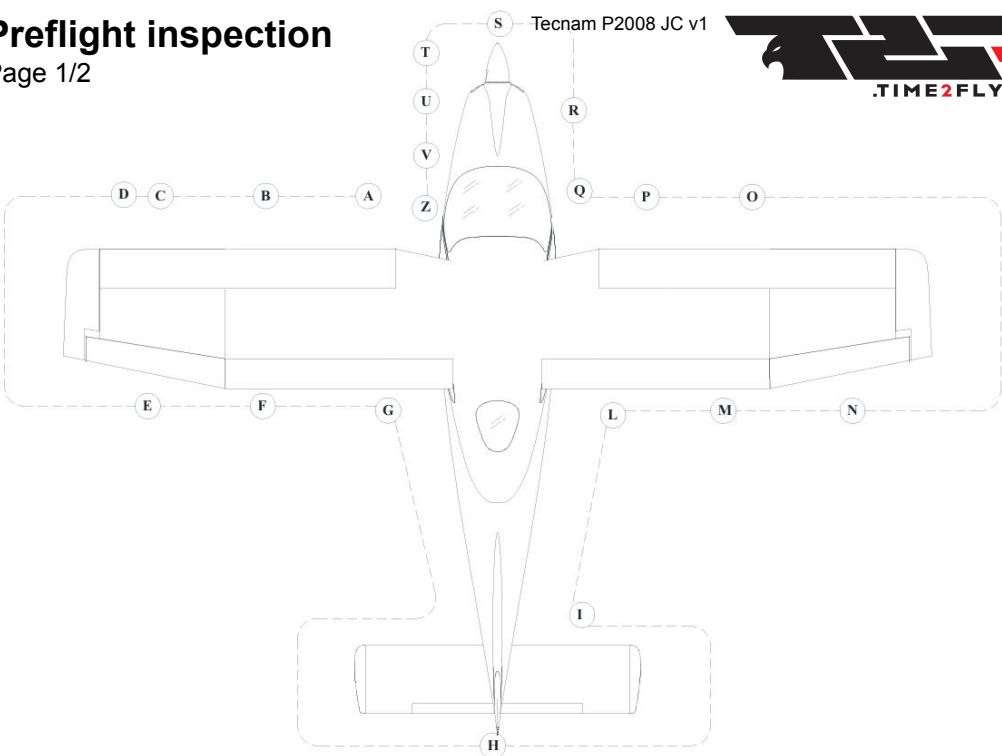


Preflight inspection



A	Left fuel filler cap	CHECK desired fuel level (use graduated dipstick). Drain the left fuel tank sump by quick drain valve using a cup to collect fuel (drainage operation must be carried with the aircraft parked on a level surface). Check for water or other contaminants. Make sure filler cap is closed.
B	Pitot tube	REMOVE pitot plug and check the pitot for obstructions. Do not blow inside pitot tube.
C	Left side leading edge and wing skin	Visual inspection, CHECK stall strips
D	Left strobe light	Visual inspection, CHECK for integrity and fixing
E	Left aileron, hinges and LH tank vent line	CHECK for damage, freedom from plays; Left tank vent: CHECK for obstructions.
F	Left flap and hinges	Visual inspection
G	Left main landing gear	CHECK inflation, tire condition, alignment, fuselage skin condition. Check fuselage skin status, tire status (cuts, bruises, cracks and excessive wear), slippage markers integrity, gear structure and brakes hoses: there should be no sign of hydraulic fluid leakage.
H	Stabilator and tab	CHECK stabilator leading edge. Check the actuating mechanism of stabilator and the connection with related tab: CHECK free of play, friction. CHECK fuselage bottom and top skin. CHECK antennas for integrity.
I	Vertical tail and rudder	Visual inspection, check free of play, friction.
L	Right main landing gear	CHECK inflation, tire condition, alignment, fuselage skin condition. Check fuselage skin status, tire status (cuts, bruises, cracks and excessive wear), slippage markers integrity, gear structure and brakes hoses: there should be no sign of hydraulic fluid leakage.
M	Right flap and hinges	Visual inspection



N	Right aileron, hinges and RH tank vent line	Visual inspection, check free of play, friction; Right side tank vent: check for obstructions.
O	Right strobe light, leading edge and wing skin	Visual inspection, CHECK stall strips, CHECK strobe light for integrity and fixing
P	Stall indicator switch	CHECK for integrity and free of play,
Q	Right fuel filler cap	CHECK desired fuel level (use graduated dipstick). Drain the right fuel tank sump by quick drain valve using a cup to collect fuel (drainage operation must be carried with the aircraft parked on a level surface). Check for water or other contaminants. Make sure filler cap is closed.
R	Nose wheel strut and tire/ RH static port	CHECK inflation, tire condition and condition of shock absorber: there should be no sign of hydraulic fluid leakage. Check the right static port for obstructions.
S	Propeller and spinner condition	CHECK for nicks, cracks, dents and other defects, propeller should rotate freely. Check fixing and lack of play between blades and hub.
T	Check the engine cowling surface conditions	<p>Open engine inspection doors and perform the following checks:</p> <ol style="list-style-type: none"> 1. Nacelle inlets and exhausts openings must be free of obstructions. Check connection and integrity of air intake system, visually inspect that ram air intake is unobstructed. If inlet and outlet plugs are installed, they must be removed 2. Check radiators. There should be no indication of leakage of fluid and they have to be free of obstructions. 3. Check for foreign objects 4. Verify coolant level in the expansion tank: level must be at least 2/3 of the expansion tank 5. Verify coolant level in the overflow bottle: level must be between min. and max. mark. <p style="text-align: center;">Before proceeding to the next step be sure that magnetos and Master switch are OFF with the key extracted.</p> <ol style="list-style-type: none"> 6. Turn the propeller by hand to and from, feeling the free rotation of 15° or 30° before the crankshaft starts to rotate. If the propeller can be turned between the dogs with practically no friction at all further investigation is necessary. Turn propeller by hand in direction of engine rotation several times and observe engine for odd noises or excessive resistance and normal compression. 7. Carburetors: check the throttle and choke cables for condition and installation. 8. Exhaust: inspect for damages, leakage and general condition. 9. Check engine mount and silent-blocks for condition. 10. Check oil level 11. Drain off Gascolator for water and sediment (drain until no water comes off). Then make sure drain valve is closed. 12. Check drainage hoses free of obstructions 13. Verify all parts are fixed or locked: inspect fuel circuit for leakages.
U	Engine cowling doors	CLOSE, check for proper alignment of camlocks
V	Landing/Taxi light and LH static port	CHECK, Visual inspection for integrity. Right side tank vent: check for obstructions.
Z	Tow bar and chocks	REMOVE, stow on board pitot, static ports and stall warning protective plugs.
	Windshield and windows	Windshield and windows

BEFORE STARTING ENGINE

Preflight check	Completed
Seat, safety belts	Adjust
Flight controls	Free
Parking brake	Engaged
Throttle friction	Adjust
Circuit Breakers	All in
Master switch	ON, 10.5V+ check ALT OUT caution ON
Pitot heating system	Plug is removed, ON, check light ON, OFF after 5 seconds, check if warm
Avionic switch	ON, check instruments
Avionic switch	OFF
Nav & Strobe light	ON
Fuel quantity	CHECK
Doors	Closed and locked
Engine Garmin Time	PHOTO/RECORDED

STARTING ENGINE

Engine throttle	Idle
Choke	As needed
Fuel valve	LESS FUEL TANK
Electric fuel pump	ON, noise check
Propeller area	CLEAR
Ignition key	START
Oil Pressure	Rises within 10 sec.
Generator switch	ON, 14V+
Choke	gradually close
Propeller RPM	1000-1200 RPM
Electric fuel pump	OFF

BEFORE TAXIING

Avionic switch	ON
Radio and avionics	ON
Altimeter	SET
Taxi light	ON
Parking brake	OFF

TAXIING

Clock Time BT	RECORDED
Brakes	CHECK
Flight instruments	CHECK

PRIOR TO TAKE OFF

Parking brake	SET Within limits
Engine instruments	All cautions / warnings OFF
ALT OUT caution	CHECK OFF
Electric Fuel pump	ON
Fuel valve	FULLEST TANK
Fuel pressure	CHECK
Propeller RPM	1640 RPM
Ignition LEFT/BOTH/RIGHT/BOTH	CHECKED Drop max. -130RPM Diff max. 50RPM
Carburettor heat OUT-IN	CHECKED ~100RPM drop
Fuel quantity	LEFT & RIGHT
Ignition	BOTH
Flaps	SET T/O
Pitch trim	SET NEUTRAL
Flight controls	FREE
Seat belts	FASTENED
Doors	Closed and locked
Departure briefing	COMPLETED
Taxi-Landing-Strobe light	ON
Pitot Heat	AS REQUIRED

TAKEOFF

Parking brake	OFF
Carburettor heat	OFF
Full throttle	CHECK ~2100 +/- 100RPM
Engine instruments	Within limits
Rotation speed Vr	50 KIAS

CLIMB

Flaps	RETRACT above Vobs
Establish Climb rate	64 - 68 KIAS
Landing and Taxi light	OFF
Electric fuel pump	OFF
Fuel pressure	CHECK within limits
Throttle	REDUCE engine speed at or below 2250 prop. RPM



CRUISE

Throttle	SET engine speed at or below 2250 prop. RPM
Engine instruments	Within limits All cautions / warnings OFF
Carburettor heat	AS NEEDED
In flight fuel imbalance:	
Fuel pump	ON
Fuel valve	FULLER TANK
Fuel pump	OFF after 5s

BEFORE LANDING

Electric fuel pump	ON
Choke	As needed
Fuel valve	FULLER TANK
Landing Taxi light	ON
Carburettor heat	ON
Descent power	SET
Approach speed	66-70 KIAS
Flaps	SET T/O

FINAL

Flaps	FULL
Speed check	65 KIAS
Carburettor heat	OFF (full IN)

ENGINE RESTART IN FLIGHT

Airspeed	69 KIAS
Carburettor heat	ON
Fuel pump	ON
Fuel valve	FULLER TANK
Magnetos / Ignition	BOTH / START
Throttle	AS NEEDED
If restart is not successful	ENGINE SECURING

ENGINE SECURING

Throttle	IDLE
Magnetos	OFF
Generator switch	OFF
Fuel selector	OFF
Fuel pump	OFF

MASTER SWITCH OFF BEFORE TOUCHDOWN**GO AROUND**

Throttle	FULL
Speed	63 KIAS
Flaps	SET T/O
Establish Climb rate	64 - 68 KIAS
Flaps	RETRACT above Vobs
Landing and Taxi light	OFF
Electric fuel pump	OFF
Fuel pressure	CHECK within limits
Throttle	REDUCE engine speed at or below 2250 prop. RPM

AFTER LANDING

Flaps	UP
Electric Fuel Pump	OFF
Pitot heat	OFF
Landing light	OFF
Taxi light	ON
Clock Time BT	RECORDED

ENGINE SHUT DOWN

Parking brake	SET
Propeller RPM	1200 RPM for 1 minute
Avionic equipment	OFF
Ignition key	OFF, key removed
External / internal lights	OFF
Engine Garmin Time	PHOTO / RECORDED
Master & Generator	OFF

ENGINE FIRE IN FLIGHT

Cabin heating	OFF
Fuel selector	OFF
Fuel pump	OFF
Throttle	FULL
Magnetos	OFF
Cabin vents	OPEN

**WARNING!
DO NOT ATTEMPT ENGINE RESTART****ELECTRICAL FIRE IN FLIGHT**

Cabin heating	OFF
Cabin vents	OPEN
Doors	Open if needed
Fire extinguisher	AS REQUIRED
If smoke still persist:	MASTER OFF AND LAND IMMEDIATELY

FORCED LANDING WITHOUT ENGINE POWER

Flaps	UP
Airspeed	71 KIAS
Find a suitable place to land safely, plan to approach it upwind.	
Fuel selector	OFF
Fuel pump	OFF
Ignition	OFF
Safety belts	TIGHTEN

When certain to land

Flaps	AS NECESSARY
Generator and Master	OFF

Glide ratio is 12.8, therefore in zero wind conditions for every 1000 ft above Ground Level it is possible to cover ca. 2 NM.

LANDING WITH A FLAT NOSE TIRE

Pre-landing checklist	COMPLETE
Flaps	LAND
Land and maintain aircraft NOSE HIGH attitude as long as possible.	

As aircraft stops:

Engine securing checklist	COMPLETE
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Airplane evacuation

ENGINE FAILURE TAKEOFF

Throttle	IDLE (keep fully out)
Rudder	KEEP HEADING CONTROL
Brakes	APPLY AS NEEDED

When safely stopped:

Ignition key	OFF
Fuel selector	OFF
Electric fuel pump	OFF
Generator & Master	OFF

POWER-ON FORCED LANDING

Flaps	UP
Airspeed	71 KIAS
Find a suitable place to land safely, plan to approach it upwind.	
Safety belts	TIGHTEN
When certain to land, right before touchdown	

Flaps	AS NECESSARY
Fuel selector	OFF
Fuel pump	OFF
Ignition	OFF
Generator and Master	OFF

LANDING WITH A FLAT MAIN TIRE

Pre-landing checklist	COMPLETE
Flaps	LAND

Land the aeroplane on the side of runway opposite to the defective tire to compensate the change in direction which is to be expected during final rolling

Touchdown with the GOOD TIRE FIRST and hold aircraft with the flat tire off the ground as long as possible by mean of aileron and rudder control

As aircraft stops:

Engine securing checklist	COMPLETE
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Airplane evacuation

ENGINE FAILURE AFTER ROTATE

Speed	KEEP MINIMUM 58 KIAS
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Find a suitable place to land safely

The immediate landing should be planned straight ahead with only small changes in directions not exceeding 45° to the left or 45° to the right

Flaps	AS NEEDED
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Stall speed increases with bank angle and longitudinal load factor. Acoustic stall warning will in any case provides a correct anticipated cue of incipient stall.

At, or right before, touch down:

Throttle	IDLE (fully out and hold)
Ignition key	OFF
Fuel selector	OFF
Electric fuel pump	OFF
Generator & Master	OFF

LOW FUEL PRESSURE

If the fuel pressure indicator falls below 2.2 psi /
FP LOW warning is ON:

Fuel pump	ON
Fuel selector	select OPPOSITE fuel tank if NOT EMPTY
Fuel quantity indicators	CHECK BOTH
If fuel pressure does not build up:	
Land as soon as possible applying forced landing procedure	

LOW OIL PRESSURE

If oil pressure is below 12 psi /
OP LOW warning is ON:

Throttle Lever	REDUCE to minimum practical
Land as soon as practical	
If oil pressure does not increase and OP LOW persists ON:	
Land as soon as possible applying forced landing procedure	

HIGH OIL TEMPERATURE

If OP LOW warning is ON, see LOW OIL PRESSURE checklist

If oil pressure is within limits:

Throttle Lever	REDUCE to Minimum practical
If oil temperature does not decrease:	
Airspeed	INCREASE if practical

Land as soon as practical

If engine roughness, vibrations, erratic behaviour, or high CHT/CT is detected:

Land as soon as possible applying forced landing procedure



<https://time2fly.pl/techlog/tecnam-p2008/>



<https://time2fly.pl/checklist/tecnam-p2008/>



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