

Piper Seminole

Pre-Flight Inspection



Welcome

Welcome to the Pre Flight Inspection guide for the Piper Seminole.

Your certified flight instructor will ensure that you are properly trained in accordance with the (AFM) Approved Flight Manual, or the (POH) Pilot's Operating Handbook. Please note that this is a guide only and refer to approved manuals by the FAA or aircraft manufacturer.



Let's take a look...

North Star Aviation has a company approved checklist that all pilots must use in accordance with the approved manuals for the aircraft, as well as, be properly trained from a certified flight instructor in the use of these items.



North Star
AVIATION



Piper Seminole
PA 44-180
Checklist



Pre-Flight Piper Seminole



A proper pre-flight always begins the moment you are walking up to your aircraft.

You should be looking for a general overview of the condition.

Does the aircraft look level? (Are the gear struts causing the airplane to lean more to one side)

Does there appear to be any apparent damage? (Has a vehicle hit the airplane)

Is there snow or debris sitting on the airplane?



Walk Around - Cockpit Inspection



COCKPIT INSPECTION

Aircraft Documents..... VERIFY
Tow Bar/Baggage SECURE
Control Yoke..... RELEASE
Compass Deviation Card CHECK
Circuit Breakers..... CHECK IN
Pitot/Static DRAIN
Primers..... LOCKED
Landing Gear Selector DOWN
Magnetos OFF
Electrical Switches OFF
Avionics OFF
Cowl Flaps OPEN
Fuel Selectors ON
Battery/Master Switch ON
Fuel Quantity Gauges CHECK
Landing Gear Lights 3 GREEN
Annunciator Panel Lights CHECK
Flaps EXTEND/40°
External Lights/Pilot Heat ON/CHECK
Pilot Heat OFF
External Lights OFF
Battery/Master Switch OFF
Empty Seats FASTEN BELTS
Windows/Windshield CHECK/CLEAN
Emergency Exit CHECK SECURE

CAUTION

Care should be taken when checking the heated pitot head. The unit becomes very hot. Ground operation should be limited to 3 minutes maximum to avoid damaging the heating elements.

CAUTION

If the emergency exit is unlatched in flight, it may separate and damage the exterior of the airplane.

Set the parking brake by first depressing and holding the toe brake pedals and then pulling out the PARK BRAKE knob. The static drains are located on the lower left sidewall adjacent to the pilot.

Walk Around - Cockpit Inspection

A - Airworthiness
R - Registration
O - Operating Handbook
W - Weight & Balance



Ensure that the registration and airworthiness is for the correct tail number you are about to fly

COCKPIT INSPECTION

Aircraft Documents.....	VERIFY
Control Yoke.....	RELEASE
Compass Deviation Card.....	CHECK
Circuit Breakers.....	CHECK IN
Pitot/Static.....	DRAIN
Primers.....	LOCKED
Landing Gear Selector.....	DOWN
Magneto Switches.....	OFF
Electrical Switches.....	OFF
Avionics.....	OFF
Cowl Flaps.....	OPEN
Fuel Selectors.....	ON
Battery/Master Switch.....	ON
Fuel Quantity Gauges.....	CHECK
Landing Gear Lights.....	3 GREEN
Annunciator Panel Lights.....	CHECK
Flaps.....	EXTEND/40°
External Lights/Pitot Heat.....	ON/CHECK
Pitot Heat.....	OFF
External Lights.....	OFF
Battery/Master Switch.....	OFF
Empty Seats.....	FASTEN BELTS
Windows/Windshield.....	CHECK/CLEAN
Emergency Exit.....	CHECK SECURE

CAUTION

Care should be taken when checking the heated pitot head. The unit becomes very hot. Ground operation should be limited to 3 minutes maximum to avoid damaging the heating elements.

CAUTION

If the emergency exit is unlatched in flight, it may separate and damage the exterior of the airplane.

Set the parking brake by first depressing and holding the toe brake pedals and then pulling out the PARK BRAKE knob. The static drains are located on the lower left sidewall adjacent to the pilot.

Walk Around - Cockpit Inspection

A - Airworthiness
R - Registration
O - Operating Handbook
W - Weight & Balance

- Pilot Operating Handbook
- Weight & Balance Data
- Garmin G1000 Manuals



SECTION 6
WEIGHT AND BALANCE

MODEL PA-44-180, SEMINOLE

Airplane Serial Number 4496383
Registration Number N445MK
Date 11/05/15

AIRPLANE BASIC EMPTY WEIGHT

Item	Weight (Lbs)	C.G. Arm (Inches Aft of Datum)	Moment (In-Lbs)
Standard Empty Weight*	2642.0	86.3474	228129.8
Optional Equipment	20.3	173.4680	3521.4
Basic Empty Weight	2662.3	87.0117	231651.2

*The standard empty weight includes full oil capacity and 2.0 gallons of unusable fuel.

AIRPLANE USEFUL LOAD - NORMAL CATEGORY OPERATION

(Gross Weight) - (Basic Empty Weight) = Useful Load
(3800 lbs.) - (2662.3 lbs.) = 1137.7 lbs.

THIS BASIC EMPTY WEIGHT, C.G. AND USEFUL LOAD ARE FOR THE AIRPLANE AS CERTIFIED AT THE FACTORY. REFER TO APPROPRIATE AIRCRAFT RECORD WHEN ALTERATIONS HAVE BEEN MADE.

WEIGHT AND BALANCE DATA FORM
Figure 6-5

REPORT: VB-2307
6-6

ISSUED: June 5, 2013

COCKPIT INSPECTION

Aircraft Documents..... **VERIFY**

Control Yoke..... RELEASE
Compass Deviation Card..... CHECK
Circuit Breakers..... CHECK IN
Pitot/Static..... DRAIN
Primers..... LOCKED
Landing Gear Selector..... DOWN
Magneto Switches..... OFF
Electrical Switches..... OFF
Avionics..... OFF
Cowl Flaps..... OPEN
Fuel Selectors..... ON
Battery/Master Switch..... ON
Fuel Quantity Gauges..... CHECK
Landing Gear Lights..... 3 GREEN
Annunciator Panel Lights..... CHECK
Flaps..... EXTEND/40°
External Lights/Pitot Heat..... ON/CHECK
Pitot Heat..... OFF
External Lights..... OFF
Battery/Master Switch..... OFF
Empty Seats..... FASTEN BELTS
Windows/Windshield..... CHECK/CLEAN
Emergency Exit..... CHECK SECURE

CAUTION

Care should be taken when checking the heated pitot head. The unit becomes very hot. Ground operation should be limited to 3 minutes maximum to avoid damaging the heating elements.

CAUTION

If the emergency exit is unlatched in flight, it may separate and damage the exterior of the airplane.

Set the parking brake by first depressing and holding the toe brake pedals and then pulling out the PARK BRAKE knob. The static drains are located on the lower left sidewall adjacent to the pilot.

Walk Around - Cockpit Inspection



COCKPIT INSPECTION

Aircraft Documents..... VERIFY
Tow Bar/Baggage..... SECURE
Control Yoke..... RELEASE

Circuit Breakers..... CHECK IN

Primers..... LOCKED
Landing Gear Selector..... DOWN
Magnetto Switches..... OFF
Electrical Switches..... OFF
Avionics..... OFF
Cowl Flaps..... OPEN
Fuel Selectors..... ON
Battery/Master Switch..... ON
Fuel Quantity Gauges..... CHECK
Landing Gear Lights..... 3 GREEN
Annunciator Panel Lights..... CHECK
Flaps..... EXTEND/40°
External Lights/Pilot Heat..... ON/CHECK
Pilot Heat..... OFF
External Lights..... OFF
Battery/Master Switch..... OFF
Empty Seats..... FASTEN BELTS
Windows/Windshield..... CHECK/CLEAN
Emergency Exit..... CHECK SECURE

CAUTION

Care should be taken when checking the heated pitot head. The unit becomes very hot. Ground operation should be limited to 3 minutes maximum to avoid damaging the heating elements.

CAUTION

If the emergency exit is unlatched in flight, it may separate and damage the exterior of the airplane.

Set the parking brake by first depressing and holding the toe brake pedals and then pulling out the PARK BRAKE knob. The static drains are located on the lower left sidewall adjacent to the pilot.

Walk Around - Cockpit Inspection



Pitot & Static Drain - DRAIN
Push and hold to drain for possible water.

COCKPIT INSPECTION

Aircraft Documents.....	VERIFY
Tow Bar/Baggage	SECURE
Control Yoke.....	RELEASE
Compass Deviation Card.....	CHECK
Pitot/Static	DRAIN
Landing Gear Selector	DOWN
Magneto Switches.....	OFF
Electrical Switches.....	OFF
Avionics	OFF
Cowl Flaps.....	OPEN

Walk Around - Cockpit Inspection



Landing Gear – DOWN

COCKPIT INSPECTION

Aircraft Documents.....	VERIFY
Tow Bar/Baggage	SECURE
Control Yoke.....	RELEASE
Compass Deviation Card	CHECK
Circuit Breakers.....	CHECK IN
Pitot/Static	DRAIN
Landing Gear Selector	DOWN
Electrical Switches.....	OFF
Avionics	OFF
Cowl Flaps	OPEN
Fuel Selectors	ON
Battery/Master Switch	ON
Fuel Quantity Gauges	CHECK
Landing Gear Lights	3 GREEN
Annunciator Panel Lights	CHECK
Flaps	EXTEND/40°
External Lights/Pitot Heat	ON/CHECK
Pitot Heat	OFF
External Lights	OFF
Battery/Master Switch	OFF
Empty Seats	FASTEN BELTS
Windows/Windshield	CHECK/CLEAN
Emergency Exit	CHECK SECURE

CAUTION

Care should be taken when checking the heated pitot head. The unit becomes very hot. Ground operation should be limited to 3 minutes maximum to avoid damaging the heating elements.

CAUTION

If the emergency exit is unlatched in flight, it may separate and damage the exterior of the airplane.

Set the parking brake by first depressing and holding the toe brake pedals and then pulling out the PARK BRAKE knob. The static drains are located on the lower left sidewall adjacent to the pilot.

Walk Around - Cockpit Inspection



Electrical Equipment - OFF

COCKPIT INSPECTION

Aircraft Documents..... VERIFY
Tow Bar/Baggage..... SECURE
Control Yoke..... RELEASE
Compass Deviation Card..... CHECK
Circuit Breakers..... CHECK IN
Pitot/Static..... DRAIN
Primers..... LOCKED
Landing Gear Selector..... DOWN

Electrical Switches..... OFF

Cowl Flaps..... OPEN
Fuel Selectors..... ON
Battery/Master Switch..... ON
Fuel Quantity Gauges..... CHECK
Landing Gear Lights..... 3 GREEN
Annunciator Panel Lights..... CHECK
Flaps..... EXTEND/40°
External Lights/Pitot Heat..... ON/CHECK
Pitot Heat..... OFF
External Lights..... OFF
Battery/Master Switch..... OFF
Empty Seats..... FASTEN BELTS
Windows/Windshield..... CHECK/CLEAN
Emergency Exit..... CHECK SECURE

CAUTION

Care should be taken when checking the heated pitot head. The unit becomes very hot. Ground operation should be limited to 3 minutes maximum to avoid damaging the heating elements.

CAUTION

If the emergency exit is unlatched in flight, it may separate and damage the exterior of the airplane.

Set the parking brake by first depressing and holding the toe brake pedals and then pulling out the PARK BRAKE knob. The static drains are located on the lower left sidewall adjacent to the pilot.



Walk Around - Cockpit Inspection



Avionics Master - OFF



COCKPIT INSPECTION

Aircraft Documents..... VERIFY
Tow Bar/Baggage..... SECURE
Control Yoke..... RELEASE
Compass Deviation Card..... CHECK
Circuit Breakers..... CHECK IN
Pitot/Static..... DRAIN
Primers..... LOCKED
Landing Gear Selector..... DOWN
Magneto Switches..... OFF

Avionics..... OFF

Down Flaps..... OPEN
Fuel Selectors..... ON
Battery/Master Switch..... ON
Fuel Quantity Gauges..... CHECK
Landing Gear Lights..... 3 GREEN
Annunciator Panel Lights..... CHECK
Flaps..... EXTEND/40°
External Lights/Pitot Heat..... ON/CHECK
Pitot Heat..... OFF
External Lights..... OFF
Battery/Master Switch..... OFF
Empty Seats..... FASTEN BELTS
Windows/Windshield..... CHECK/CLEAN
Emergency Exit..... CHECK SECURE

CAUTION

Care should be taken when checking the heated pitot head. The unit becomes very hot. Ground operation should be limited to 3 minutes maximum to avoid damaging the heating elements.

CAUTION

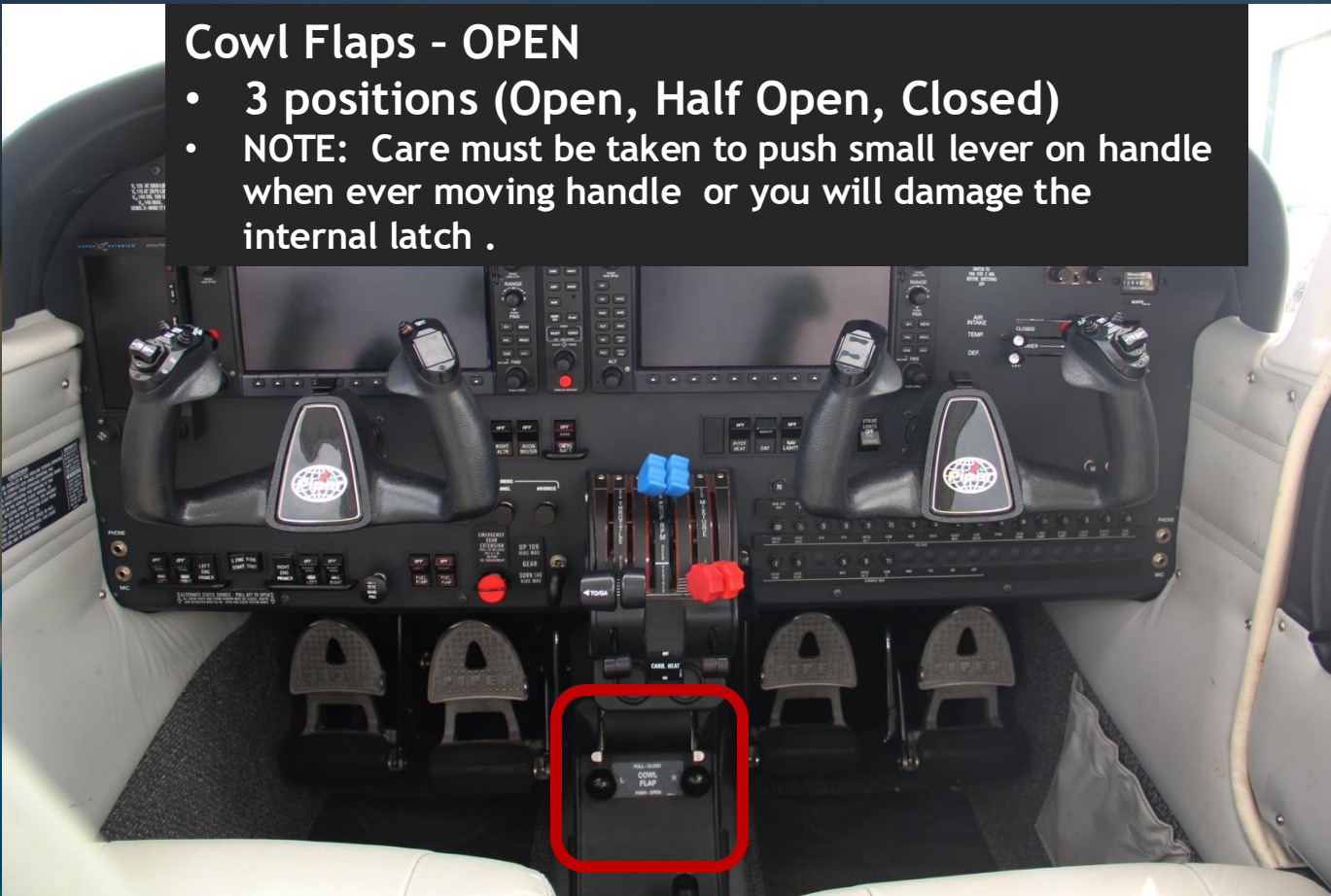
If the emergency exit is unlatched in flight, it may separate and damage the exterior of the airplane.

Set the parking brake by first depressing and holding the toe brake pedals and then pulling out the PARK BRAKE knob. The static drains are located on the lower left sidewall adjacent to the pilot.

Walk Around - Cockpit Inspection

Cowl Flaps - OPEN

- 3 positions (Open, Half Open, Closed)
- NOTE: Care must be taken to push small lever on handle when ever moving handle or you will damage the internal latch .



COCKPIT INSPECTION

Aircraft Documents..... VERIFY
Tow Bar/Baggage SECURE
Control Yoke..... RELEASE
Compass Deviation Card CHECK
Circuit Breakers..... CHECK IN
Pitot/Static DRAIN
Primers..... LOCKED
Landing Gear Selector..... DOWN
Magneto Switches..... OFF
Electrical Switches..... OFF

Cowl Flaps..... OPEN

Fuel Selector..... ON
Battery/Master Switch ON
Fuel Quantity Gauges CHECK
Landing Gear Lights..... 3 GREEN
Annunciator Panel Lights CHECK
Flaps..... EXTEND/40°
External Lights/Pilot Heat ON/CHECK
Pilot Heat OFF
External Lights..... OFF
Battery/Master Switch OFF
Empty Seats FASTEN BELTS
Windows/Windshield..... CHECK/CLEAN
Emergency Exit..... CHECK SECURE

CAUTION

Care should be taken when checking the heated pitot head. The unit becomes very hot. Ground operation should be limited to 3 minutes maximum to avoid damaging the heating elements.

CAUTION

If the emergency exit is unlatched in flight, it may separate and damage the exterior of the airplane.

Set the parking brake by first depressing and holding the toe brake pedals and then pulling out the PARK BRAKE knob. The static drains are located on the lower left sidewall adjacent to the pilot.

Walk Around - Cockpit Inspection



Fuel Selectors – ON
Located between pilot seats on floor

COCKPIT INSPECTION

Aircraft Documents.....VERIFY
Tow Bar/Baggage.....SECURE
Control Yoke.....RELEASE
Compass Deviation Card.....CHECK
Circuit Breakers.....CHECK IN
Pitot/Static.....DRAIN
Primers.....LOCKED
Landing Gear Selector.....DOWN
Magneto Switches.....OFF
Electrical Switches.....OFF
Avionics.....OFF

Fuel Selectors.....ON

Fuel Quantity Gauges.....CHECK
Landing Gear Lights.....3 GREEN
Annunciator Panel Lights.....CHECK
Flaps.....EXTEND/40°
External Lights/Pitot Heat.....ON/CHECK
Pitot Heat.....OFF
External Lights.....OFF
Battery/Master Switch.....OFF
Empty Seats.....FASTEN BELTS
Windows/Windshield.....CHECK/CLEAN
Emergency Exit.....CHECK SECURE

CAUTION

Care should be taken when checking the heated pitot head. The unit becomes very hot. Ground operation should be limited to 3 minutes maximum to avoid damaging the heating elements.

CAUTION

If the emergency exit is unlatched in flight, it may separate and damage the exterior of the airplane.

Set the parking brake by first depressing and holding the toe brake pedals and then pulling out the PARK BRAKE knob. The static drains are located on the lower left sidewall adjacent to the pilot.

Walk Around - Cockpit Inspection



Battery Master - ON



COCKPIT INSPECTION

Aircraft Documents.....	VERIFY
Tow Bar/Baggage	SECURE
Control Yoke.....	RELEASE
Compass Deviation Card	CHECK
Circuit Breakers.....	CHECK IN
Pitot/Static	DRAIN
Primers	LOCKED
Landing Gear Selector	DOWN
Magneto Switches.....	OFF
Electrical Switches.....	OFF
Avionics	OFF
Cowl Flaps	OPEN
Battery/Master Switch	ON
Landing Gear Lights	3 GREEN
Annunciator Panel Lights	CHECK
Flaps	EXTEND/40°
External Lights/Pitot Heat	ON/CHECK
Pitot Heat	OFF
External Lights	OFF
Battery/Master Switch	OFF
Empty Seats	FASTEN BELTS
Windows/Windshield	CHECK/CLEAN
Emergency Exit	CHECK SECURE

CAUTION

Care should be taken when checking the heated pitot head. The unit becomes very hot. Ground operation should be limited to 3 minutes maximum to avoid damaging the heating elements.

CAUTION

If the emergency exit is unlatched in flight, it may separate and damage the exterior of the airplane.

Set the parking brake by first depressing and holding the toe brake pedals and then pulling out the PARK BRAKE knob. The static drains are located on the lower left sidewall adjacent to the pilot.

Walk Around - Cockpit Inspection



Fuel Gauges – CHECK QUANTITY

(Fuel Gauges are only required to be accurate when empty.)

COCKPIT INSPECTION

Aircraft Documents.....	VERIFY
Tow Bar/Baggage	SECURE
Control Yoke.....	RELEASE
Compass Deviation Card.....	CHECK
Circuit Breakers.....	CHECK IN
Pitot/Static	DRAIN
Primers	LOCKED
Landing Gear Selector.....	DOWN
Magneto Switches.....	OFF
Electrical Switches.....	OFF
Avionics.....	OFF
Cowl Flaps.....	OPEN
Fuel Selectors.....	ON
Fuel Quantity Gauges.....	CHECK
Annunciator Panel Lights.....	CHECK
Flaps.....	EXTEND/40°
External Lights/Pitot Heat	ON/CHECK
Pitot Heat.....	OFF
External Lights.....	OFF
Battery/Master Switch	OFF
Empty Seats.....	FASTEN BELTS
Windows/Windshield.....	CHECK/CLEAN
Emergency Exit.....	CHECK SECURE

CAUTION

Care should be taken when checking the heated pitot head. The unit becomes very hot. Ground operation should be limited to 3 minutes maximum to avoid damaging the heating elements.

CAUTION

If the emergency exit is unlatched in flight, it may separate and damage the exterior of the airplane.

Set the parking brake by first depressing and holding the toe brake pedals and then pulling out the PARK BRAKE knob. The static drains are located on the lower left sidewall adjacent to the pilot.

Walk Around - Cockpit Inspection



Landing Gear Indicator Lights – 3 GREEN

COCKPIT INSPECTION

Aircraft Documents.....	VERIFY
Tow Bar/Baggage	SECURE
Control Yoke.....	RELEASE
Compass Deviation Card.....	CHECK
Circuit Breakers.....	CHECK IN
Pitot/Static	DRAIN
Primers	LOCKED
Landing Gear Selector	DOWN
Magneto Switches.....	OFF
Electrical Switches.....	OFF
Avionics	OFF
Cowl Flaps	OPEN
Fuel Selectors	ON
Battery/Master Switch	ON

Landing Gear Lights 3 GREEN

Flaps.....	EXTEND/40°
External Lights/Pitot Heat	ON/CHECK
Pitot Heat.....	OFF
External Lights.....	OFF
Battery/Master Switch	OFF
Empty Seats	FASTEN BELTS
Windows/Windshield.....	CHECK/CLEAN
Emergency Exit	CHECK SECURE

CAUTION

Care should be taken when checking the heated pitot head. The unit becomes very hot. Ground operation should be limited to 3 minutes maximum to avoid damaging the heating elements.

CAUTION

If the emergency exit is unlatched in flight, it may separate and damage the exterior of the airplane.

Set the parking brake by first depressing and holding the toe brake pedals and then pulling out the PARK BRAKE knob. The static drains are located on the lower left sidewall adjacent to the pilot.

Walk Around - Cockpit Inspection



Annunciator Panel - ILLUMINATED

COCKPIT INSPECTION

Aircraft Documents.....	VERIFY
Tow Bar/Baggage	SECURE
Control Yoke.....	RELEASE
Compass Deviation Card	CHECK
Circuit Breakers.....	CHECK IN
Pitot/Static	DRAIN
Primers	LOCKED
Landing Gear Selector	DOWN
Magneto Switches.....	OFF
Electrical Switches.....	OFF
Avionics	OFF
Cowl Flaps	OPEN
Fuel Selectors	ON
Battery/Master Switch	ON
Fuel Quantity Gauges	CHECK
Annunciator Panel Lights	CHECK
External Lights/Pitot Heat	ON/CHECK
Pitot Heat.....	OFF
External Lights.....	OFF
Battery/Master Switch	OFF
Empty Seats	FASTEN BELTS
Windows/Windshield.....	CHECK/CLEAN
Emergency Exit	CHECK SECURE

CAUTION

Care should be taken when checking the heated pitot head. The unit becomes very hot. Ground operation should be limited to 3 minutes maximum to avoid damaging the heating elements.

CAUTION

If the emergency exit is unlatched in flight, it may separate and damage the exterior of the airplane.

Set the parking brake by first depressing and holding the toe brake pedals and then pulling out the PARK BRAKE knob. The static drains are located on the lower left sidewall adjacent to the pilot.

Walk Around - Cockpit Inspection



Flaps – EXTEND

- Pull handle up to third detent

COCKPIT INSPECTION

Aircraft Documents.....	VERIFY
Tow Bar/Baggage	SECURE
Control Yoke.....	RELEASE
Compass Deviation Card	CHECK
Circuit Breakers.....	CHECK IN
Pitot/Static	DRAIN
Primers	LOCKED
Landing Gear Selector	DOWN
Magneto Switches.....	OFF
Electrical Switches.....	OFF
Avionics	OFF
Cowl Flaps.....	OPEN
Fuel Selectors	ON
Battery/Master Switch	ON
Fuel Quantity Gauges	CHECK
Landing Gear Lights	3 GREEN
Flaps.....	EXTEND/40°
Pitot Heat.....	OFF
External Lights.....	OFF
Battery/Master Switch	FASTEN BELTS
Empty Seats	CHECK/CLEAN
Windows/Windshield.....	CHECK SECURE
Emergency Exit	

CAUTION

Care should be taken when checking the heated pitot head. The unit becomes very hot. Ground operation should be limited to 3 minutes maximum to avoid damaging the heating elements.

CAUTION

If the emergency exit is unlatched in flight, it may separate and damage the exterior of the airplane.

Set the parking brake by first depressing and holding the toe brake pedals and then pulling out the PARK BRAKE knob. The static drains are located on the lower left sidewall adjacent to the pilot.

Walk Around - Cockpit Inspection



Navigation, Anti-collision, Taxi and Landing Lights turn “ON”, and Pitot Heat turn “ON”. Walk around aircraft verify all lights are working and Pitot head is warm.

COCKPIT INSPECTION

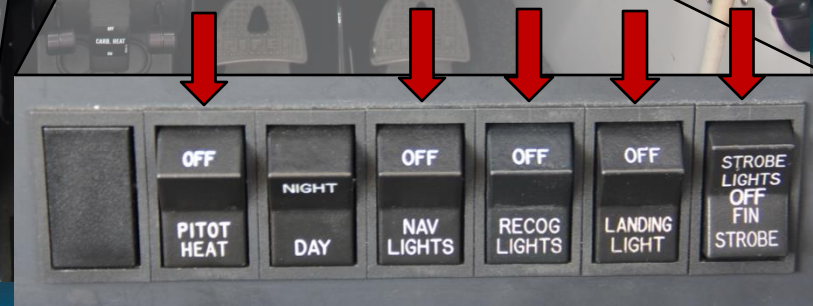
Aircraft Documents.....	VERIFY
Tow Bar/Baggage	SECURE
Control Yoke.....	RELEASE
Compass Deviation Card	CHECK
Circuit Breakers.....	CHECK IN
Pitot/Static.....	DRAIN
Primers.....	LOCKED
Landing Gear Selector.....	DOWN
Magneto Switches.....	OFF
Electrical Switches.....	OFF
Avionics	OFF
Cowl Flaps.....	OPEN
Fuel Selectors	ON
Battery/Master Switch	ON
Fuel Quantity Gauges	CHECK
Landing Gear Lights.....	3 GREEN
Annunciator Panel Lights	CHECK

External Lights/Pilot HeatON/CHECK

External Lights.....	OFF
Battery/Master Switch	OFF
Empty Seats	FASTEN BELTS
Windows/Windshield.....	CHECK/CLEAN
Emergency Exit.....	CHECK SECURE

CAUTION

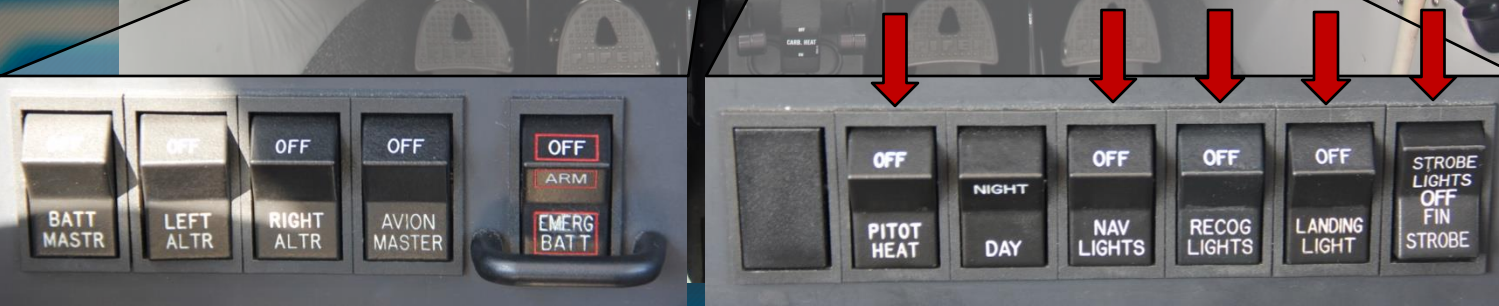
Care should be taken when checking the heated pitot head. The unit becomes very hot. Ground operation should be limited to 3 minutes maximum to avoid damaging the heating elements.



Walk Around - Cockpit Inspection



Turn off all External Lights and Pitot Heat.



COCKPIT INSPECTION

Aircraft Documents.....	VERIFY
Tow Bar/Baggage.....	SECURE
Control Yoke.....	RELEASE
Compass Deviation Card.....	CHECK
Circuit Breakers.....	CHECK IN
Pitot/Static.....	DRAIN
Primers.....	LOCKED
Landing Gear Selector.....	DOWN
Magneto Switches.....	OFF
Electrical Switches.....	OFF
Avionics.....	OFF
Cowl Flaps.....	OPEN
Fuel Selectors.....	ON
Battery/Master Switch.....	ON
Fuel Quantity Gauges.....	CHECK
Landing Gear Lights.....	3 GREEN
Annunciator Panel Lights.....	CHECK
Flaps.....	EXTEND/40°
Pitot Heat.....	OFF
External Lights.....	OFF
Empty Seats.....	FASTEN BELTS
Windows/Windshield.....	CHECK/CLEAN
Emergency Exit.....	CHECK SECURE

CAUTION

Care should be taken when checking the heated pitot head. The unit becomes very hot. Ground operation should be limited to 3 minutes maximum to avoid damaging the heating elements.

CAUTION

If the emergency exit is unlatched in flight, it may separate and damage the exterior of the airplane.

Set the parking brake by first depressing and holding the toe brake pedals and then pulling out the PARK BRAKE knob. The static drains are located on the lower left sidewall adjacent to the pilot.

Walk Around - Cockpit Inspection



Battery Master - OFF



COCKPIT INSPECTION

Aircraft Documents..... VERIFY
Tow Bar/Baggage..... SECURE
Control Yoke..... RELEASE
Compass Deviation Card..... CHECK
Circuit Breakers..... CHECK IN
Pitot/Static..... DRAIN
Primers..... LOCKED
Landing Gear Selector..... DOWN
Magneto Switches..... OFF
Electrical Switches..... OFF
Avionics..... OFF
Cowl Flaps..... OPEN
Fuel Selectors..... ON
Battery/Master Switch..... ON
Fuel Quantity Gauges..... CHECK
Landing Gear Lights..... 3 GREEN
Annunciator Panel Lights..... CHECK
Flaps..... EXTEND/40°
External Lights/Pitot Heat..... ON/CHECK
Pitot Heat..... OFF

Battery/Master Switch..... OFF

Windows/Windshield..... CHECK/CLEAN
Emergency Exit..... CHECK SECURE

CAUTION

Care should be taken when checking the heated pitot head. The unit becomes very hot. Ground operation should be limited to 3 minutes maximum to avoid damaging the heating elements.

CAUTION

If the emergency exit is unlatched in flight, it may separate and damage the exterior of the airplane.

Set the parking brake by first depressing and holding the toe brake pedals and then pulling out the PARK BRAKE knob. The static drains are located on the lower left sidewall adjacent to the pilot.

Walk Around - Cockpit Inspection



Check the Empty Seats and secure any loose seatbelts and check the windows to ensure they are clean.

COCKPIT INSPECTION

Aircraft Documents.....	VERIFY
Tow Bar/Baggage	SECURE
Control Yoke.....	RELEASE
Compass Deviation Card.....	CHECK
Circuit Breakers.....	CHECK IN
Pitot/Static	DRAIN
Primers	LOCKED
Landing Gear Selector	DOWN
Magneto Switches.....	OFF
Electrical Switches.....	OFF
Avionics	OFF
Cowl Flaps	OPEN
Fuel Selectors	ON
Battery/Master Switch	ON
Fuel Quantity Gauges	CHECK
Landing Gear Lights	3 GREEN
Annunciator Panel Lights	CHECK
Flaps.....	EXTEND/40°
External Lights/Pitot Heat	ON/CHECK
Pitot Heat	OFF
External Lights.....	OFF
Empty Seats	FASTEN BELTS
Emergency Exit	CHECK SECURE

CAUTION

Care should be taken when checking the heated pitot head. The unit becomes very hot. Ground operation should be limited to 3 minutes maximum to avoid damaging the heating elements.

CAUTION

If the emergency exit is unlatched in flight, it may separate and damage the exterior of the airplane.

Set the parking brake by first depressing and holding the toe

Walk Around - Cockpit Inspection



Emergency Exit - LOCKED

COCKPIT INSPECTION

Aircraft Documents.....	VERIFY
Tow Bar/Baggage	SECURE
Control Yoke.....	RELEASE
Compass Deviation Card	CHECK
Circuit Breakers.....	CHECK IN
Pitot/Static	DRAIN
Primers.....	LOCKED
Landing Gear Selector	DOWN
Magneto Switches.....	OFF
Electrical Switches.....	OFF
Avionics	OFF
Cowl Flaps	OPEN
Fuel Selectors	ON
Battery/Master Switch	ON
Fuel Quantity Gauges	CHECK
Landing Gear Lights.....	3 GREEN
Annunciator Panel Lights	CHECK
Flaps	EXTEND/40°
External Lights/Pitot Heat	ON/CHECK
Pitot Heat	OFF
External Lights.....	OFF
Battery/Master Switch	OFF

Windows/Windshield.....	CHECK/CLEAN
Emergency Exit.....	CHECK SECURE

CAUTION

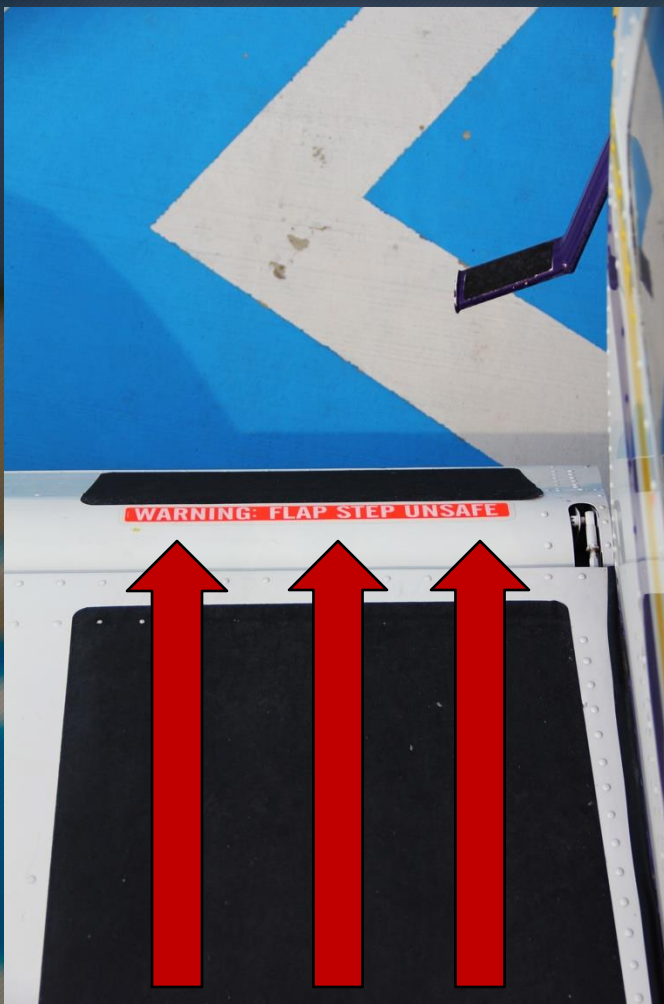
Care should be taken when checking the heated pitot head. The unit becomes very hot. Ground operation should be limited to 3 minutes maximum to avoid damaging the heating elements.

CAUTION

If the emergency exit is unlatched in flight, it may separate and damage the exterior of the airplane.

Set the parking brake by first depressing and holding the toe brake pedals and then pulling out the PARK BRAKE knob. The static drains are located on the lower left sidewall adjacent to the pilot.

Walk Around



NOTE:
While exiting the aircraft to complete your walk around, be sure not to step on the flap while it is extended as it is unsafe

Walk Around



Fuel Sump Drains – Drain & check for water and contaminants

PREFLIGHT INSPECTION

RIGHT WING

Fuel Sumps**DRAIN**

Aileron and Hinges CHECK
Static Wicks CHECK
Wing Surfaces CHECK
Wing Tip and Lights CHECK
Leading Edge CHECK
Oil Quantity CHECK/AS REQUIRED
Fuel Tank CHECK QUANTITY
Fuel Vents CLEAR
Scupper Drain CLEAR
Tie Down/Chock REMOVE
Gear Well and Doors CHECK
Gear Lines and Proximity Switches CHECK
Main Gear Strut INFLATION (APPROX 2.6 IN)
Tire CHECK
Brake Pad and Disc CHECK
Propeller and Spinner CHECK
Alternator Belt CHECK TENSION
Door Hinges CHECK

Eight quarts of oil are required for maximum range flights.

NOSE SECTION

General Condition CHECK
Air Inlets CLEAR
Heater Air Inlet/Exhaust CHECK
Battery Vents CHECK
Gear Well and Doors CHECK
Gear Lines and Proximity Switches CHECK
Nose Wheel Tire CHECK
Nose Gear Strut INFLATION (APPROX 2.7 IN)
Chock REMOVE

Walk Around



Right Flap - Check general condition of right flap

PREFLIGHT INSPECTION

RIGHT WING

Flap and Hinges	CHECK
Static Wicks	CHECK
Wing Surfaces	CHECK
Wing Tip and Lights	CHECK
Leading Edge	CHECK
Oil Quantity	CHECK/AS REQUIRED
Fuel Tank	CHECK QUANTITY
Fuel Vents	CLEAR
Scupper Drain	CLEAR
Tie Down/Chock	REMOVE
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Main Gear Strut	INFLATION (APPROX 2.6 IN)
Tire	CHECK
Brake Pad and Disc	CHECK
Propeller and Spinner	CHECK
Alternator Belt	CHECK TENSION
Door Hinges	CHECK

Eight quarts of oil are required for maximum range flights.

NOSE SECTION

General Condition	CHECK
Air Inlets	CLEAR
Heater Air Inlet/Exhaust	CHECK
Battery Vents	CHECK
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Nose Wheel Tire	CHECK
Nose Gear Strut	INFLATION (APPROX 2.7 IN)
Chock	REMOVE

Walk Around



Right Flap –Flap push rods, make sure the end can be wiggled and is not frozen in position.

PREFLIGHT INSPECTION

RIGHT WING

Flap and Hinges	CHECK
Static Wicks	CHECK
Wing Surfaces	CHECK
Wing Tip and Lights	CHECK
Leading Edge	CHECK
Oil Quantity	CHECK/AS REQUIRED
Fuel Tank	CHECK QUANTITY
Fuel Vents	CLEAR
Scupper Drain	CLEAR
Tie Down/Chock	REMOVE
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Main Gear Strut	INFLATION (APPROX 2.6 IN)
Tire	CHECK
Brake Pad and Disc	CHECK
Propeller and Spinner	CHECK
Alternator Belt	CHECK TENSION
Door Hinges	CHECK

Eight quarts of oil are required for maximum range flights.

NOSE SECTION

General Condition	CHECK
Air Inlets	CLEAR
Heater Air Inlet/Exhaust	CHECK
Battery Vents	CHECK
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Nose Wheel Tire	CHECK
Nose Gear Strut	INFLATION (APPROX 2.7 IN)
Chock	REMOVE

Walk Around



Check General Condition of right cowl



Walk Around



Right Flap and Aileron – Check condition and connections

PREFLIGHT INSPECTION

RIGHT WING

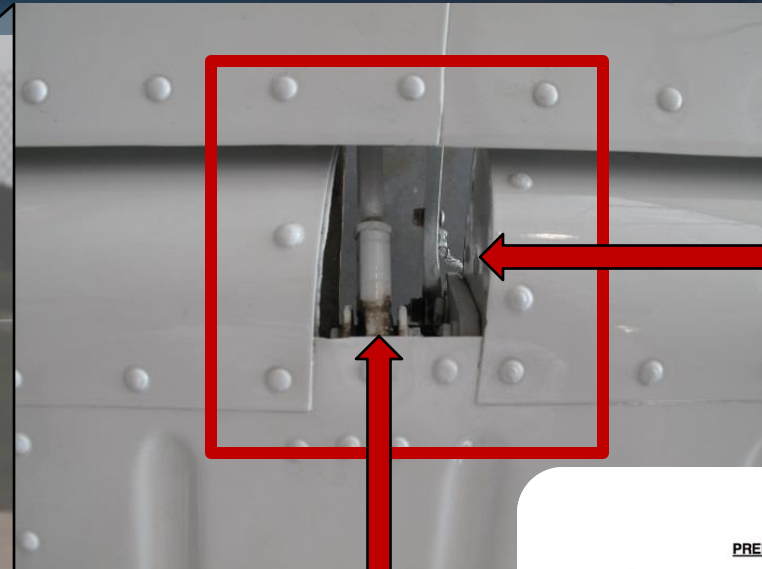
Flap and Hinges	CHECK
Aileron and Hinges	CHECK
Wing Surfaces	CHECK
Wing Tip and Lights	CHECK
Leading Edge	CHECK
Oil Quantity	CHECK/AS REQUIRED
Fuel Tank	CHECK QUANTITY
Fuel Vents	CLEAR
Scupper Drain	CLEAR
Tie Down/Chock	REMOVE
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Main Gear Strut	INFLATION (APPROX 2.6 IN)
Tire	CHECK
Brake Pad and Disc	CHECK
Propeller and Spinner	CHECK
Alternator Belt	CHECK TENSION
Door Hinges	CHECK

Eight quarts of oil are required for maximum range flights.

NOSE SECTION

General Condition	CHECK
Air Inlets	CLEAR
Heater Air Inlet/Exhaust	CHECK
Battery Vents	CHECK
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Nose Wheel Tire	CHECK
Nose Gear Strut	INFLATION (APPROX 2.7 IN)
Chock	REMOVE

Walk Around



Bonding Wire

Push Rod

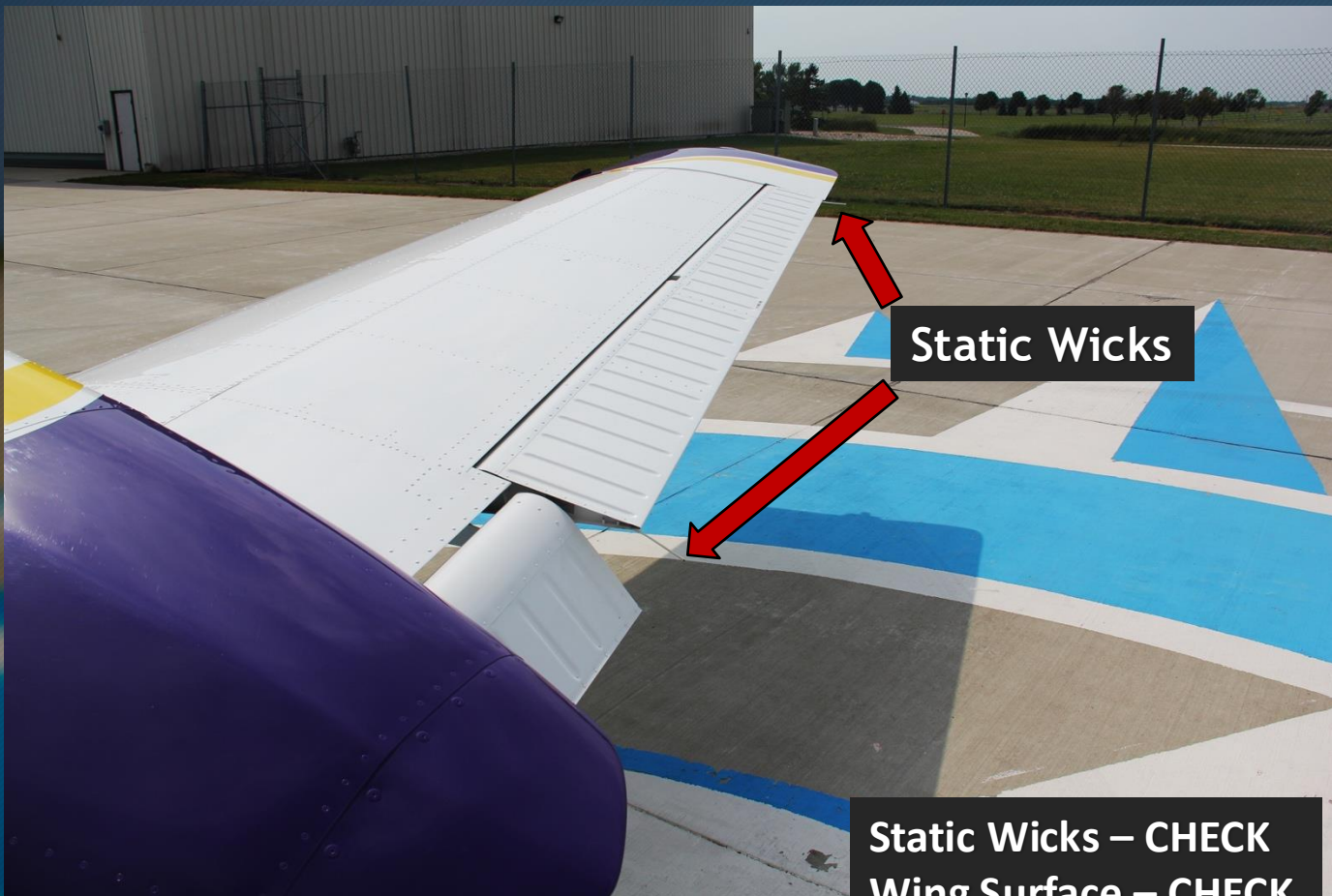
PREFLIGHT INSPECTION

RIGHT WING

Fuel Sumps	DRAIN
Aileron and Hinges	CHECK
Wing Surfaces	CHECK
Wing Tip and Lights	CHECK
Leading Edge	CHECK
Oil Quantity	CHECK/AS REQUIRED
Fuel Tank	CHECK QUANTITY
Fuel Vents	CLEAR
Scupper Drain	CLEAR
Tie Down/Chock	REMOVE
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Main Gear Strut	INFLATION (APPROX 2.6 IN)
Tire	CHECK
Brake Pad and Disc	CHECK
Propeller and Spinner	CHECK
Alternator Belt	CHECK TENSION
Door Hinges	CHECK

Eight quarts of oil are required for maximum range flights.

Walk Around



PREFLIGHT INSPECTION

RIGHT WING

Fuel SumpsDRAIN
Flap and HingesCHECK
Aileron and HingesCHECK
Static WicksCHECK

Wing Tip and LightsCHECK
Leading Edge.....CHECK

Fuel Tank.....CHECK QUANTITY
Fuel VentsCLEAR
Scupper DrainCLEAR
Tie Down/ChockREMOVE
Gear Well and Doors.....CHECK
Gear Lines and Proximity SwitchesCHECK
Main Gear Strut.....INFLATION (APPROX 2.6 IN)
TireCHECK
Brake Pad and DiscCHECK
Propeller and SpinnerCHECK
Alternator Belt.....CHECK TENSION
Door HingesCHECK

Eight quarts of oil are required for maximum range flights.

NOSE SECTION

General ConditionCHECK
Air InletsCLEAR
Heater Air Inlet/ExhaustCHECK
Battery VentsCHECK
Gear Well and Doors.....CHECK
Gear Lines and Proximity SwitchesCHECK
Nose Wheel TireCHECK
Nose Gear StrutINFLATION (APPROX 2.7 IN)
ChockREMOVE

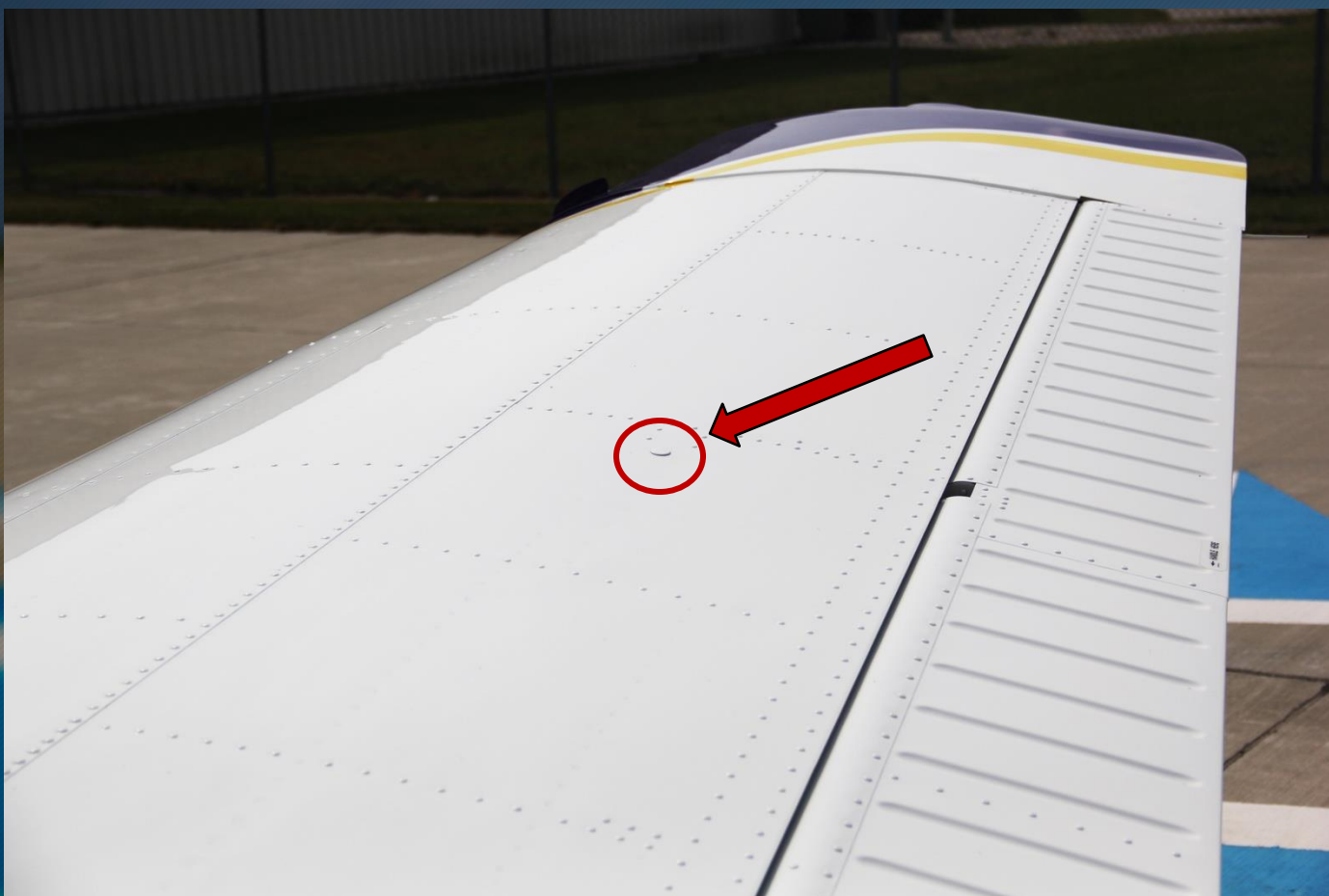
Walk Around



Check to make sure the bonding wire is not broken.

Check aileron surface and control connections.

Walk Around



Circular maintenance inspection cap to access bolt that holds the Bell Crank for right aileron



Walk Around



PREFLIGHT INSPECTION

RIGHT WING

Fuel Sumps	DRAIN
Flap and Hinges	CHECK
Aileron and Hinges	CHECK
Wing Surfaces	CHECK
Leading Edge	CHECK
Oil Quantity	CHECK/AS REQUIRED
Fuel Tank	CHECK QUANTITY
Fuel Vents	CLEAR
Scupper Drain	CLEAR
Tie Down/Chock	REMOVE
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Main Gear Strut	INFLATION (APPROX 2.6 IN)
Tire	CHECK
Brake Pad and Disc	CHECK
Propeller and Spinner	CHECK
Alternator Belt	CHECK TENSION
Door Hinges	CHECK

Eight quarts of oil are required for maximum range flights.

NOSE SECTION

General Condition	CHECK
Air Inlets	CLEAR
Heater Air Inlet/Exhaust	CHECK
Battery Vents	CHECK
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Nose Wheel Tire	CHECK
Nose Gear Strut	INFLATION (APPROX 2.7 IN)
Chock	REMOVE

Walk Around



Wing Tip & Lights – CHECK CONDITION

PREFLIGHT INSPECTION

RIGHT WING

Fuel SumpsDRAIN
Flap and HingesCHECK
Aileron and HingesCHECK
Static WicksCHECK

Wing Tip and LightsCHECK

Oil QuantityCHECK/AS REQUIRED
Fuel TankCHECK QUANTITY
Fuel VentsCLEAR
Scupper DrainCLEAR
Tie Down/ChockREMOVE
Gear Well and DoorsCHECK
Gear Lines and Proximity SwitchesCHECK
Main Gear StrutINFLATION (APPROX 2.6 IN)
TireCHECK
Brake Pad and DiscCHECK
Propeller and SpinnerCHECK
Alternator BeltCHECK TENSION
Door HingesCHECK

Eight quarts of oil are required for maximum range flights.

NOSE SECTION

General ConditionCHECK
Air InletsCLEAR
Heater Air Inlet/ExhaustCHECK
Battery VentsCHECK
Gear Well and DoorsCHECK
Gear Lines and Proximity SwitchesCHECK
Nose Wheel TireCHECK
Nose Gear StrutINFLATION (APPROX 2.7 IN)
ChockREMOVE

Walk Around



Glare Shield

- Prevents light shining in pilots eyes at night

Recognition Light

Wing Tip & Lights – CHECK CONDITION

PREFLIGHT INSPECTION

RIGHT WING

Fuel SumpsDRAIN
Flap and HingesCHECK
Aileron and HingesCHECK
Static WicksCHECK

Wing Tip and LightsCHECK

Oil QuantityCHECK/AS REQUIRED
Fuel TankCHECK QUANTITY
Fuel VentsCLEAR
Scupper DrainCLEAR
Tie Down/ChockREMOVE
Gear Well and DoorsCHECK
Gear Lines and Proximity SwitchesCHECK
Main Gear StrutINFLATION (APPROX 2.6 IN)
TireCHECK
Brake Pad and DiscCHECK
Propeller and SpinnerCHECK
Alternator BeltCHECK TENSION
Door HingesCHECK

Eight quarts of oil are required for maximum range flights.

NOSE SECTION

General ConditionCHECK
Air InletsCLEAR
Heater Air Inlet/ExhaustCHECK
Battery VentsCHECK
Gear Well and DoorsCHECK
Gear Lines and Proximity SwitchesCHECK
Nose Wheel TireCHECK
Nose Gear StrutINFLATION (APPROX 2.7 IN)
ChockREMOVE

Walk Around



Leading Edge – CHECK CONDITION



Magnetometer
under right wing

PREFLIGHT INSPECTION

RIGHT WING

Fuel Sumps	DRAIN
Flap and Hinges	CHECK
Aileron and Hinges	CHECK
Static Wicks	CHECK
Wing Surfaces	CHECK

Leading Edge	CHECK
--------------------	-------

Fuel Tank	CHECK QUANTITY
Fuel Vents	CLEAR
Scupper Drain	CLEAR
Tie Down/Chock	REMOVE
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Main Gear Strut	INFLATION (APPROX 2.6 IN)
Tire	CHECK
Brake Pad and Disc	CHECK
Propeller and Spinner	CHECK
Alternator Belt	CHECK TENSION
Door Hinges	CHECK

Eight quarts of oil are required for maximum range flights.

NOSE SECTION

General Condition	CHECK
Air Inlets	CLEAR
Heater Air Inlet/Exhaust	CHECK
Battery Vents	CHECK
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Nose Wheel Tire	CHECK
Nose Gear Strut	INFLATION (APPROX 2.7 IN)
Chock	REMOVE

Walk Around

Oil Dipstick

- Each dipstick notates it is specific to either the left or right engine.

Right Engine Oil Normal Quantity
Maximum Oil Capacity – 8 quart system Normal 6-8 quarts
Minimum Safe Quantity – 2 Quarts

PREFLIGHT INSPECTION

RIGHT WING

Fuel SumpsDRAIN
Flap and HingesCHECK
Aileron and HingesCHECK
Static WicksCHECK
Wing SurfacesCHECK
Wing Tip and LightsCHECK

Oil QuantityCHECK/AS REQUIRED

Fuel VentsCLEAR
Scupper DrainCLEAR
Tie Down/ChockREMOVE
Gear Well and DoorsCHECK
Gear Lines and Proximity SwitchesCHECK
Main Gear StrutINFLATION (APPROX 2.6 IN)
TireCHECK
Brake Pad and DiscCHECK
Propeller and SpinnerCHECK
Alternator BeltCHECK TENSION
Door HingesCHECK

Eight quarts of oil are required for maximum range flights.

NOSE SECTION

General ConditionCHECK
Air InletsCLEAR
Heater Air Inlet/ExhaustCHECK
Battery VentsCHECK
Gear Well and DoorsCHECK
Gear Lines and Proximity SwitchesCHECK
Nose Wheel TireCHECK
Nose Gear StrutINFLATION (APPROX 2.7 IN)
ChockREMOVE

Walk Around



Fuel Placard

Right Fuel Cap & Quantity – Open access cover and check the fuel quantity, that the fuel placard is in place and then close cap and access cover.

PREFLIGHT INSPECTION

RIGHT WING

Fuel SumpsDRAIN
Flap and HingesCHECK
Aileron and HingesCHECK
Static WicksCHECK
Wing SurfacesCHECK
Wing Tip and LightsCHECK
Leading EdgeCHECK

Fuel TankCHECK QUANTITY

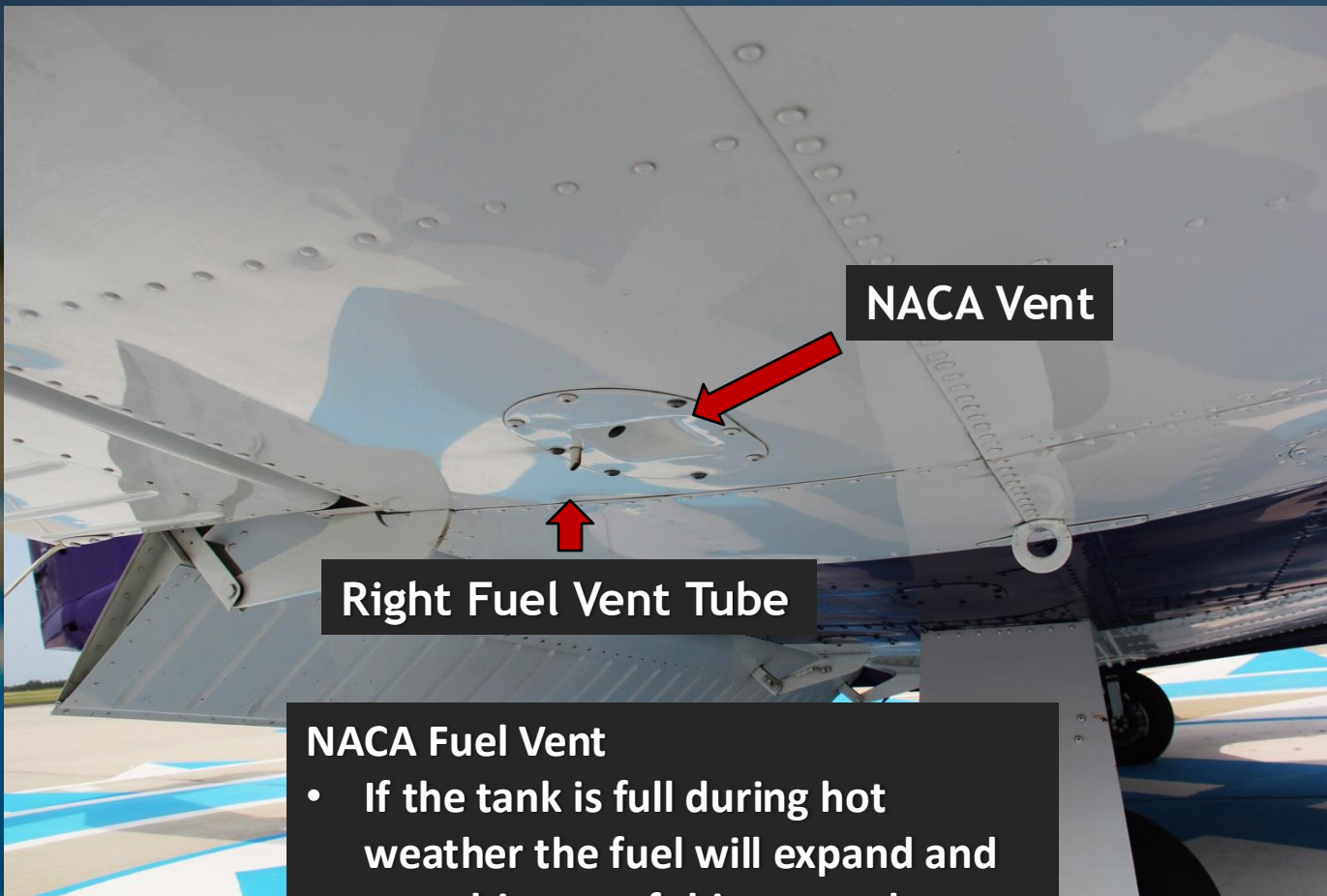
Scupper DrainCLEAR
Tie Down/ChockREMOVE
Gear Well and DoorsCHECK
Gear Lines and Proximity SwitchesCHECK
Main Gear StrutINFLATION (APPROX 2.6 IN)
TireCHECK
Brake Pad and DiscCHECK
Propeller and SpinnerCHECK
Alternator BeltCHECK TENSION
Door HingesCHECK

Eight quarts of oil are required for maximum range flights.

NOSE SECTION

General ConditionCHECK
Air InletsCLEAR
Heater Air Inlet/ExhaustCHECK
Battery VentsCHECK
Gear Well and DoorsCHECK
Gear Lines and Proximity SwitchesCHECK
Nose Wheel TireCHECK
Nose Gear StrutINFLATION (APPROX 2.7 IN)
ChockREMOVE

Walk Around



PREFLIGHT INSPECTION

RIGHT WING

Fuel SumpsDRAIN
Flap and HingesCHECK
Aileron and HingesCHECK
Static WicksCHECK
Wing SurfacesCHECK
Wing Tip and LightsCHECK
Leading EdgeCHECK
Oil QuantityCHECK/AS REQUIRED

Fuel Vents CLEAR

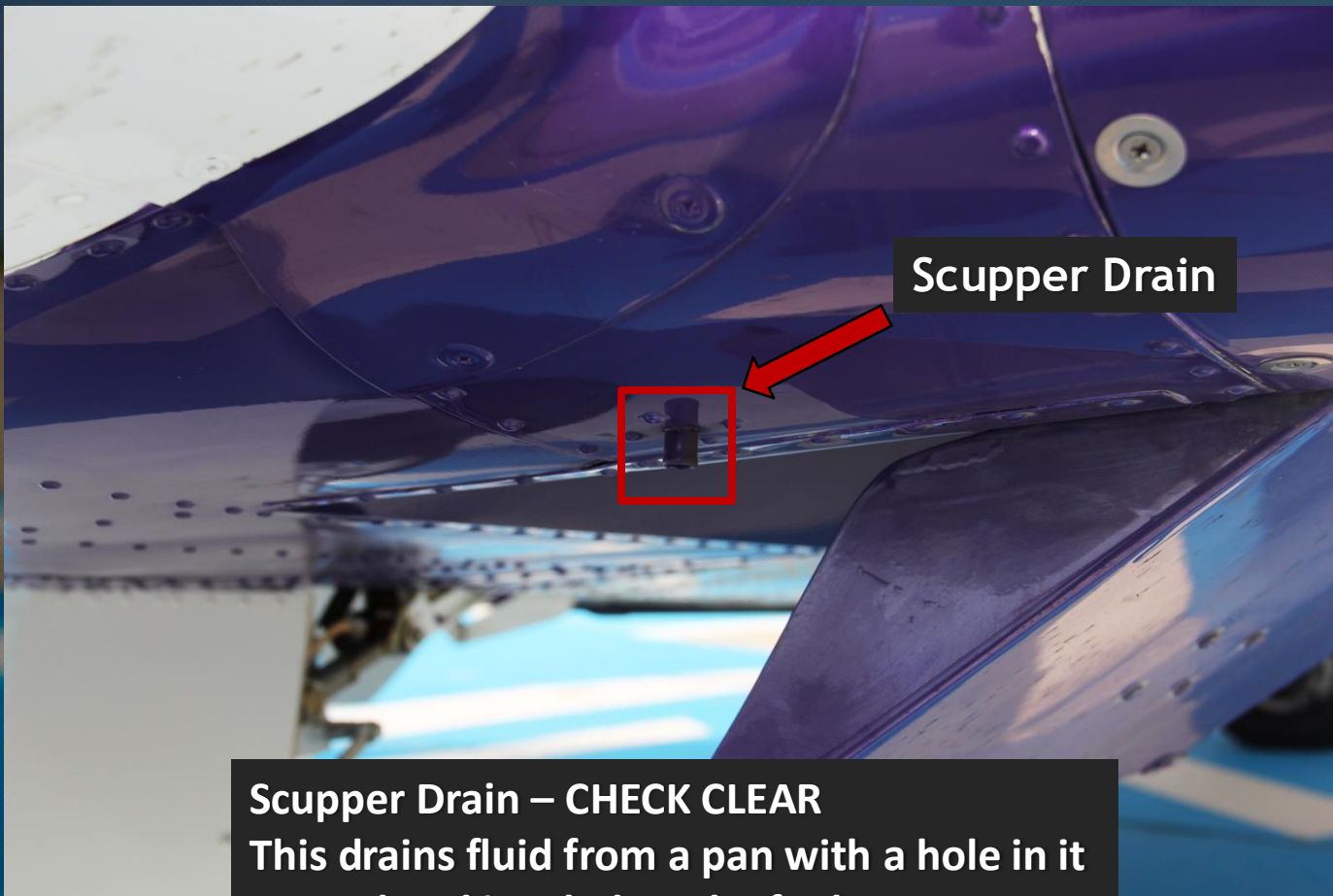
Tie Down/ChockREMOVE
Gear Well and DoorsCHECK
Gear Lines and Proximity SwitchesCHECK
Main Gear StrutINFLATION (APPROX 2.6 IN)
TireCHECK
Brake Pad and DiscCHECK
Propeller and SpinnerCHECK
Alternator BeltCHECK TENSION
Door HingesCHECK

Eight quarts of oil are required for maximum range flights.

NOSE SECTION

General ConditionCHECK
Air InletsCLEAR
Heater Air Inlet/ExhaustCHECK
Battery VentsCHECK
Gear Well and DoorsCHECK
Gear Lines and Proximity SwitchesCHECK
Nose Wheel TireCHECK
Nose Gear StrutINFLATION (APPROX 2.7 IN)
ChockREMOVE

Walk Around



Scupper Drain – CHECK CLEAR
This drains fluid from a pan with a hole in it around and just below the fuel cap.

PREFLIGHT INSPECTION

RIGHT WING

Fuel SumpsDRAIN
Flap and HingesCHECK
Aileron and HingesCHECK
Static WicksCHECK
Wing SurfacesCHECK
Wing Tip and LightsCHECK
Leading EdgeCHECK
Oil QuantityCHECK/AS REQUIRED
Fuel TankCHECK QUANTITY

Scupper DrainCLEAR

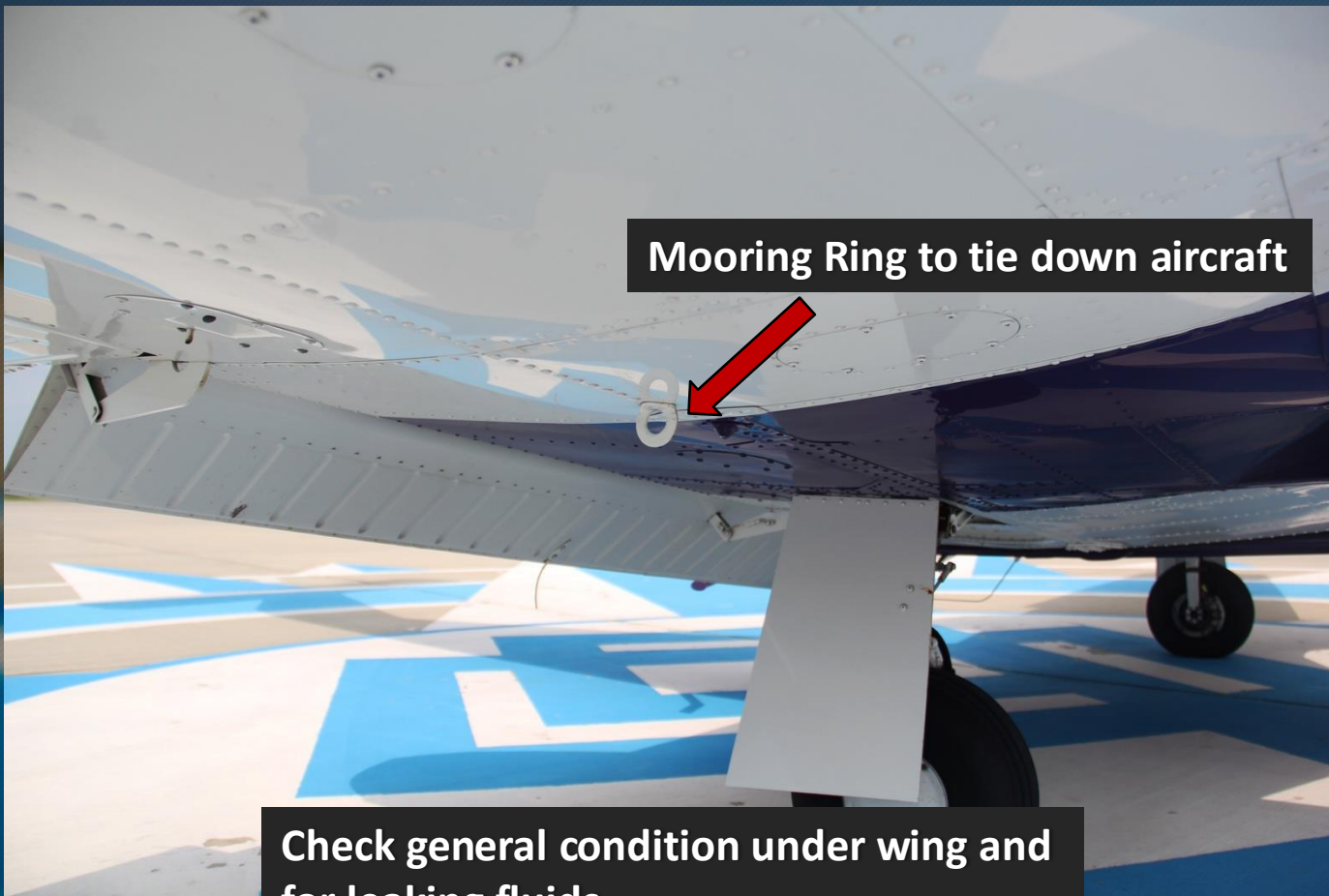
Gear Well and DoorsCHECK
Gear Lines and Proximity SwitchesCHECK
Main Gear StrutINFLATION (APPROX 2.6 IN)
TireCHECK
Brake Pad and DiscCHECK
Propeller and SpinnerCHECK
Alternator BeltCHECK TENSION
Door HingesCHECK

Eight quarts of oil are required for maximum range flights.

NOSE SECTION

General ConditionCHECK
Air InletsCLEAR
Heater Air Inlet/ExhaustCHECK
Battery VentsCHECK
Gear Well and DoorsCHECK
Gear Lines and Proximity SwitchesCHECK
Nose Wheel TireCHECK
Nose Gear StrutINFLATION (APPROX 2.7 IN)
ChockREMOVE

Walk Around



PREFLIGHT INSPECTION

RIGHT WING

Fuel SumpsDRAIN
Flap and HingesCHECK
Aileron and HingesCHECK
Static WicksCHECK
Wing SurfacesCHECK
Wing Tip and LightsCHECK
Leading EdgeCHECK
Oil QuantityCHECK/AS REQUIRED
Fuel TankCHECK QUANTITY
Fuel VentsCLEAR

Tie Down/Chock REMOVE

Gear Lines and Proximity SwitchesCHECK
Main Gear StrutINFLATION (APPROX 2.6 IN)
TireCHECK
Brake Pad and DiscCHECK
Propeller and SpinnerCHECK
Alternator BeltCHECK TENSION
Door HingesCHECK

Eight quarts of oil are required for maximum range flights.

NOSE SECTION

General ConditionCHECK
Air InletsCLEAR
Heater Air Inlet/ExhaustCHECK
Battery VentsCHECK
Gear Well and DoorsCHECK
Gear Lines and Proximity SwitchesCHECK
Nose Wheel TireCHECK
Nose Gear StrutINFLATION (APPROX 2.7 IN)
ChockREMOVE

Walk Around



Right Wing Tie-Down - REMOVED
Right Wing Jack Point used for maintenance .

PREFLIGHT INSPECTION

RIGHT WING

Fuel SumpsDRAIN
Flap and Hinges CHECK
Aileron and Hinges CHECK
Static Wicks CHECK
Wing Surfaces CHECK
Wing Tip and Lights CHECK
Leading Edge CHECK
Oil Quantity CHECK/AS REQUIRED
Fuel Tank CHECK QUANTITY
Fuel Vents CLEAR

Tie Down/Chock REMOVE

Gear Lines and Proximity Switches CHECK
Main Gear Strut INFLATION (APPROX 2.6 IN)
Tire CHECK
Brake Pad and Disc CHECK
Propeller and Spinner CHECK
Alternator Belt CHECK TENSION
Door Hinges CHECK

Eight quarts of oil are required for maximum range flights.

NOSE SECTION

General Condition CHECK
Air Inlets CLEAR
Heater Air Inlet/Exhaust CHECK
Battery Vents CHECK
Gear Well and Doors CHECK
Gear Lines and Proximity Switches CHECK
Nose Wheel Tire CHECK
Nose Gear Strut INFLATION (APPROX 2.7 IN)
Chock REMOVE

Walk Around



Gear Door

Right wheel for tire tread wear, inflation and gear door condition

PREFLIGHT INSPECTION

RIGHT WING

Fuel SumpsDRAIN
Flap and HingesCHECK
Aileron and HingesCHECK
Static WicksCHECK
Wing SurfacesCHECK
Wing Tip and LightsCHECK
Leading EdgeCHECK
Oil QuantityCHECK/AS REQUIRED
Fuel TankCHECK QUANTITY
Fuel VentsCLEAR
Scupper DrainCLEAR

Gear Well and DoorsCHECK

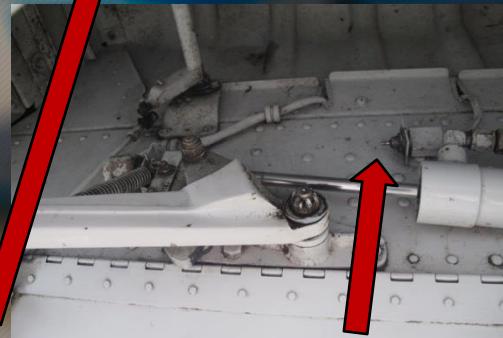
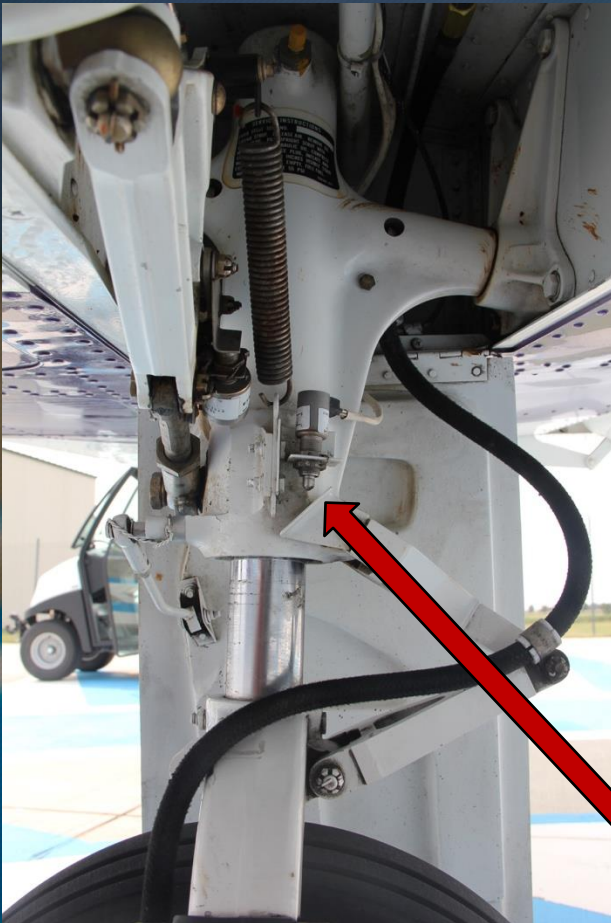
Main Gear Strut INFLATION (APPROX 2.6 IN)
TireCHECK
Brake Pad and DiscCHECK
Propeller and SpinnerCHECK
Alternator BeltCHECK TENSION
Door HingesCHECK

Eight quarts of oil are required for maximum range flights.

NOSE SECTION

General ConditionCHECK
Air InletsCLEAR
Heater Air Inlet/ExhaustCHECK
Battery VentsCHECK
Gear Well and DoorsCHECK
Gear Lines and Proximity SwitchesCHECK
Nose Wheel TireCHECK
Nose Gear Strut INFLATION (APPROX 2.7 IN)
ChockREMOVE

Walk Around



Right Gear Proximity Switches

PREFLIGHT INSPECTION

RIGHT WING

Fuel Sumps	DRAIN
Flap and Hinges	CHECK
Aileron and Hinges	CHECK
Static Wicks	CHECK
Wing Surfaces	CHECK
Wing Tip and Lights	CHECK
Leading Edge	CHECK
Oil Quantity	CHECK/AS REQUIRED
Fuel Tank	CHECK QUANTITY
Fuel Vents	CLEAR
Scupper Drain	CLEAR
Tie Down/Chock	REMOVE

Gear Lines and Proximity Switches	CHECK
---	-------

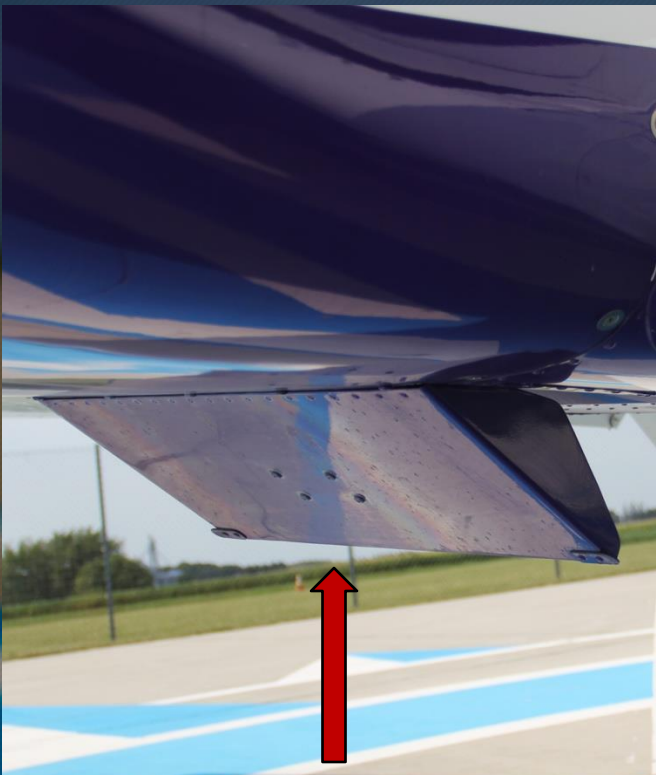
Tire	CHECK
Brake Pad and Disc	CHECK
Propeller and Spinner	CHECK
Alternator Belt	CHECK TENSION
Door Hinges	CHECK

Eight quarts of oil are required for maximum range flights.

NOSE SECTION

General Condition	CHECK
Air Inlets	CLEAR
Heater Air Inlet/Exhaust	CHECK
Battery Vents	CHECK
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Nose Wheel Tire	CHECK
Nose Gear Strut	INFLATION (APPROX 2.7 IN)
Chock	REMOVE

Walk Around



Right Engine Cowl Flap

- 3 Positions (Open, Closed, Middle)
- Increases or decreases cooling air flow over engine



Right Gear Strut

Check gear strut for inflation 2.60 inches + .25 inches. Check engine cowl flap for general condition

PREFLIGHT INSPECTION

RIGHT WING

Fuel Sumps	DRAIN
Flap and Hinges	CHECK
Aileron and Hinges	CHECK
Static Wicks	CHECK
Wing Surfaces	CHECK
Wing Tip and Lights	CHECK
Leading Edge	CHECK
Oil Quantity	CHECK/AS REQUIRED
Fuel Tank	CHECK QUANTITY
Fuel Vents	CLEAR
Scupper Drain	CLEAR
Tie Down/Chock	REMOVE
Gear Well and Doors	CHECK

Main Gear Strut	INFLATION (APPROX 2.6 IN)
Tire	CHECK
Brake Pad and Disc	CHECK

Propeller and Spinner	CHECK
Alternator Belt	CHECK TENSION
Door Hinges	CHECK

Eight quarts of oil are required for maximum range flights.

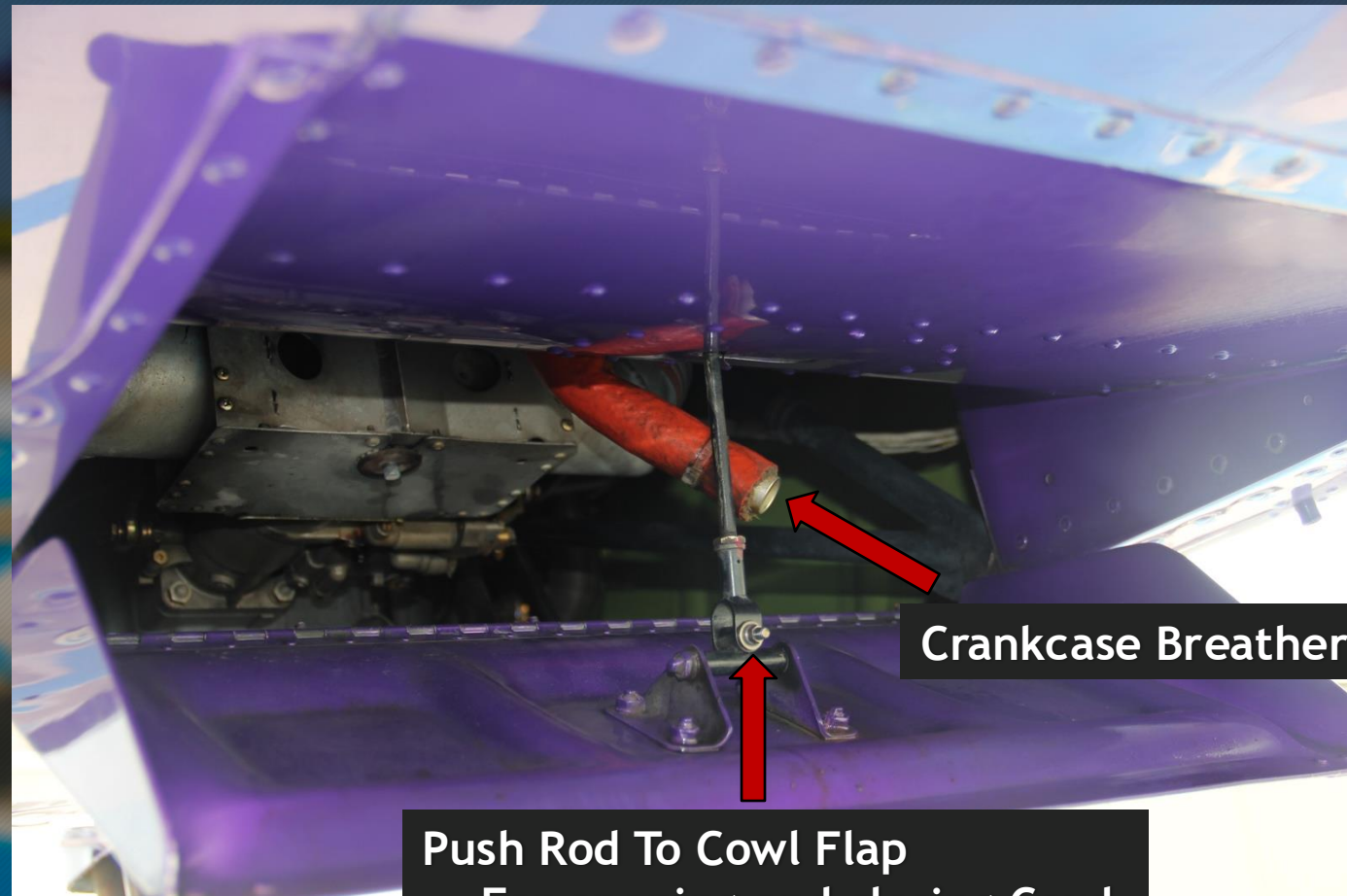
NOSE SECTION

General Condition	CHECK
Air Inlets	CLEAR
Heater Air Inlet/Exhaust	CHECK
Battery Vents	CHECK
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Nose Wheel Tire	CHECK
Nose Gear Strut	INFLATION (APPROX 2.7 IN)
Chock	REMOVE

Walk Around



Side View of left picture



Crankcase Breather Tube

Push Rod To Cowl Flap
• For opening and closing Cowl

Walk Around



Right Engine Exhaust

- Check the exhaust stacks for wear

Maintenance access panel
under right engine

PREFLIGHT INSPECTION

RIGHT WING

Fuel Sumps	DRAIN
Flap and Hinges	CHECK
Aileron and Hinges	CHECK
Static Wicks	CHECK
Wing Surfaces	CHECK
Wing Tip and Lights	CHECK
Leading Edge	CHECK
Oil Quantity	CHECK/AS REQUIRED
Fuel Tank	CHECK QUANTITY
Fuel Vents	CLEAR
Scupper Drain	CLEAR
Tie Down/Chock	REMOVE
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Main Gear Strut	INFLATION (APPROX 2.6 IN)
Tire	CHECK
Brake Pad and Disc	CHECK
Propeller and Spinner	CHECK
Alternator Belt	CHECK TENSION
Door Hinges	CHECK

Eight quarts of oil are required for maximum range flights.

NOSE SECTION

General Condition	CHECK
Air Inlets	CLEAR
Heater Air Inlet/Exhaust	CHECK
Battery Vents	CHECK
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Nose Wheel Tire	CHECK
Nose Gear Strut	INFLATION (APPROX 2.7 IN)
Chock	REMOVE

Walk Around



- Check engine cowling for cracks, worn fasteners and securely fastened.
- Nose spinner fasteners and check for cracks.

PREFLIGHT INSPECTION

RIGHT WING

Fuel SumpsDRAIN
Flap and HingesCHECK
Aileron and HingesCHECK
Static WicksCHECK
Wing SurfacesCHECK
Wing Tip and LightsCHECK
Leading EdgeCHECK
Oil QuantityCHECK/AS REQUIRED
Fuel TankCHECK QUANTITY
Fuel VentsCLEAR
Scupper DrainREMOVE
Tie Down/ChockREMOVE
Gear Well and DoorsCHECK
Gear Lines and Proximity SwitchesCHECK
Main Gear StrutINFLATION (APPROX 2.6 IN)
TireCHECK

Propeller and SpinnerCHECK

Door HingesCHECK

Eight quarts of oil are required for maximum range flights.

NOSE SECTION

General ConditionCHECK
Air InletsCLEAR
Heater Air Inlet/ExhaustCHECK
Battery VentsCHECK
Gear Well and DoorsCHECK
Gear Lines and Proximity SwitchesCHECK
Nose Wheel TireCHECK
Nose Gear StrutINFLATION (APPROX 2.7 IN)
ChockREMOVE

Walk Around



- Engine Intake - Make sure opening is clear, engine intake plugs removed and possible animal nests removed (if aircraft left outside for long periods of time).
- Check propeller condition – For Nicks and cracks
- Spinner – Securely fastened and no cracks

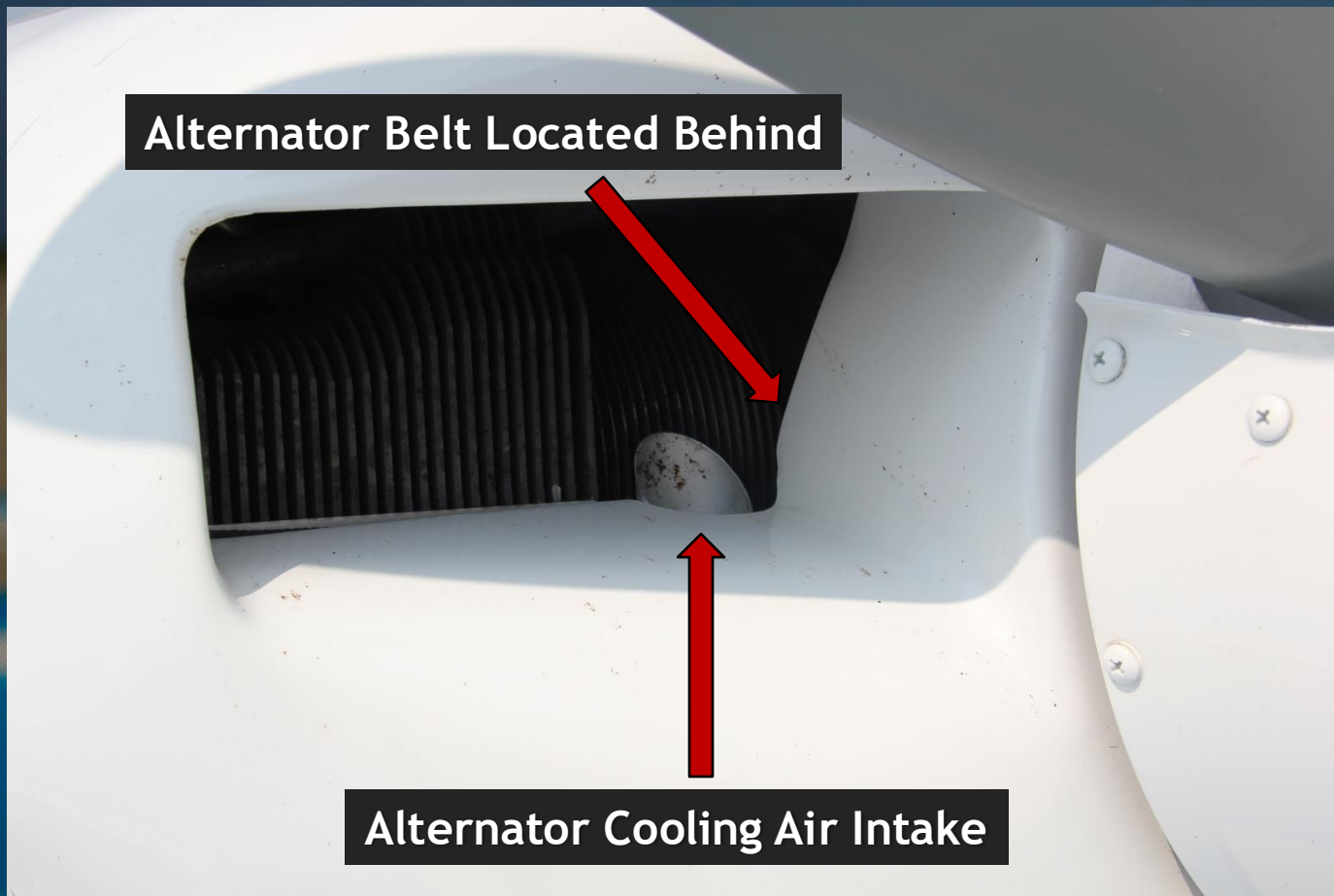
PREFLIGHT INSPECTION

RIGHT WING

Fuel Sumps	DRAIN
Flap and Hinges	CHECK
Aileron and Hinges	CHECK
Static Wicks	CHECK
Wing Surfaces	CHECK
Wing Tip and Lights	CHECK
Leading Edge	CHECK
Oil Quantity	CHECK/AS REQUIRED
Fuel Tank	CHECK QUANTITY
Fuel Vents	CLEAR
Scupper Drain	CLEAR
Tie Down/Chock	REMOVE
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Main Gear Strut	INFLATION (APPROX 2.6 IN)
Tire	CHECK
Brake Pad and Disc	CHECK
Propeller and Spinner	CHECK
Alternator Belt	CHECK TENSION
Door Hinges	CHECK

Eight quarts of oil are required for maximum range flights.

Walk Around



PREFLIGHT INSPECTION

RIGHT WING

Fuel SumpsDRAIN
Flap and HingesCHECK
Aileron and HingesCHECK
Static WicksCHECK
Wing SurfacesCHECK
Wing Tip and LightsCHECK
Leading EdgeCHECK
Oil QuantityCHECK/AS REQUIRED
Fuel TankCHECK QUANTITY
Fuel VentsCLEAR
Scupper DrainCLEAR
Tie Down/ChockREMOVE
Gear Well and DoorsCHECK
Gear Lines and Proximity SwitchesCHECK
Main Gear StrutINFLATION (APPROX 2.6 IN)
TireCHECK
Brake Pad and DiscCHECK

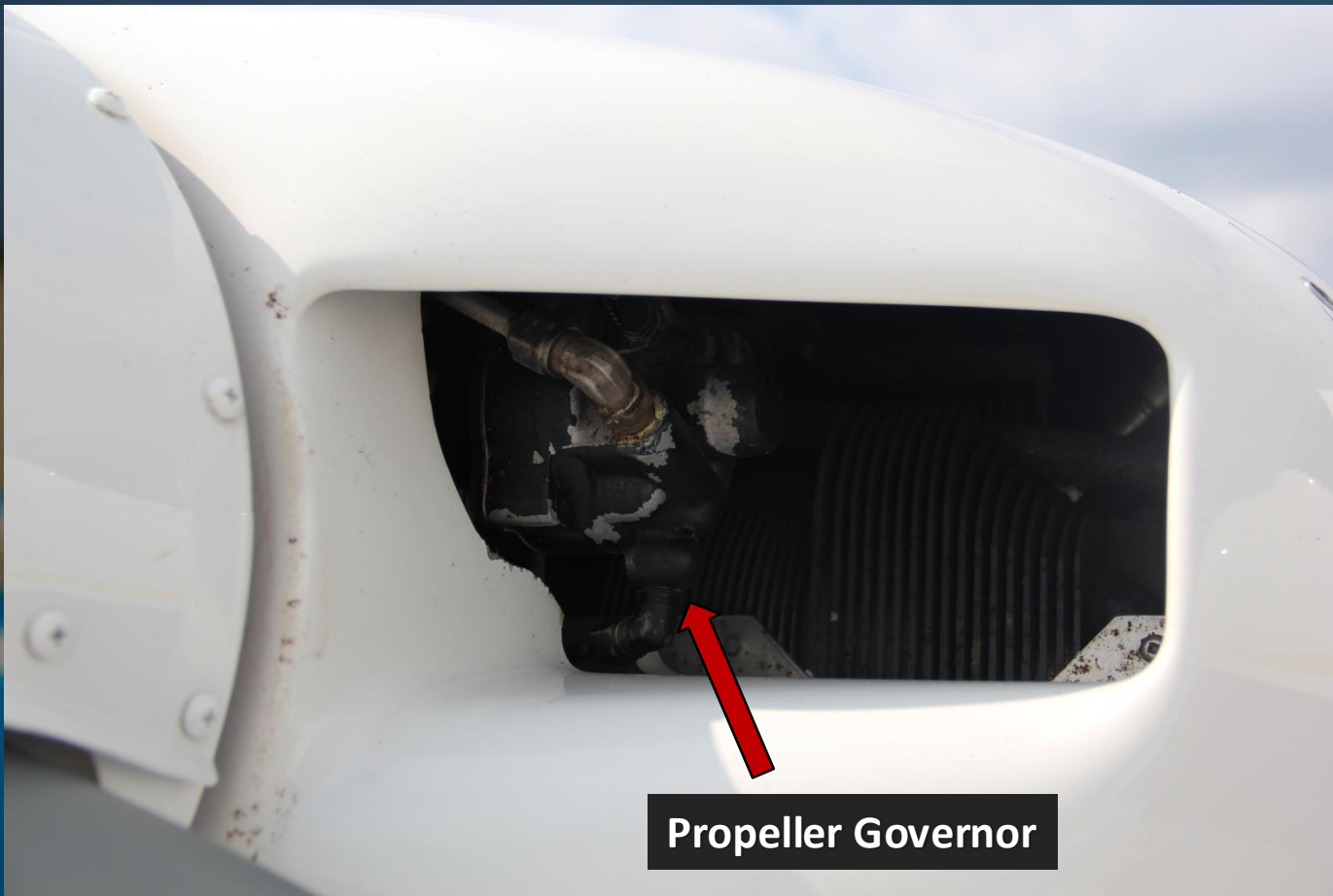
Alternator BeltCHECK TENSION

Eight quarts of oil are required for maximum range flights.

NOSE SECTION

General ConditionCHECK
Air InletsCLEAR
Heater Air Inlet/ExhaustCHECK
Battery VentsCHECK
Gear Well and DoorsCHECK
Gear Lines and Proximity SwitchesCHECK
Nose Wheel TireCHECK
Nose Gear StrutINFLATION (APPROX 2.7 IN)
ChockREMOVE

Walk Around



PREFLIGHT INSPECTION

RIGHT WING

Fuel Sumps	DRAIN
Flap and Hinges	CHECK
Aileron and Hinges	CHECK
Static Wicks	CHECK
Wing Surfaces	CHECK
Wing Tip and Lights	CHECK
Leading Edge	CHECK
Oil Quantity	CHECK/AS REQUIRED
Fuel Tank	CHECK QUANTITY
Fuel Vents	CLEAR
Scupper Drain	CLEAR
Tie Down/Chock	REMOVE
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Main Gear Strut	INFLATION (APPROX 2.6 IN)
Tire	CHECK
Brake Pad and Disc	CHECK
Propeller and Spinner	CHECK
Alternator Belt	CHECK TENSION
Door Hinges	CHECK

Eight quarts of oil are required for maximum range flights.

NOSE SECTION

General Condition	CHECK
Air Inlets	CLEAR
Heater Air Inlet/Exhaust	CHECK
Battery Vents	CHECK
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Nose Wheel Tire	CHECK
Nose Gear Strut	INFLATION (APPROX 2.7 IN)
Chock	REMOVE

Walk Around



PREFLIGHT INSPECTION

RIGHT WING

Fuel Sumps	DRAIN
Flap and Hinges	CHECK
Aileron and Hinges	CHECK
Static Wicks	CHECK
Wing Surfaces	CHECK
Wing Tip and Lights	CHECK
Leading Edge	CHECK
Oil Quantity	CHECK/AS REQUIRED
Fuel Tank	CHECK QUANTITY
Fuel Vents	CLEAR
Scupper Drain	CLEAR
Tie Down/Chock	REMOVE
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Main Gear Strut	INFLATION (APPROX 2.6 IN)
Tire	CHECK
Brake Pad and Disc	CHECK
Propeller and Spinner	CHECK

Door Hinges	CHECK
-------------------	-------

Eight quarts of oil are required for maximum range flights.

NOSE SECTION

General Condition	CHECK
Air Inlets	CLEAR
Heater Air Inlet/Exhaust	CHECK
Battery Vents	CHECK
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Nose Wheel Tire	CHECK
Nose Gear Strut	INFLATION (APPROX 2.7 IN)
Chock	REMOVE

Walk Around



Nose Section – CHECK CONDITION

PREFLIGHT INSPECTION

RIGHT WING

Fuel Sumps	DRAIN
Flap and Hinges	CHECK
Aileron and Hinges	CHECK
Static Wicks	CHECK
Wing Surfaces	CHECK
Wing Tip and Lights	CHECK
Leading Edge	CHECK
Oil Quantity	CHECK/AS REQUIRED
Fuel Tank	CHECK QUANTITY
Fuel Vents	CLEAR
Scupper Drain	CLEAR
Tie Down/Chock	REMOVE
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Main Gear Strut	INFLATION (APPROX 2.6 IN)
Tire	CHECK
Brake Pad and Disc	CHECK
Propeller and Spinner	CHECK
Alternator Belt	CHECK TENSION
Door Hinges	CHECK

Eight quarts of oil are required for maximum range flights.

NOSE SECTION

General Condition	CHECK
-------------------------	-------

Heater Air Inlet/Exhaust	CHECK
Battery Vents	CHECK
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Nose Wheel Tire	CHECK
Nose Gear Strut	INFLATION (APPROX 2.7 IN)
Chock	REMOVE

Walk Around



NACA Scoop for Heated/Fresh Cabin Air Intake.

Nose Section – CHECK CONDITION

PREFLIGHT INSPECTION

RIGHT WING

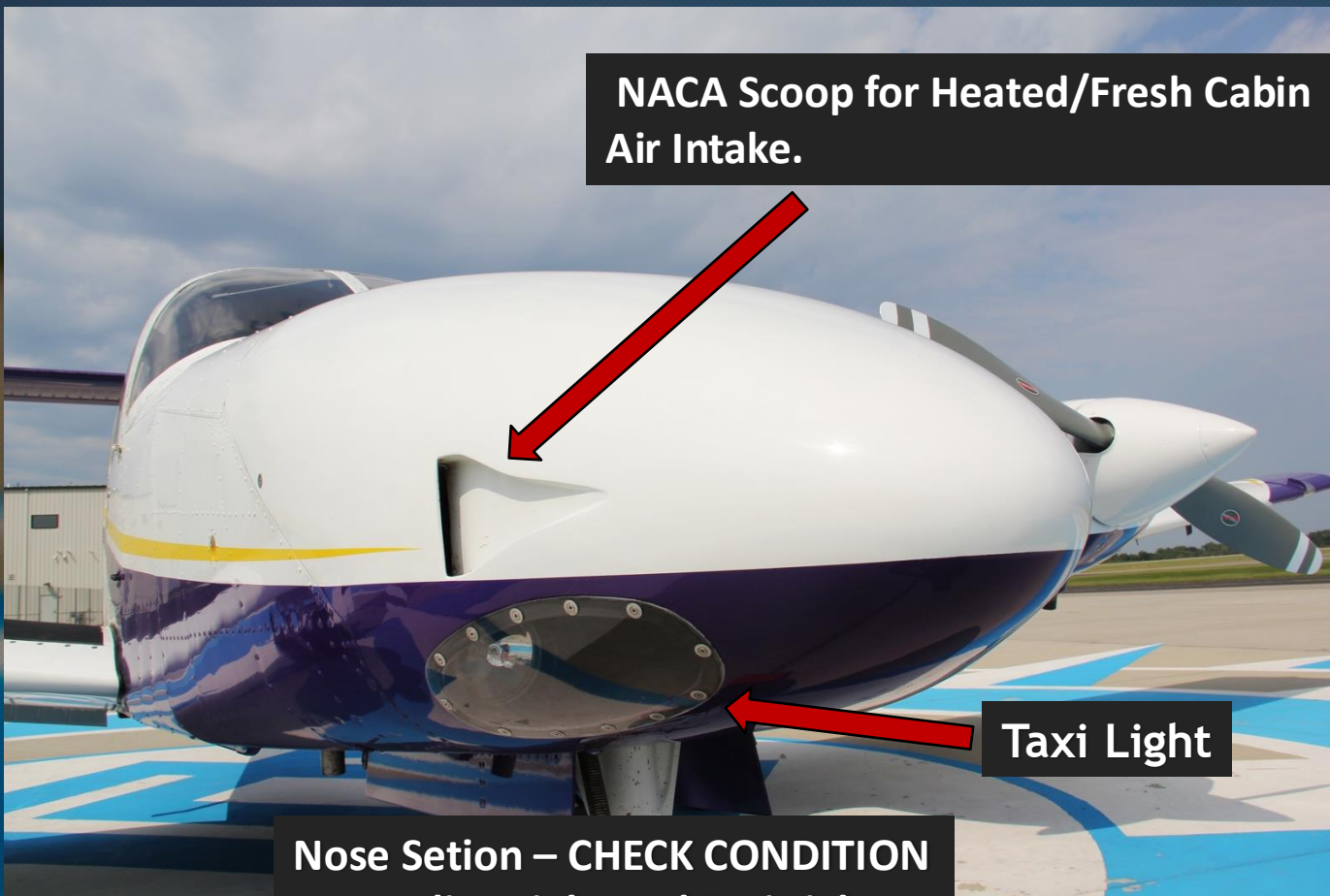
Fuel Sumps	DRAIN
Flap and Hinges	CHECK
Aileron and Hinges	CHECK
Static Wicks	CHECK
Wing Surfaces	CHECK
Wing Tip and Lights	CHECK
Leading Edge	CHECK
Oil Quantity	CHECK/AS REQUIRED
Fuel Tank	CHECK QUANTITY
Fuel Vents	CLEAR
Scupper Drain	CLEAR
Tie Down/Chock	REMOVE
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Main Gear Strut	INFLATION (APPROX 2.6 IN)
Tire	CHECK
Brake Pad and Disc	CHECK
Propeller and Spinner	CHECK
Alternator Belt	CHECK TENSION
Door Hinges	CHECK

Eight quarts of oil are required for maximum range flights.

NOSE SECTION

Air Inlets	CLEAR
Battery Vents	CHECK
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Nose Wheel Tire	CHECK
Nose Gear Strut	INFLATION (APPROX 2.7 IN)
Chock	REMOVE

Walk Around



Nose Section – CHECK CONDITION

- Landing Light and Taxi Light

PREFLIGHT INSPECTION

RIGHT WING

Fuel Sumps	DRAIN
Flap and Hinges	CHECK
Aileron and Hinges	CHECK
Static Wicks	CHECK
Wing Surfaces	CHECK
Wing Tip and Lights	CHECK
Leading Edge	CHECK
Oil Quantity	CHECK/AS REQUIRED
Fuel Tank	CHECK QUANTITY
Fuel Vents	CLEAR
Scupper Drain	CLEAR
Tie Down/Chock	REMOVE
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Main Gear Strut	INFLATION (APPROX 2.6 IN)
Tire	CHECK
Brake Pad and Disc	CHECK
Propeller and Spinner	CHECK
Alternator Belt	CHECK TENSION
Door Hinges	CHECK

Eight quarts of oil are required for maximum range flights.

NOSE SECTION

Air Inlets	CLEAR
Battery Vents	CHECK
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Nose Wheel Tire	CHECK
Nose Gear Strut	INFLATION (APPROX 2.7 IN)
Chock	REMOVE

Walk Around



Heater Combustion Blower Intake – CHECK CLEAR

The fresh air for the combustion process of the combustion heater has a separate, dedicated inlet located on the right side of the nose.

This air is mixed with fuel from the left side of the fuel system (approximately ½ gallon per hour, ignited, and exhausted overboard through the heater exhaust.

This air NEVER mixes with the cabin air.

NOSE SECTION

General Condition	CHECK
Air Intake	CLEAR
Heater Air Inlet/Exhaust	CHECK
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Nose Wheel Tire	CHECK
Nose Gear Strut	INFLATION (APPROX 2.7 IN)
Chock	REMOVE

Walk Around



Heater Intake

Heater Exhaust

Heater Blower Exhaust – CHECK CONDITION FREE OF CRACKS AND NO BLOCKAGE.

- This is the exhausted air that comes into the combustion inner chamber, heated and warms the conditioned air flowing around the inner heated coil.

PREFLIGHT INSPECTION

RIGHT WING

Fuel Sumps	DRAIN
Flap and Hinges	CHECK
Aileron and Hinges	CHECK
Static Wicks	CHECK
Wing Surfaces	CHECK
Wing Tip and Lights	CHECK
Leading Edge	CHECK
Oil Quantity	CHECK/AS REQUIRED
Fuel Tank	CHECK QUANTITY
Fuel Vents	CLEAR
Scupper Drain	CLEAR
Tie Down/Chock	REMOVE
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Main Gear Strut	INFLATION (APPROX 2.6 IN)
Tire	CHECK
Brake Pad and Disc	CHECK
Propeller and Spinner	CHECK
Alternator Belt	CHECK TENSION
Door Hinges	CHECK

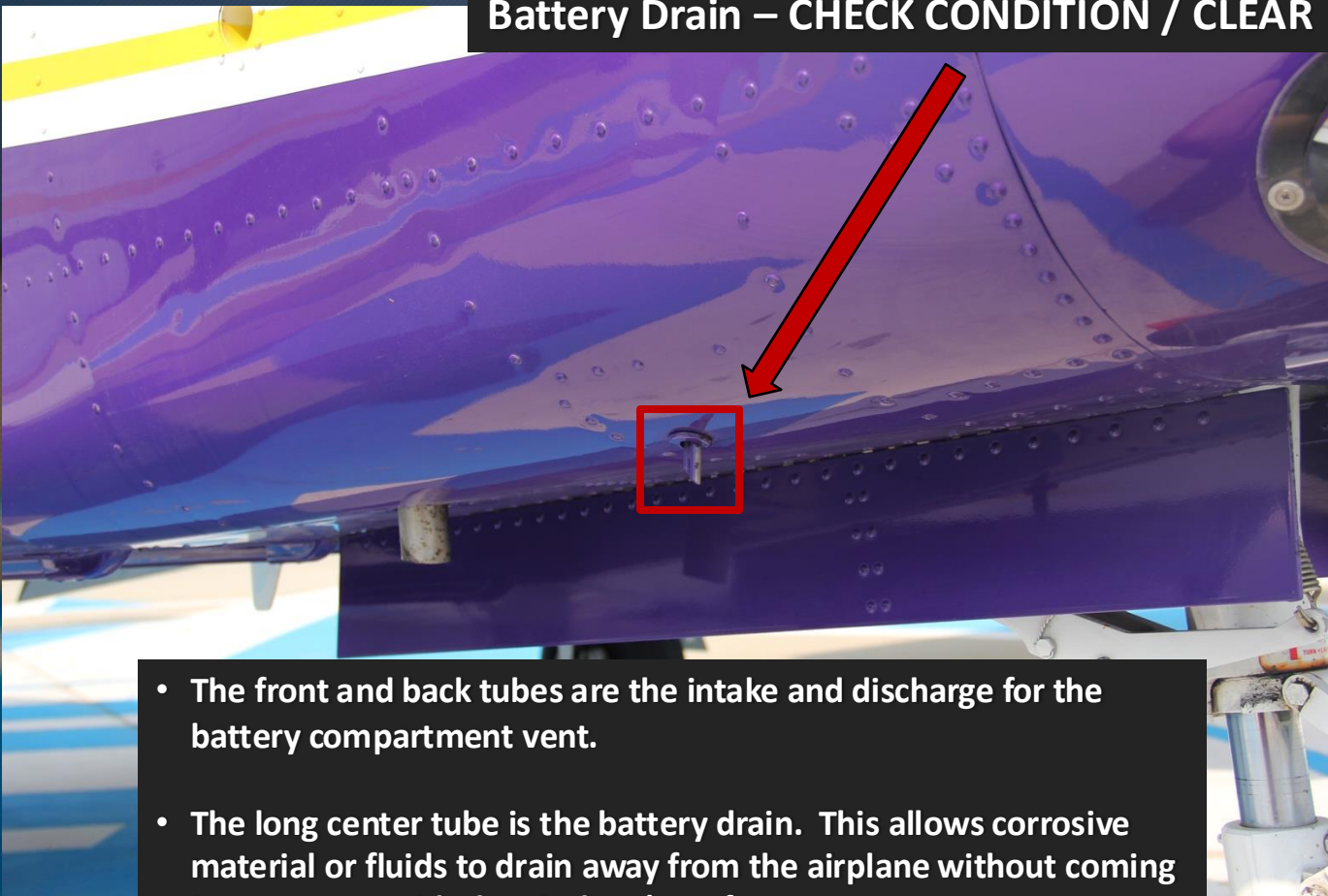
Eight quarts of oil are required for maximum range flights.

NOSE SECTION

General Condition	CHECK
Air Intake	CLEAR
Heater Air Inlet/Exhaust	CHECK
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Nose Wheel Tire	CHECK
Nose Gear Strut	INFLATION (APPROX 2.7 IN)
Chock	REMOVE

Walk Around

Battery Drain – CHECK CONDITION / CLEAR



- The front and back tubes are the intake and discharge for the battery compartment vent.
- The long center tube is the battery drain. This allows corrosive material or fluids to drain away from the airplane without coming in to contact with the airplane's surface.

PREFLIGHT INSPECTION

RIGHT WING

Fuel Sumps	DRAIN
Flap and Hinges	CHECK
Aileron and Hinges	CHECK
Static Wicks	CHECK
Wing Surfaces	CHECK
Wing Tip and Lights	CHECK
Leading Edge	CHECK
Oil Quantity	CHECK/AS REQUIRED
Fuel Tank	CHECK QUANTITY
Fuel Vents	CLEAR
Scupper Drain	CLEAR
Tie Down/Chock	REMOVE
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Main Gear Strut	INFLATION (APPROX 2.6 IN)
Tire	CHECK
Brake Pad and Disc	CHECK
Propeller and Spinner	CHECK
Alternator Belt	CHECK TENSION
Door Hinges	CHECK

Eight quarts of oil are required for maximum range flights.

NOSE SECTION

General Condition	CHECK
Air Inlets	CLEAR
Battery Vents	CHECK
Gear Lines and Proximity Switches	CHECK
Nose Wheel Tire	CHECK
Nose Gear Strut	INFLATION (APPROX 2.7 IN)
Chock	REMOVE

Walk Around



Turning limits of the nose wheel for towing.

PREFLIGHT INSPECTION

RIGHT WING

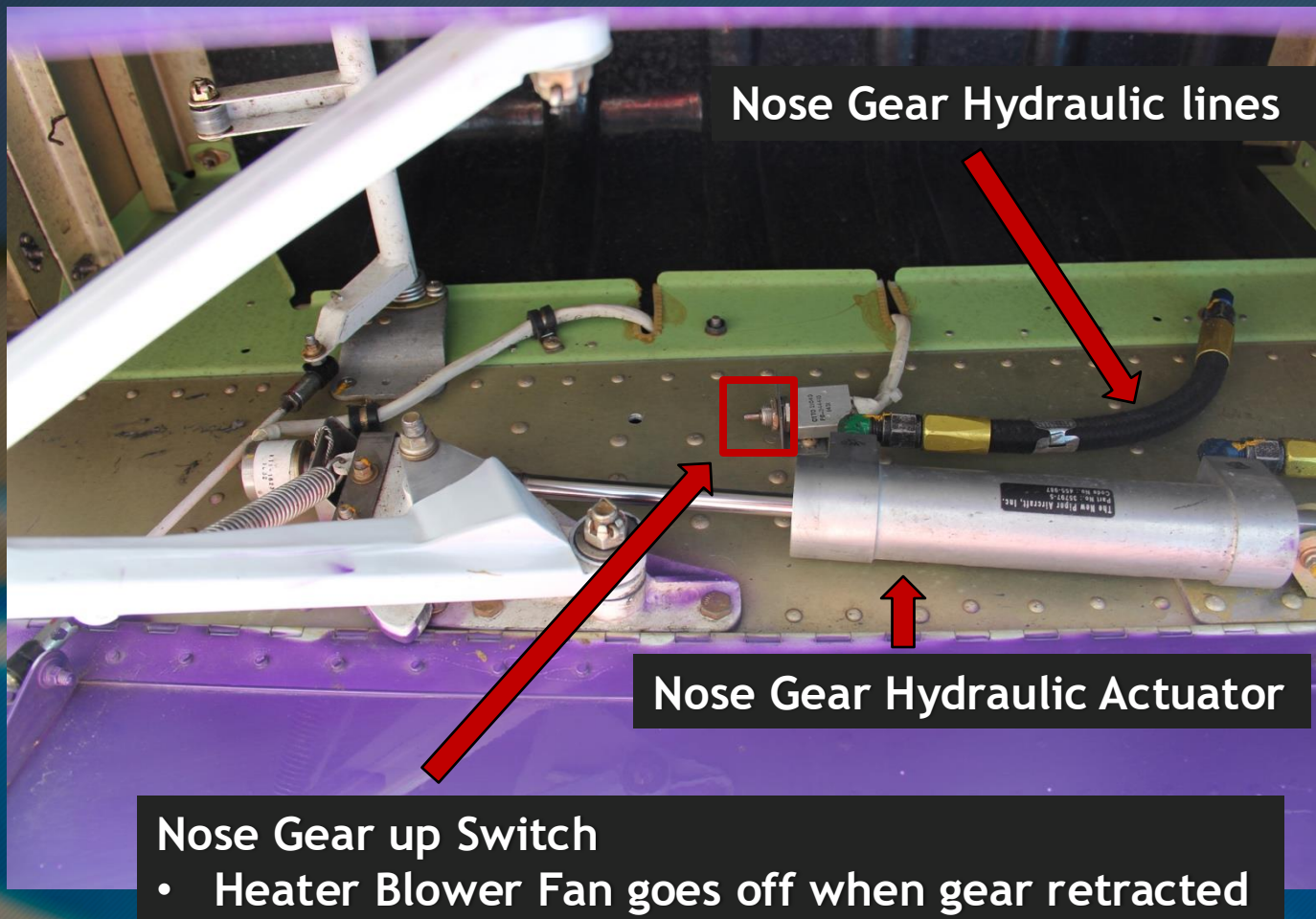
Fuel Sumps	DRAIN
Flap and Hinges	CHECK
Aileron and Hinges	CHECK
Static Wicks	CHECK
Wing Surfaces	CHECK
Wing Tip and Lights	CHECK
Leading Edge	CHECK
Oil Quantity	CHECK/AS REQUIRED
Fuel Tank	CHECK QUANTITY
Fuel Vents	CLEAR
Scupper Drain	CLEAR
Tie Down/Chock	REMOVE
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Main Gear Strut	INFLATION (APPROX 2.6 IN)
Tire	CHECK
Brake Pad and Disc	CHECK
Propeller and Spinner	CHECK
Alternator Belt	CHECK TENSION
Door Hinges	CHECK

Eight quarts of oil are required for maximum range flights.

NOSE SECTION

General Condition	CHECK
Air Inlets	CLEAR
Heater Air Inlet/Exhaust	CHECK
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Nose Wheel Tire	CHECK
Nose Gear Strut	INFLATION (APPROX 2.7 IN)
Chock	REMOVE

Walk Around



PREFLIGHT INSPECTION

RIGHT WING

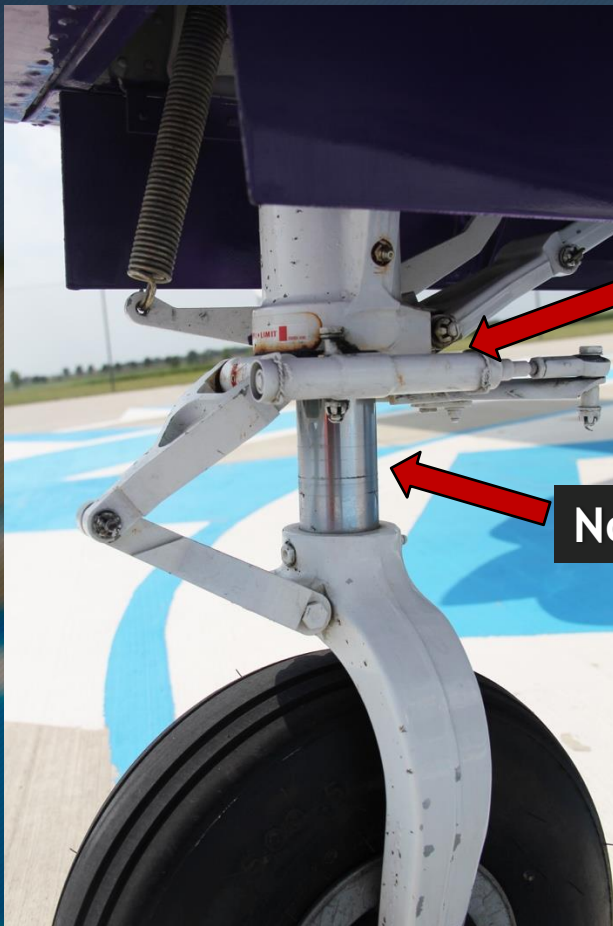
Fuel Sumps	DRAIN
Flap and Hinges	CHECK
Aileron and Hinges	CHECK
Static Wicks	CHECK
Wing Surfaces	CHECK
Wing Tip and Lights	CHECK
Leading Edge	CHECK
Oil Quantity	CHECK/AS REQUIRED
Fuel Tank	CHECK QUANTITY
Fuel Vents	CLEAR
Scupper Drain	CLEAR
Tie Down/Chock	REMOVE
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Main Gear Strut	INFLATION (APPROX 2.6 IN)
Tire	CHECK
Brake Pad and Disc	CHECK
Propeller and Spinner	CHECK
Alternator Belt	CHECK TENSION
Door Hinges	CHECK

Eight quarts of oil are required for maximum range flights.

NOSE SECTION

General Condition	CHECK
Air Inlets	CLEAR
Heater Air Inlet/Exhaust	CHECK
Battery Vents	CHECK
Gear Lines and Proximity Switches	CHECK
Nose Gear Strut	INFLATION (APPROX 2.7 IN)
Chock	REMOVE

Walk Around



Shimmy Dampener

Nose Strut

Nose Gear – CHECK CONDITION

- Tire Inflation and tread wear
- Strut inflation 2.70 inches $\pm$.25 inches
- Shimmy Dampener

PREFLIGHT INSPECTION

RIGHT WING

Fuel Sumps	DRAIN
Flap and Hinges	CHECK
Aileron and Hinges	CHECK
Static Wicks	CHECK
Wing Surfaces	CHECK
Wing Tip and Lights	CHECK
Leading Edge	CHECK
Oil Quantity	CHECK/AS REQUIRED
Fuel Tank	CHECK QUANTITY
Fuel Vents	CLEAR
Scupper Drain	CLEAR
Tie Down/Chock	REMOVE
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Main Gear Strut	INFLATION (APPROX 2.6 IN)
Tire	CHECK
Brake Pad and Disc	CHECK
Propeller and Spinner	CHECK
Alternator Belt	CHECK TENSION
Door Hinges	CHECK

Eight quarts of oil are required for maximum range flights.

NOSE SECTION

General Condition	CHECK
Air Inlets	CLEAR
Heater Air Inlet/Exhaust	CHECK

Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Nose Wheel Tire	CHECK
Nose Gear Strut	INFLATION (APPROX 2.7 IN)
Chock	REMOVE

Walk Around



Windshield – CHECK CONDITION

PREFLIGHT INSPECTION

RIGHT WING

Fuel Sumps	DRAIN
Flap and Hinges	CHECK
Aileron and Hinges	CHECK
Static Wicks	CHECK
Wing Surfaces	CHECK
Wing Tip and Lights	CHECK
Leading Edge	CHECK
Oil Quantity	CHECK/AS REQUIRED
Fuel Tank	CHECK QUANTITY
Fuel Vents	CLEAR
Scupper Drain	CLEAR
Tie Down/Chock	REMOVE
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Main Gear Strut	INFLATION (APPROX 2.6 IN)
Tire	CHECK
Brake Pad and Disc	CHECK
Propeller and Spinner	CHECK
Alternator Belt	CHECK TENSION
Door Hinges	CHECK

Eight quarts of oil are required for maximum range flights.

NOSE SECTION

General Condition	CHECK
Air Inlets	CLEAR
Heater Air Inlet/Exhaust	CHECK
Battery Vents	CHECK
Gear Well and Doors	CHECK
Gear Lines and Proximity Switches	CHECK
Nose Wheel Tire	CHECK
Nose Gear Strut	INFLATION (APPROX 2.7 IN)
Chock	REMOVE

Walk Around



Left wing leading edge check for contaminants and condition

LEFT WING

Oil QuantityCHECK/AS REQUIRED

Propeller and SpinnerCHECK
Fuel Tank.....CHECK QUANTITY
Scupper DrainCLEAR
Brake Pad and DiscCHECK
TireCHECK
Main Gear Strut.....INFLATION (APPROX 2.6 IN)
Gear Lines, Squat and Proximity SwitchesCHECK
Gear Well and Doors.....CHECK
Tie Down/Chock.....REMOVE
Fuel VentsCLEAR
Leading EdgeCHECK
Stall Warning Vanes.....CHECK
Pitot/Static Head.....UNOBSTRUCTED
Wing Tip and LightsCHECK
Wing Surfaces.....CHECK
Aileron and HingesCHECK
Static Wicks.....CHECK
Flap and HingesCHECK

Note:

The stall warning system does not activate on the ground.

Eight quarts of oil are required for maximum range flights.

FUSELAGE (LEFT SIDE)

General ConditionCHECK
Emergency Exit.....CHECK
AntennasCHECK
Fresh Air Inlet.....CHECK
UnderbellyCHECK

EMPENNAGE

General ConditionCHECK
Fresh Air Inlet.....CLEAR
RudderCHECK
Stabilator and Trim TabCHECK
Static Wicks.....CHECK
Tail Cone and Skid.....CHECK FOR DAMAGE
Tie DownREMOVE

Walk Around

Check Left Engine Cowling Condition

Oil Access Panel

Mirror for pilot to see nose gear in down position

Right Engine Oil Normal Quantity

Maximum Oil Capacity – 8 quart system Normal 6-8 quarts

Minimum Safe Quantity – 2 Quarts

LEFT WING

Oil QuantityCHECK/AS REQUIRED

Propeller and Spinner CHECK
Fuel Tank CHECK QUANTITY
Scupper Drain CLEAR
Brake Pad and Disc CHECK
Tire CHECK
Main Gear Strut INFLATION (APPROX 2.6 IN)
Gear Lines, Squat and Proximity Switches CHECK
Gear Well and Doors CHECK
Tie Down/Chock REMOVE
Fuel Vents CLEAR
Leading Edge CHECK
Stall Warning Vanes CHECK
Pitot/Static Head UNOBSTRUCTED
Wing Tip and Lights CHECK
Wing Surfaces CHECK
Aileron and Hinges CHECK
Static Wicks CHECK
Flap and Hinges CHECK

Note:

The stall warning system does not activate on the ground.

Eight quarts of oil are required for maximum range flights.

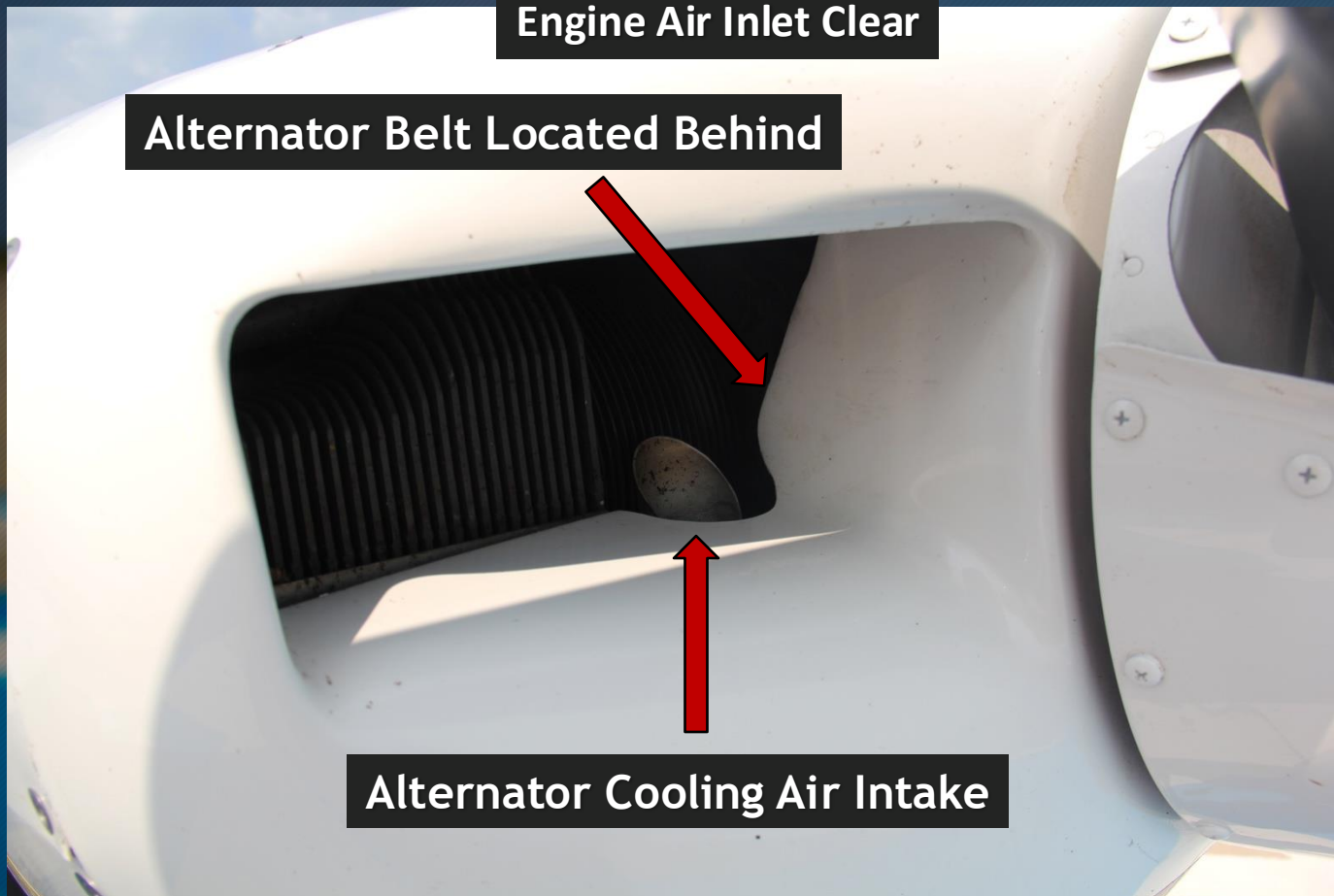
FUSELAGE (LEFT SIDE)

General Condition CHECK
Emergency Exit CHECK
Antennas CHECK
Fresh Air Inlet CHECK
Underbelly CHECK

EMPNNAGE

General Condition CHECK
Fresh Air Inlet CLEAR
Rudder CHECK
Stabilator and Trim Tab CHECK
Static Wicks CHECK
Tail Cone and Skid CHECK FOR DAMAGE
Tie Down REMOVE

Walk Around



LEFT WING

Alternator Belt.....	CHECK TENSION
Propeller and Spinner.....	CHECK

Scupper Drain	CLEAR
Brake Pad and Disc	CHECK
Tire	CHECK
Main Gear Strut.....	INFLATION (APPROX 2.6 IN)
Gear Lines, Squat and Proximity Switches	CHECK
Gear Well and Doors.....	CHECK
Tie Down/Chock.....	REMOVE
Fuel Vents	CLEAR
Leading Edge	CHECK
Stall Warning Vanes.....	CHECK
Pitot/Static Head.....	UNOBSTRUCTED
Wing Tip and Lights	CHECK
Wing Surfaces.....	CHECK
Aileron and Hinges	CHECK
Static Wicks.....	CHECK
Flap and Hinges	CHECK

Note:

The stall warning system does not activate on the ground.

Eight quarts of oil are required for maximum range flights.

FUSELAGE (LEFT SIDE)

General Condition	CHECK
Emergency Exit.....	CHECK
Antennas	CHECK
Fresh Air Inlet.....	CHECK
Underbelly	CHECK

EMPENNAGE

General Condition	CHECK
Fresh Air Inlet.....	CLEAR
Rudder	CHECK
Stabilator and Trim Tab	CHECK
Static Wicks.....	CHECK
Tail Cone and Skid.....	CHECK FOR DAMAGE
Tie Down	REMOVE

Walk Around

Engine Air Inlet Clear



Propeller Governor

LEFT WING

Alternator Belt.....CHECK TENSION
Propeller and Spinner.....CHECK

Scupper DrainCLEAR
Brake Pad and DiscCHECK
TireCHECK
Main Gear Strut.....INFLATION (APPROX 2.6 IN)
Gear Lines, Squat and Proximity SwitchesCHECK
Gear Well and Doors.....CHECK
Tie Down/Chock.....REMOVE
Fuel VentsCLEAR
Leading EdgeCHECK
Stall Warning Vanes.....CHECK
Pitot/Static Head.....UNOBSTRUCTED
Wing Tip and LightsCHECK
Wing Surfaces.....CHECK
Aileron and HingesCHECK
Static Wicks.....CHECK
Flap and HingesCHECK

Note:

The stall warning system does not activate on the ground.

Eight quarts of oil are required for maximum range flights.

FUSELAGE (LEFT SIDE)

General ConditionCHECK
Emergency Exit.....CHECK
AntennasCHECK
Fresh Air Inlet.....CHECK
UnderbellyCHECK

EMPENNAGE

General ConditionCHECK
Fresh Air Inlet.....CLEAR
RudderCHECK
Stabilator and Trim TabCHECK
Static Wicks.....CHECK
Tail Cone and Skid.....CHECK FOR DAMAGE
Tie DownREMOVE

Walk Around



- Check engine cowling for cracks, worn fasteners and securely fastened.
- Propeller spinner has no crack and check general condition

LEFT WING

Oil Quantity	CHECK/AS REQUIRED
Propeller and Spinner	CHECK
Scupper Drain	CLEAR
Brake Pad and Disc	CHECK
Tire	CHECK
Main Gear Strut	INFLATION (APPROX 2.6 IN)
Gear Lines, Squat and Proximity Switches	CHECK
Gear Well and Doors	CHECK
Tie Down/Chock	REMOVE
Fuel Vents	CLEAR
Leading Edge	CHECK
Stall Warning Vanes	CHECK
Pitot/Static Head	UNOBSTRUCTED
Wing Tip and Lights	CHECK
Wing Surfaces	CHECK
Aileron and Hinges	CHECK
Static Wicks	CHECK
Flap and Hinges	CHECK

Note:

The stall warning system does not activate on the ground.

Eight quarts of oil are required for maximum range flights.

FUSELAGE (LEFT SIDE)

General Condition	CHECK
Emergency Exit	CHECK
Antennas	CHECK
Fresh Air Inlet	CHECK
Underbelly	CHECK

EMPENNAGE

General Condition	CHECK
Fresh Air Inlet	CLEAR
Rudder	CHECK
Stabilator and Trim Tab	CHECK
Static Wicks	CHECK
Tail Cone and Skid	CHECK FOR DAMAGE
Tie Down	REMOVE

Walk Around



Fuel Tank

Fuel Placard

- Fuel Cap & Quantity – CHECK & SECURE

LEFT WING

Oil QuantityCHECK/AS REQUIRED
Alternator BeltCHECK TENSION

Fuel TankCHECK QUANTITY

Brake Pad and DiscCHECK
TireCHECK
Main Gear StrutINFLATION (APPROX 2.6 IN)
Gear Lines, Squat and Proximity SwitchesCHECK
Gear Well and DoorsCHECK
Tie Down/ChockREMOVE
Fuel VentsCLEAR
Leading EdgeCHECK
Stall Warning VanesCHECK
Pitot/Static HeadUNOBSTRUCTED
Wing Tip and LightsCHECK
Wing SurfacesCHECK
Aileron and HingesCHECK
Static WicksCHECK
Flap and HingesCHECK

Note:

The stall warning system does not activate on the ground.

Eight quarts of oil are required for maximum range flights.

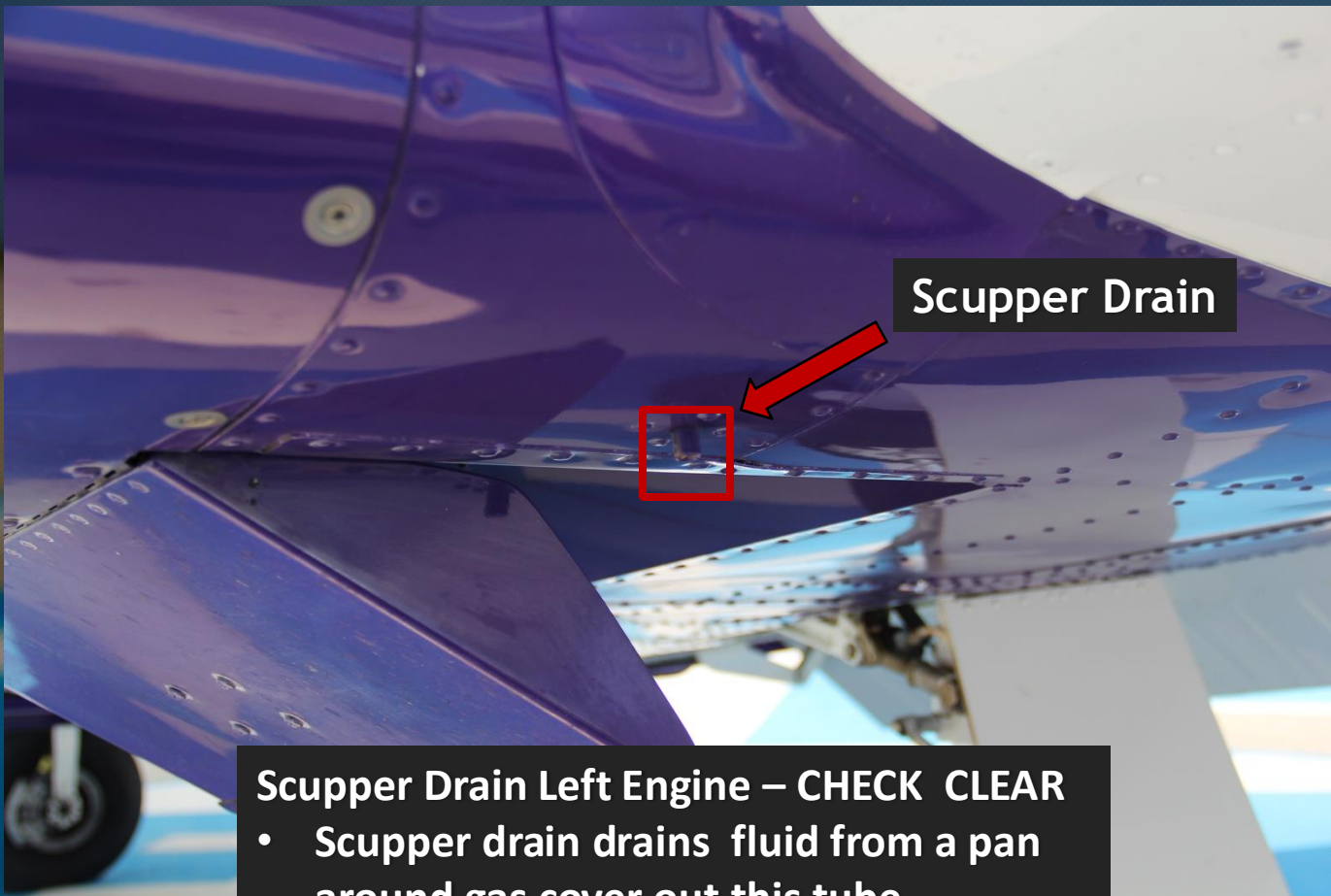
FUSELAGE (LEFT SIDE)

General ConditionCHECK
Emergency ExitCHECK
AntennasCHECK
Fresh Air InletCHECK
UnderbellyCHECK

EMPENNAGE

General ConditionCHECK
Fresh Air InletCLEAR
RudderCHECK
Stabilator and Trim TabCHECK
Static WicksCHECK
Tail Cone and SkidCHECK FOR DAMAGE
Tie DownREMOVE

Walk Around



Scupper Drain Left Engine – CHECK CLEAR

- Scupper drain drains fluid from a pan around gas cover out this tube.

LEFT WING

Oil QuantityCHECK/AS REQUIRED
Alternator BeltCHECK TENSION
Propeller and SpinnerCHECK
Scupper Drain**CLEAR**

TireCHECK
Main Gear StrutINFLATION (APPROX 2.6 IN)
Gear Lines, Squat and Proximity SwitchesCHECK
Gear Well and DoorsCHECK
Tie Down/ChockREMOVE
Fuel VentsCLEAR
Leading EdgeCHECK
Stall Warning VanesCHECK
Pitot/Static HeadUNOBSTRUCTED
Wing Tip and LightsCHECK
Wing SurfacesCHECK
Aileron and HingesCHECK
Static WicksCHECK
Flap and HingesCHECK

Note:

The stall warning system does not activate on the ground.

Eight quarts of oil are required for maximum range flights.

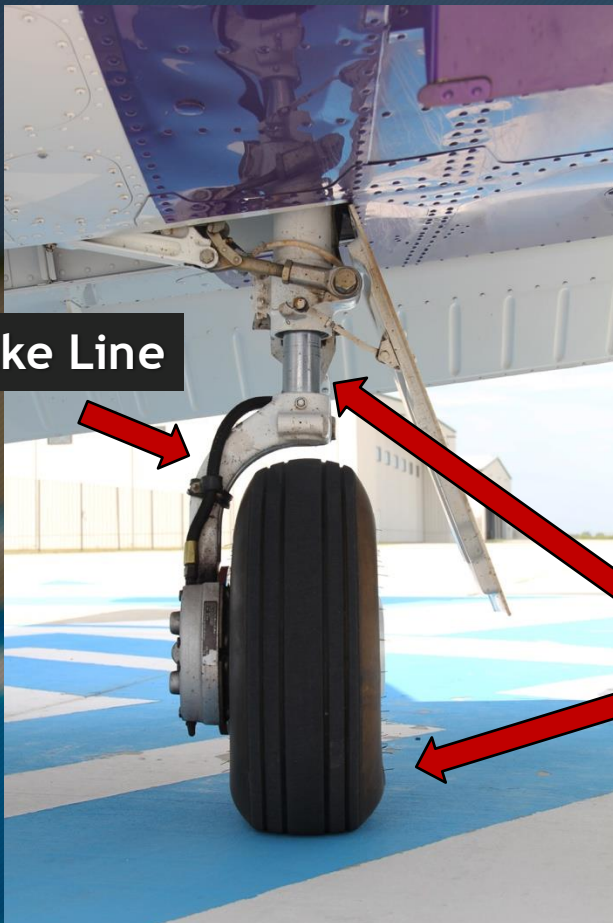
FUSELAGE (LEFT SIDE)

General ConditionCHECK
Emergency ExitCHECK
AntennasCHECK
Fresh Air InletCHECK
UnderbellyCHECK

EMPENNAGE

General ConditionCHECK
Fresh Air InletCLEAR
RudderCHECK
Stabilator and Trim TabCHECK
Static WicksCHECK
Tail Cone and SkidCHECK FOR DAMAGE
Tie DownREMOVE

Walk Around



Brake Line

Left Gear – CHECK CONDITION

- Tire Wear and Tire Inflation
- Brake Line
- Check gear strut for inflation 2.60 inches $\pm$.25 inches.

LEFT WING

Oil QuantityCHECK/AS REQUIRED
Alternator BeltCHECK TENSION
Propeller and SpinnerCHECK
Fuel TankCHECK QUANTITY

Brake Pad and DiscCHECK
TireCHECK
Main Gear StrutINFLATION (APPROX 2.6 IN)
Gear Lines, Squat and Proximity SwitchesCHECK
Gear Well and DoorsCHECK
Tie Down/ChockREMOVE

Leading EdgeCHECK
Stall Warning VanesCHECK
Pitot/Static HeadUNOBSTRUCTED
Wing Tip and LightsCHECK
Wing SurfacesCHECK
Aileron and HingesCHECK
Static WicksCHECK
Flap and HingesCHECK

Note:

The stall warning system does not activate on the ground.

Eight quarts of oil are required for maximum range flights.

FUSELAGE (LEFT SIDE)

General ConditionCHECK
Emergency ExitCHECK
AntennasCHECK
Fresh Air InletCHECK
UnderbellyCHECK

EMPENNAGE

General ConditionCHECK
Fresh Air InletCLEAR
RudderCHECK
Stabilator and Trim TabCHECK
Static WicksCHECK
Tail Cone and SkidCHECK FOR DAMAGE
Tie DownREMOVE

Walk Around



Left Gear Safety Switch – When the gear strut fully extends it closes a circuit allowing hydraulic pump to activate when gear selector is placed in the up position.

LEFT WING

Oil QuantityCHECK/AS REQUIRED
Alternator Belt.....CHECK TENSION
Propeller and SpinnerCHECK
Fuel Tank.....CHECK QUANTITY
Scupper DrainCLEAR
Brake Pad and DiscCHECK
TireCHECK

Gear Lines, Squat and Proximity SwitchesCHECK
Gear Well and Doors.....CHECK
Tie Down/Chock.....REMOVE

Leading EdgeCHECK
Stall Warning Vanes.....CHECK
Pitot/Static Head.....UNOBSTRUCTED
Wing Tip and LightsCHECK
Wing Surfaces.....CHECK
Aileron and HingesCHECK
Static Wicks.....CHECK
Flap and HingesCHECK

Note:

The stall warning system does not activate on the ground.

Eight quarts of oil are required for maximum range flights.

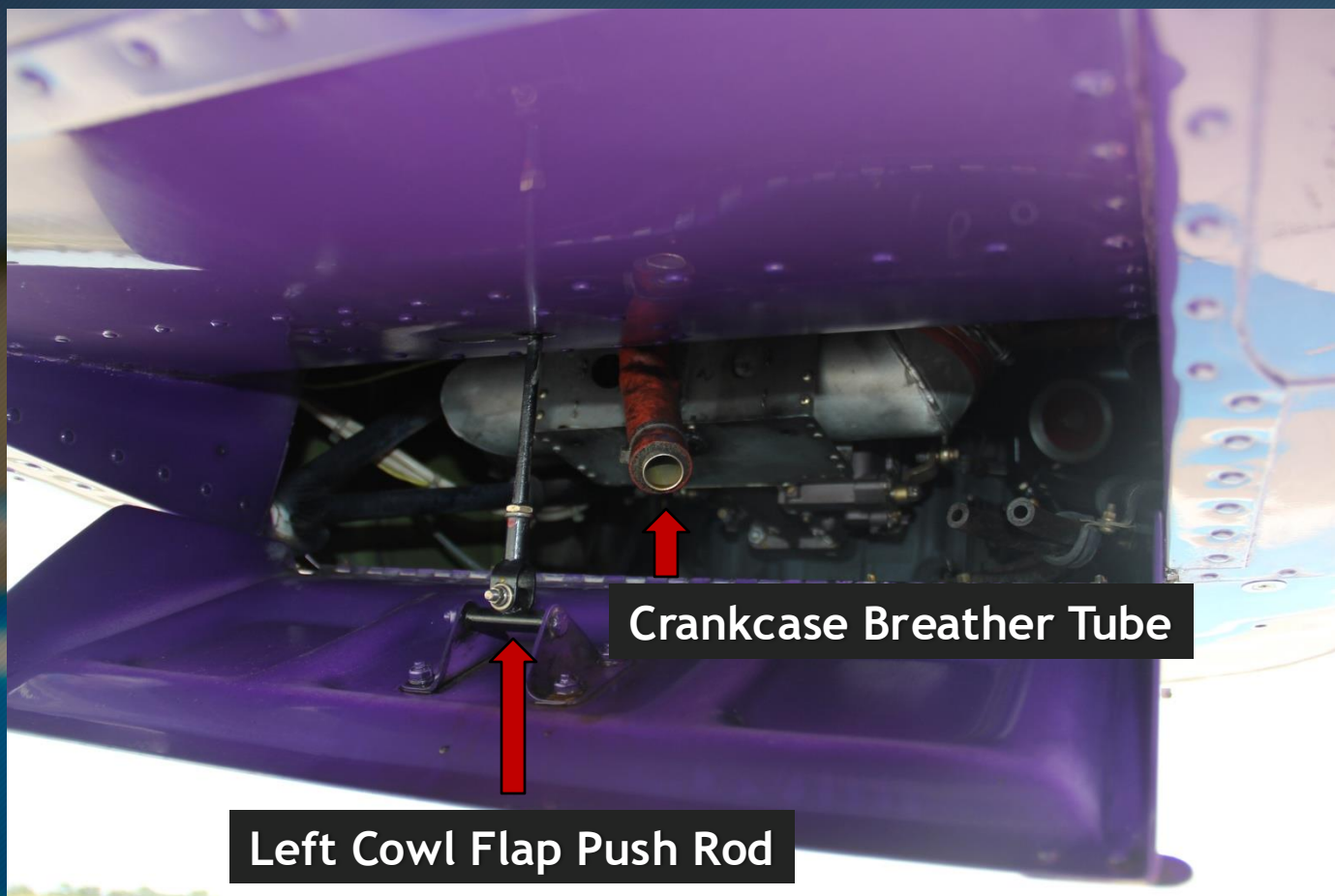
FUSELAGE (LEFT SIDE)

General ConditionCHECK
Emergency Exit.....CHECK
AntennasCHECK
Fresh Air Inlet.....CHECK
UnderbellyCHECK

EMPENNAGE

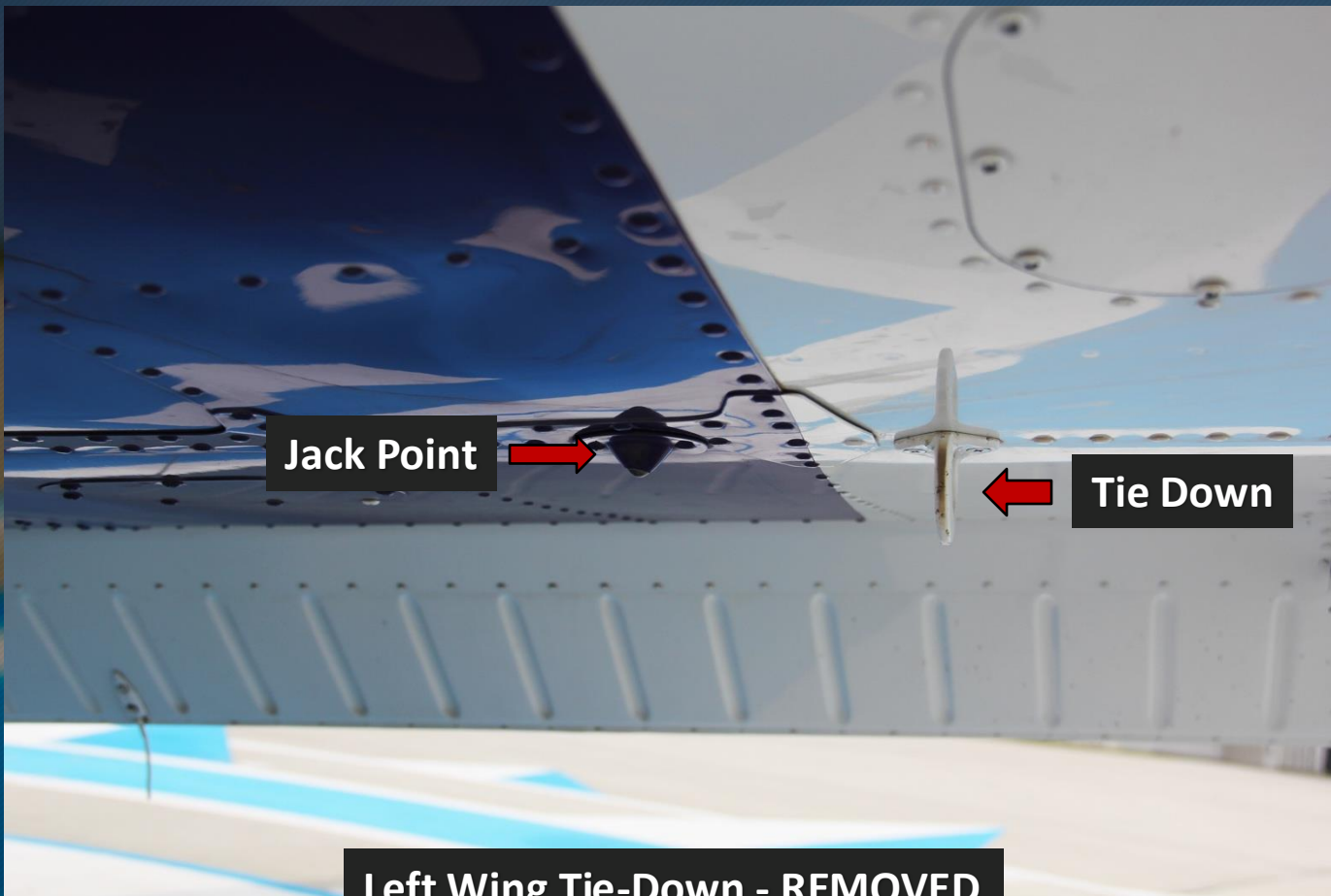
General ConditionCHECK
Fresh Air InletCLEAR
RudderCHECK
Stabilator and Trim TabCHECK
Static Wicks.....CHECK
Tail Cone and Skid.....CHECK FOR DAMAGE
Tie DownREMOVE

Walk Around



Left Cowl Flap Side View

Walk Around



Jack Point

Tie Down

Left Wing Tie-Down - REMOVED

LEFT WING

Oil QuantityCHECK/AS REQUIRED
Alternator BeltCHECK TENSION
Propeller and SpinnerCHECK
Fuel TankCHECK QUANTITY
Scupper DrainCLEAR
Brake Pad and DiscCHECK
TireCHECK
Main Gear StrutINFLATION (APPROX 2.6 IN)
Gear Lines, Squat and Proximity SwitchesCHECK

Tie Down/ChockREMOVE

Leading EdgeCHECK
Stall Warning VanesCHECK
Pitot/Static HeadUNOBSTRUCTED
Wing Tip and LightsCHECK
Wing SurfacesCHECK
Aileron and HingesCHECK
Static WicksCHECK
Flap and HingesCHECK

Note:

The stall warning system does not activate on the ground.

Eight quarts of oil are required for maximum range flights.

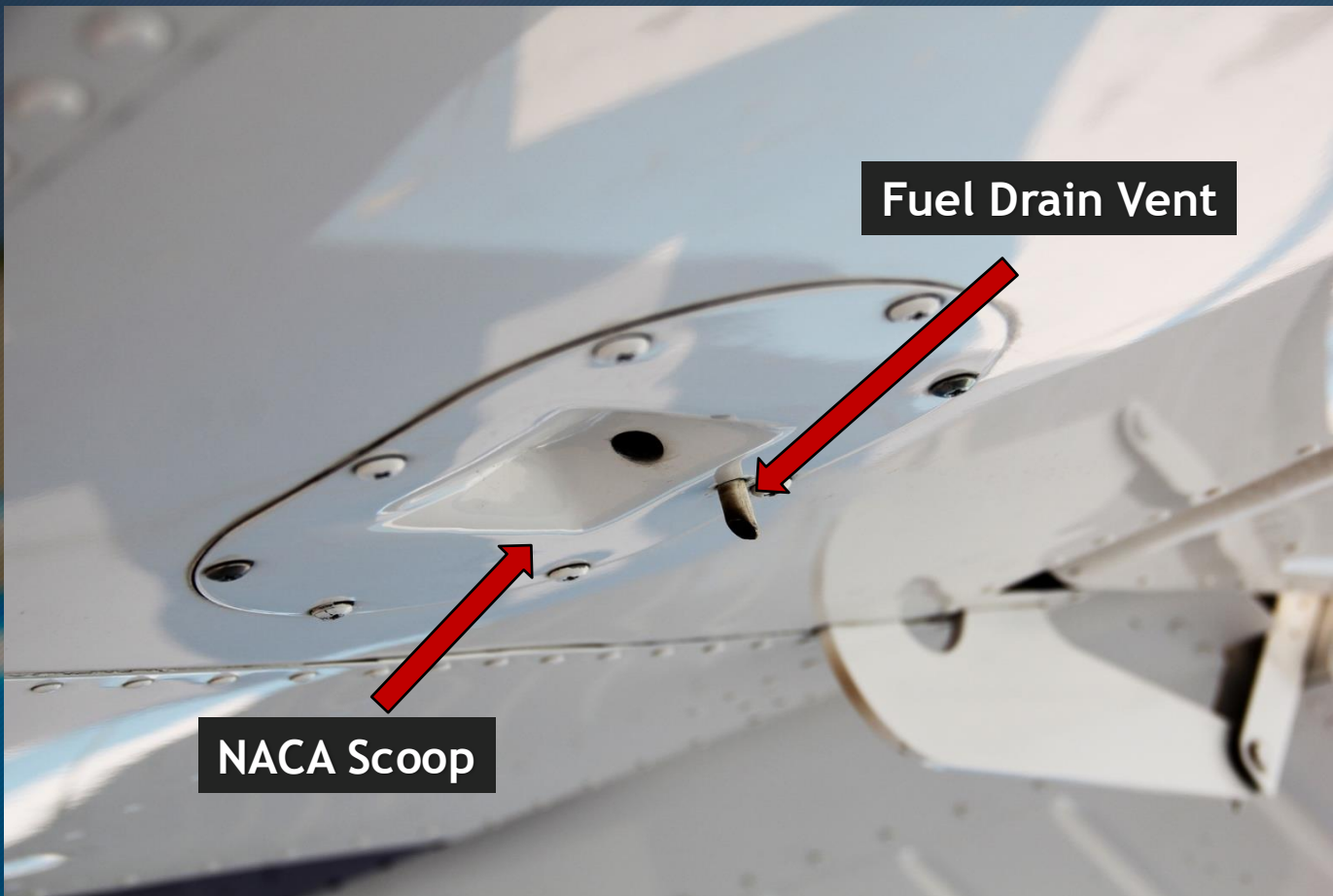
FUSELAGE (LEFT SIDE)

General ConditionCHECK
Emergency ExitCHECK
AntennasCHECK
Fresh Air InletCHECK
UnderbellyCHECK

EMPENNAGE

General ConditionCHECK
Fresh Air InletCLEAR
RudderCHECK
Stabilator and Trim TabCHECK
Static WicksCHECK
Tail Cone and SkidCHECK FOR DAMAGE
Tie DownREMOVE

Walk Around



LEFT WING

Oil QuantityCHECK/AS REQUIRED
Alternator BeltCHECK TENSION
Propeller and SpinnerCHECK
Fuel TankCHECK QUANTITY
Scupper DrainCLEAR
Brake Pad and DiscCHECK
TireCHECK
Main Gear StrutINFLATION (APPROX 2.6 IN)
Gear Lines, Squat and Proximity SwitchesCHECK
Gear Well and DoorsCHECK

Fuel Vents CLEAR

Stall Warning VanesCHECK
Pitot/Static HeadUNOBSTRUCTED
Wing Tip and LightsCHECK
Wing SurfacesCHECK
Aileron and HingesCHECK
Static WicksCHECK
Flap and HingesCHECK

Note:

The stall warning system does not activate on the ground.

Eight quarts of oil are required for maximum range flights.

FUSELAGE (LEFT SIDE)

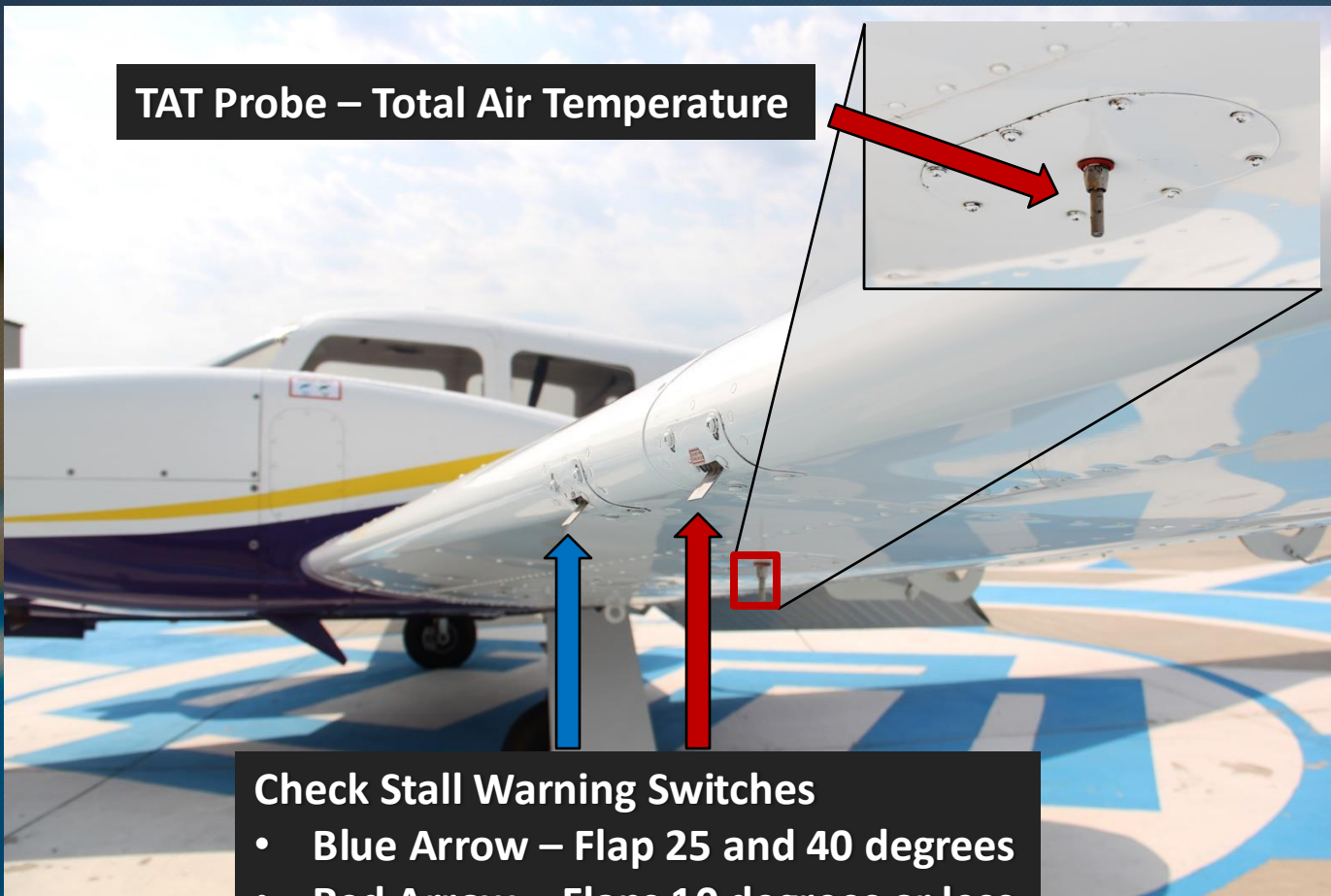
General ConditionCHECK
Emergency ExitCHECK
AntennasCHECK
Fresh Air InletCHECK
UnderbellyCHECK

EMPENNAGE

General ConditionCHECK
Fresh Air InletCLEAR
RudderCHECK
Stabilator and Trim TabCHECK
Static WicksCHECK
Tail Cone and SkidCHECK FOR DAMAGE
Tie DownREMOVE

Walk Around

TAT Probe – Total Air Temperature



Check Stall Warning Switches

- Blue Arrow – Flap 25 and 40 degrees
- Red Arrow – Flaps 10 degrees or less

LEFT WING

Oil Quantity	CHECK/AS REQUIRED
Alternator Belt	CHECK TENSION
Propeller and Spinner	CHECK
Fuel Tank	CHECK QUANTITY
Scupper Drain	CLEAR
Brake Pad and Disc	CHECK
Tire	CHECK
Main Gear Strut	INFLATION (APPROX 2.6 IN)
Gear Lines, Squat and Proximity Switches	CHECK
Gear Well and Doors	CHECK
Tie Down/Chock	REMOVE
Fuel Vents	CLEAR
Stall Warning Vanes	CHECK
Wing Tip and Lights	CHECK
Wing Surfaces	CHECK
Aileron and Hinges	CHECK
Static Wicks	CHECK
Flap and Hinges	CHECK

Note:

The stall warning system does not activate on the ground.

Eight quarts of oil are required for maximum range flights.

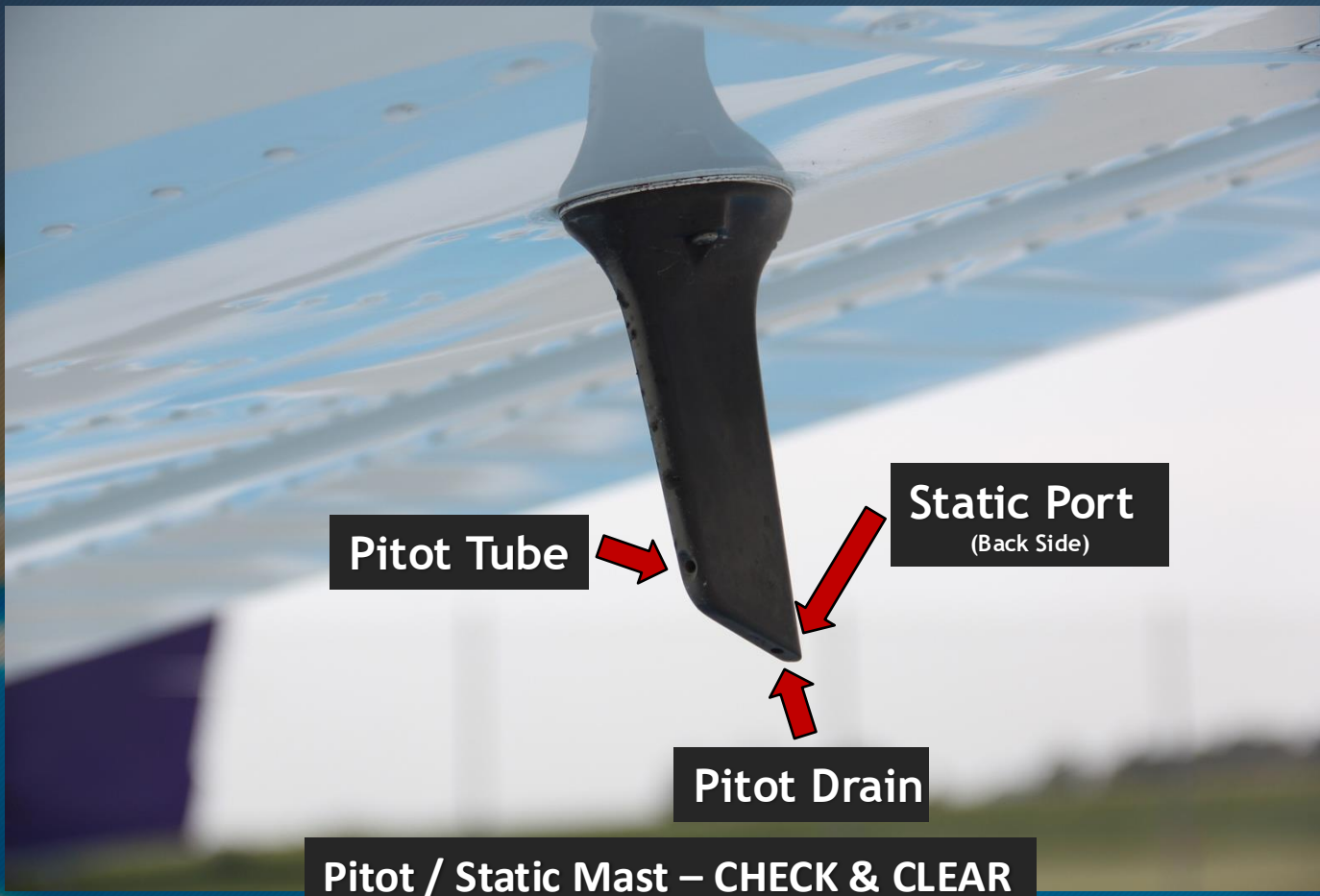
FUSELAGE (LEFT SIDE)

General Condition	CHECK
Emergency Exit	CHECK
Antennas	CHECK
Fresh Air Inlet	CHECK
Underbelly	CHECK

EMPENNAGE

General Condition	CHECK
Fresh Air Inlet	CLEAR
Rudder	CHECK
Stabilator and Trim Tab	CHECK
Static Wicks	CHECK
Tail Cone and Skid	CHECK FOR DAMAGE
Tie Down	REMOVE

Walk Around



LEFT WING

Oil QuantityCHECK/AS REQUIRED
Alternator BeltCHECK TENSION
Propeller and SpinnerCHECK
Fuel TankCHECK QUANTITY
Scupper DrainCLEAR
Brake Pad and DiscCHECK
TireCHECK
Main Gear StrutINFLATION (APPROX 2.6 IN)
Gear Lines, Squat and Proximity SwitchesCHECK
Gear Well and DoorsCHECK
Tie Down/ChockREMOVE
Fuel VentsCLEAR
Leading EdgeCHECK

Pitot/Static Head UNOBSTRUCTED

Wing SurfacesCHECK
Aileron and HingesCHECK
Static WicksCHECK
Flap and HingesCHECK

Note:

The stall warning system does not activate on the ground.

Eight quarts of oil are required for maximum range flights.

FUSELAGE (LEFT SIDE)

General ConditionCHECK
Emergency ExitCHECK
AntennasCHECK
Fresh Air InletCHECK
UnderbellyCHECK

EMPENNAGE

General ConditionCHECK
Fresh Air InletCLEAR
RudderCHECK
Stabilator and Trim TabCHECK
Static WicksCHECK
Tail Cone and SkidCHECK FOR DAMAGE
Tie DownREMOVE

Walk Around

Glare Shield

- Prevents light shining in pilots eyes at night

Recognition Light

Left Wing Top & Recognition Light – CHECK CONDITION

LEFT WING

Oil Quantity.....CHECK/AS REQUIRED
Alternator Belt.....CHECK TENSION
Propeller and Spinner.....CHECK
Fuel Tank.....CHECK QUANTITY
Scupper Drain.....CLEAR
Brake Pad and Disc.....CHECK
Tire.....CHECK
Main Gear Strut.....INFLATION (APPROX 2.6 IN)
Gear Lines, Squat and Proximity Switches.....CHECK
Gear Well and Doors.....CHECK
Tie Down/Chock.....REMOVE
Fuel Vents.....CLEAR
Leading Edge.....CHECK
Stall Warning Vanes.....CHECK

Wing Tip and Lights.....CHECK

Aileron and Hinges.....CHECK
Static Wicks.....CHECK
Flap and Hinges.....CHECK

Note:

The stall warning system does not activate on the ground.

Eight quarts of oil are required for maximum range flights.

FUSELAGE (LEFT SIDE)

General Condition.....CHECK
Emergency Exit.....CHECK
Antennas.....CHECK
Fresh Air Inlet.....CHECK
Underbelly.....CHECK

EMPENNAGE

General Condition.....CHECK
Fresh Air Inlet.....CLEAR
Rudder.....CHECK
Stabilator and Trim Tab.....CHECK
Static Wicks.....CHECK
Tail Cone and Skid.....CHECK FOR DAMAGE
Tie Down.....REMOVE

Walk Around



Red Position Light- Left Wing

White Anti-Collision Light

Left Wing Top & Lights – CHECK CONDITION
Red Navigation light and white strobe light

LEFT WING

Oil QuantityCHECK/AS REQUIRED
Alternator BeltCHECK TENSION
Propeller and SpinnerCHECK
Fuel TankCHECK QUANTITY
Scupper DrainCLEAR
Brake Pad and DiscCHECK
TireCHECK
Main Gear StrutINFLATION (APPROX 2.6 IN)
Gear Lines, Squat and Proximity SwitchesCHECK
Gear Well and DoorsCHECK
Tie Down/ChockREMOVE
Fuel VentsCLEAR
Leading EdgeCHECK
Stall Warning VanesCHECK

Wing Tip and LightsCHECK
Wing SurfacesCHECK

Static WicksCHECK
Flap and HingesCHECK

Note:

The stall warning system does not activate on the ground.

Eight quarts of oil are required for maximum range flights.

FUSELAGE (LEFT SIDE)

General ConditionCHECK
Emergency ExitCHECK
AntennasCHECK
Fresh Air InletCHECK
UnderbellyCHECK

EMPENNAGE

General ConditionCHECK
Fresh Air InletCLEAR
RudderCHECK
Stabilator and Trim TabCHECK
Static WicksCHECK
Tail Cone and SkidCHECK FOR DAMAGE
Tie DownREMOVE

Walk Around



Left Wing Surface – CHECK CONDITION

LEFT WING

Oil Quantity	CHECK/AS REQUIRED
Alternator Belt	CHECK TENSION
Propeller and Spinner	CHECK
Fuel Tank	CHECK QUANTITY
Scupper Drain	CLEAR
Brake Pad and Disc	CHECK
Tire	CHECK
Main Gear Strut	INFLATION (APPROX 2.6 IN)
Gear Lines, Squat and Proximity Switches	CHECK
Gear Well and Doors	CHECK
Tie Down/Chock	REMOVE
Fuel Vents	CLEAR
Leading Edge	CHECK
Stall Warning Vanes	CHECK
Pitot/Static Head	UNOBSTRUCTED
Wing Surfaces	CHECK
Static Wicks	CHECK
Flap and Hinges	CHECK

Note:

The stall warning system does not activate on the ground.

Eight quarts of oil are required for maximum range flights.

FUSELAGE (LEFT SIDE)

General Condition	CHECK
Emergency Exit	CHECK
Antennas	CHECK
Fresh Air Inlet	CHECK
Underbelly	CHECK

EMPENNAGE

General Condition	CHECK
Fresh Air Inlet	CLEAR
Rudder	CHECK
Stabilator and Trim Tab	CHECK
Static Wicks	CHECK
Tail Cone and Skid	CHECK FOR DAMAGE
Tie Down	REMOVE

Walk Around

Aileron Counter
Balance Weight



Left Wing under side – CHECK CONDITION

- Aileron Counter Balance Weight is located inside wing.

LEFT WING

Oil QuantityCHECK/AS REQUIRED
Alternator BeltCHECK TENSION
Propeller and SpinnerCHECK
Fuel TankCHECK QUANTITY
Scupper DrainCLEAR
Brake Pad and DiscCHECK
TireCHECK
Main Gear StrutINFLATION (APPROX 2.6 IN)
Gear Lines, Squat and Proximity SwitchesCHECK
Gear Well and DoorsCHECK
Tie Down/ChockREMOVE
Fuel VentsCLEAR
Leading EdgeCHECK
Stall Warning VanesCHECK
Pitot/Static HeadUNOBSTRUCTED
Wing SurfacesCHECK
Static WicksCHECK
Flap and HingesCHECK

Note:

The stall warning system does not activate on the ground.

Eight quarts of oil are required for maximum range flights.

FUSELAGE (LEFT SIDE)

General ConditionCHECK
Emergency ExitCHECK
AntennasCHECK
Fresh Air InletCHECK
UnderbellyCHECK

EMPENNAGE

General ConditionCHECK
Fresh Air InletCLEAR
RudderCHECK
Stabilator and Trim TabCHECK
Static WicksCHECK
Tail Cone and SkidCHECK FOR DAMAGE
Tie DownREMOVE

Walk Around



LEFT WING

Oil Quantity	CHECK/AS REQUIRED
Alternator Belt	CHECK TENSION
Propeller and Spinner	CHECK
Fuel Tank	CHECK QUANTITY
Scupper Drain	CLEAR
Brake Pad and Disc	CHECK
Tire	CHECK
Main Gear Strut	INFLATION (APPROX 2.6 IN)
Gear Lines, Squat and Proximity Switches	CHECK
Gear Well and Doors	CHECK
Tie Down/Chock	REMOVE
Fuel Vents	CLEAR
Leading Edge	CHECK
Stall Warning Vanes	CHECK
Pitot/Static Head	UNOBSTRUCTED
Wing Tip and Lights	CHECK
Aileron and Hinges	CHECK
Static Wicks	CHECK
Flap and Flap Hinges	CHECK

Note:

The stall warning system does not activate on the ground.

Eight quarts of oil are required for maximum range flights.

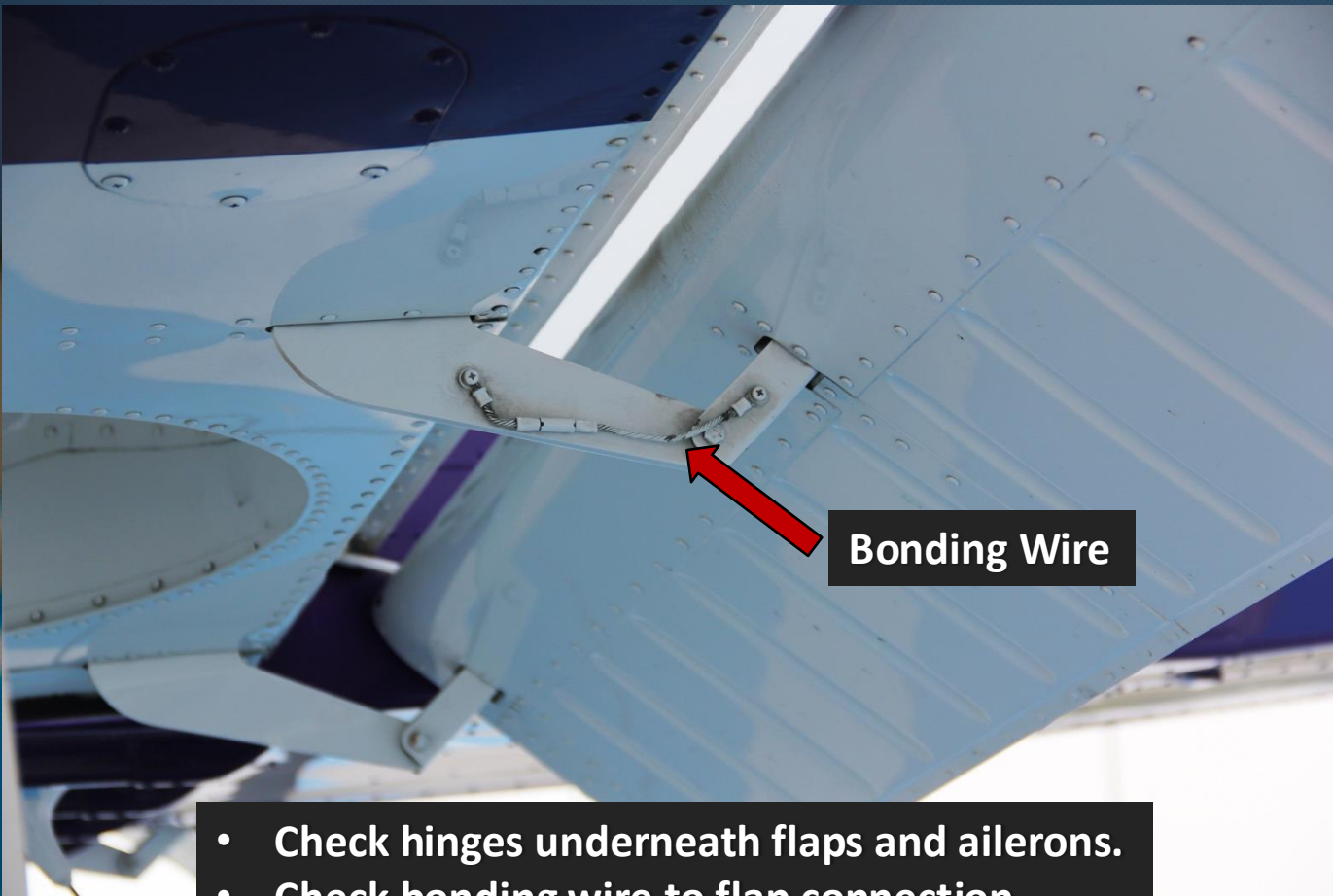
FUSELAGE (LEFT SIDE)

General Condition	CHECK
Emergency Exit	CHECK
Antennas	CHECK
Fresh Air Inlet	CHECK
Underbelly	CHECK

EMPENNAGE

General Condition	CHECK
Fresh Air Inlet	CLEAR
Rudder	CHECK
Stabilator and Trim Tab	CHECK
Static Wicks	CHECK
Tail Cone and Skid	CHECK FOR DAMAGE
Tie Down	REMOVE

Walk Around



Bonding Wire

- Check hinges underneath flaps and ailerons.
- Check bonding wire to flap connection

LEFT WING

Oil Quantity	CHECK/AS REQUIRED
Alternator Belt	CHECK TENSION
Propeller and Spinner	CHECK
Fuel Tank	CHECK QUANTITY
Scupper Drain	CLEAR
Brake Pad and Disc	CHECK
Tire	CHECK
Main Gear Strut	INFLATION (APPROX 2.6 IN)
Gear Lines, Squat and Proximity Switches	CHECK
Gear Well and Doors	CHECK
Tie Down/Chock	REMOVE
Fuel Vents	CLEAR
Leading Edge	CHECK
Stall Warning Vanes	CHECK
Pitot/Static Head	UNOBSTRUCTED
Wing Tip and Lights	CHECK
Aileron and Hinges	CHECK
Static Wicks	CHECK
Flap and Hinges	CHECK

Note:

The stall warning system does not activate on the ground.

Eight quarts of oil are required for maximum range flights.

FUSELAGE (LEFT SIDE)

General Condition	CHECK
Emergency Exit	CHECK
Antennas	CHECK
Fresh Air Inlet	CHECK
Underbelly	CHECK

EMPENNAGE

General Condition	CHECK
Fresh Air Inlet	CLEAR
Rudder	CHECK
Stabilator and Trim Tab	CHECK
Static Wicks	CHECK
Tail Cone and Skid	CHECK FOR DAMAGE
Tie Down	REMOVE

Walk Around



Static Wicks

Flap and Hinges – CHECK CONDITION

LEFT WING

Oil Quantity	CHECK/AS REQUIRED
Alternator Belt	CHECK TENSION
Propeller and Spinner	CHECK
Fuel Tank	CHECK QUANTITY
Scupper Drain	CLEAR
Brake Pad and Disc	CHECK
Tire	CHECK
Main Gear Strut	INFLATION (APPROX 2.6 IN)
Gear Lines, Squat and Proximity Switches	CHECK
Gear Well and Doors	CHECK
Tie Down/Chock	REMOVE
Fuel Vents	CLEAR
Leading Edge	CHECK
Stall Warning Vanes	CHECK
Pitot/Static Head	UNOBSTRUCTED
Wing Tip and Lights	CHECK
Wing Surfaces	CHECK
Static Wicks	CHECK
Flap and Hinges	CHECK

Note:

The stall warning system does not activate on the ground.

Eight quarts of oil are required for maximum range flights.

FUSELAGE (LEFT SIDE)

General Condition	CHECK
Emergency Exit	CHECK
Antennas	CHECK
Fresh Air Inlet	CHECK
Underbelly	CHECK

EMPENNAGE

General Condition	CHECK
Fresh Air Inlet	CLEAR
Rudder	CHECK
Stabilator and Trim Tab	CHECK
Static Wicks	CHECK
Tail Cone and Skid	CHECK FOR DAMAGE
Tie Down	REMOVE

Walk Around



LEFT WING

Oil Quantity	CHECK/AS REQUIRED
Alternator Belt	CHECK TENSION
Propeller and Spinner	CHECK
Fuel Tank	CHECK QUANTITY
Scupper Drain	CLEAR
Brake Pad and Disc	CHECK
Tire	CHECK
Main Gear Strut	INFLATION (APPROX 2.6 IN)
Gear Lines, Squat and Proximity Switches	CHECK
Gear Well and Doors	CHECK
Tie Down/Chock	REMOVE
Fuel Vents	CLEAR
Leading Edge	CHECK
Stall Warning Vanes	CHECK
Pitot/Static Head	UNOBSTRUCTED
Wing Tip and Lights	CHECK
Wing Surfaces	CHECK
Aileron and Hinges	CHECK
Static Wicks	CHECK
Flap and Hinges	CHECK

Note:

The stall warning system does not activate on the ground.

Eight quarts of oil are required for maximum range flights.

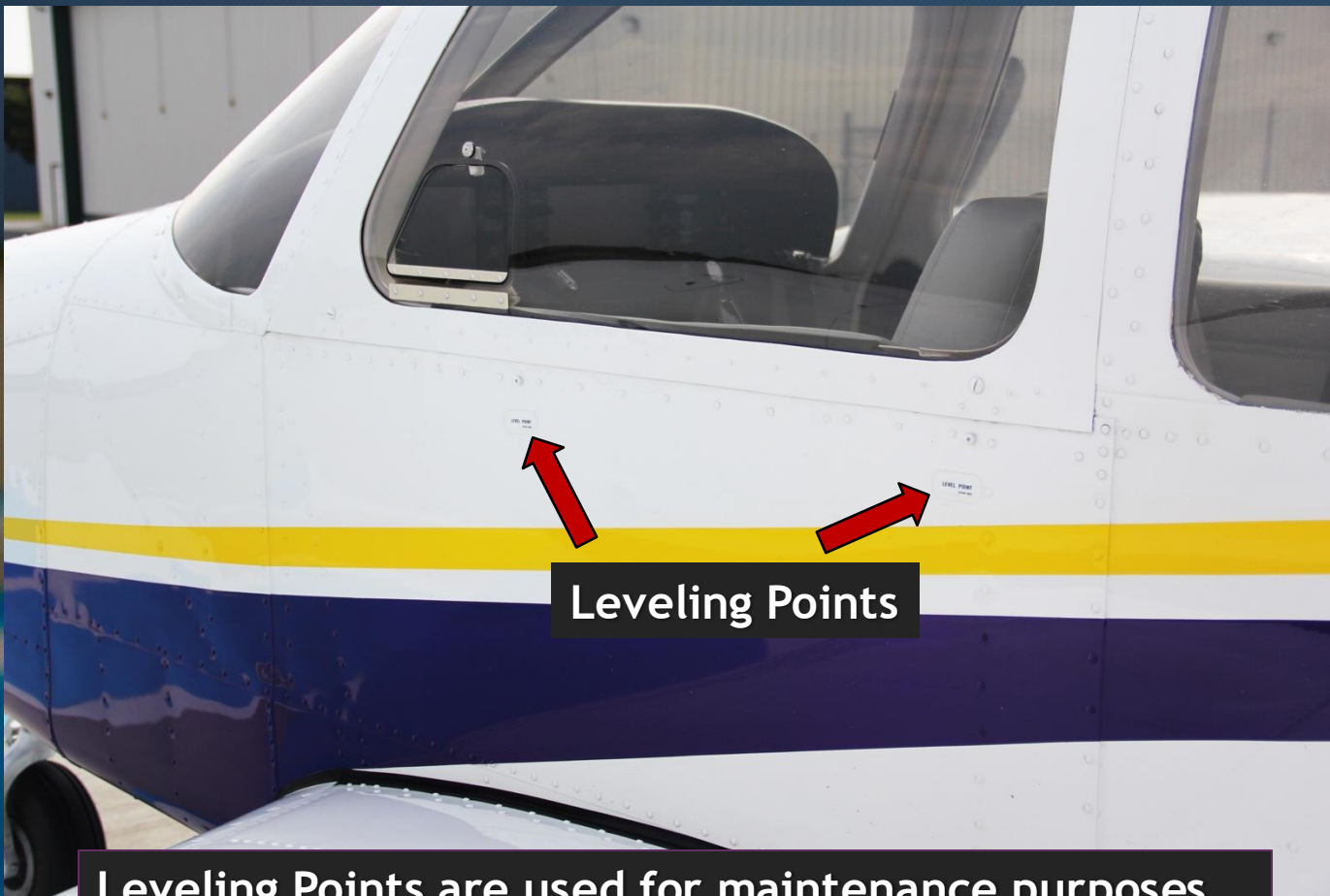
FUSELAGE / LEFT SIDE

General Condition	CHECK
Emergency Exit	CHECK
Antenna	CHECK
Fresh Air Inlet	CHECK
Underbelly	CHECK

EMPENNAGE

General Condition	CHECK
Fresh Air Inlet	CLEAR
Rudder	CHECK
Stabilator and Trim Tab	CHECK
Static Wicks	CHECK
Tail Cone and Skid	CHECK FOR DAMAGE
Tie Down	REMOVE

Walk Around



Leveling Points are used for maintenance purposes

LEFT WING

Oil Quantity	CHECK/AS REQUIRED
Alternator Belt	CHECK TENSION
Propeller and Spinner	CHECK
Fuel Tank	CHECK QUANTITY
Scupper Drain	CLEAR
Brake Pad and Disc	CHECK
Tire	CHECK
Main Gear Strut	INFLATION (APPROX 2.6 IN)
Gear Lines, Squat and Proximity Switches	CHECK
Gear Well and Doors	CHECK
Tie Down/Chock	REMOVE
Fuel Vents	CLEAR
Leading Edge	CHECK
Stall Warning Vanes	CHECK
Pitot/Static Head	UNOBSTRUCTED
Wing Tip and Lights	CHECK
Wing Surfaces	CHECK
Aileron and Hinges	CHECK
Static Wicks	CHECK
Flap and Hinges	CHECK

Note:

The stall warning system does not activate on the ground.

Eight quarts of oil are required for maximum range flights.

General ConditionCHECK

AntennasCHECK
Fresh Air InletCHECK
UnderbellyCHECK

EMPENNAGE

General Condition	CHECK
Fresh Air Inlet	CLEAR
Rudder	CHECK
Stabilator and Trim Tab	CHECK
Static Wicks	CHECK
Tail Cone and Skid	CHECK FOR DAMAGE
Tie Down	REMOVE

Walk Around



LEFT WING

Oil Quantity	CHECK/AS REQUIRED
Alternator Belt	CHECK TENSION
Propeller and Spinner	CHECK
Fuel Tank	CHECK QUANTITY
Scupper Drain	CLEAR
Brake Pad and Disc	CHECK
Tire	CHECK
Main Gear Strut	INFLATION (APPROX 2.6 IN)
Gear Lines, Squat and Proximity Switches	CHECK
Gear Well and Doors	CHECK
Tie Down/Chock	REMOVE
Fuel Vents	CLEAR
Leading Edge	CHECK
Stall Warning Vanes	CHECK
Pitot/Static Head	UNOBSTRUCTED
Wing Tip and Lights	CHECK
Wing Surfaces	CHECK
Aileron and Hinges	CHECK
Static Wicks	CHECK
Flap and Hinges	CHECK

Note:

The stall warning system does not activate on the ground.

Eight quarts of oil are required for maximum range flights.

FUSELAGE (LEFT SIDE)

General Condition	CHECK
Antennas	CHECK
Door and Hatch	CHECK
Underbelly	CHECK

EMPENNAGE

General Condition	CHECK
Fresh Air Inlet	CLEAR
Rudder	CHECK
Stabilator and Trim Tab	CHECK
Static Wicks	CHECK
Tail Cone and Skid	CHECK FOR DAMAGE
Tie Down	REMOVE

Walk Around



LEFT WING

Oil QuantityCHECK/AS REQUIRED
Alternator BeltCHECK TENSION
Propeller and SpinnerCHECK
Fuel TankCHECK QUANTITY
Scupper DrainCLEAR
Brake Pad and DiscCHECK
TireCHECK
Main Gear StrutINFLATION (APPROX 2.6 IN)
Gear Lines, Squat and Proximity SwitchesCHECK
Gear Well and DoorsCHECK
Tie Down/ChockREMOVE
Fuel VentsCLEAR
Leading EdgeCHECK
Stall Warning VanesCHECK
Pitot/Static HeadUNOBSTRUCTED
Wing Tip and LightsCHECK
Wing SurfacesCHECK
Aileron and HingesCHECK
Static WicksCHECK
Flap and HingesCHECK

Note:

The stall warning system does not activate on the ground.

Eight quarts of oil are required for maximum range flights.

FUSELAGE (LEFT SIDE)

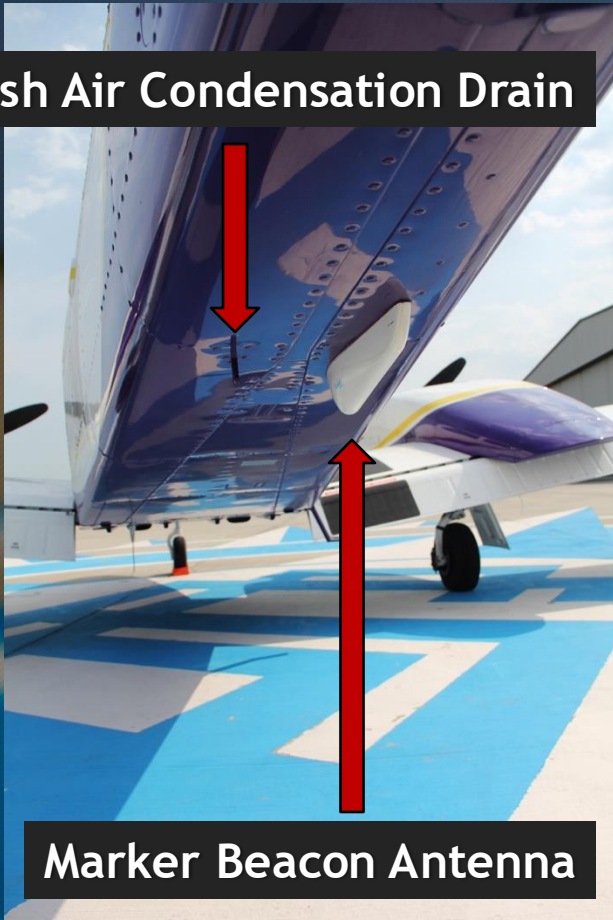
General ConditionCHECK
Emergency ExitCHECK
Fresh Air InletCHECK

EMPENNAGE

General ConditionCHECK
Fresh Air InletCLEAR
RudderCHECK
Stabilator and Trim TabCHECK
Static WicksCHECK
Tail Cone and SkidCHECK FOR DAMAGE
Tie DownREMOVE

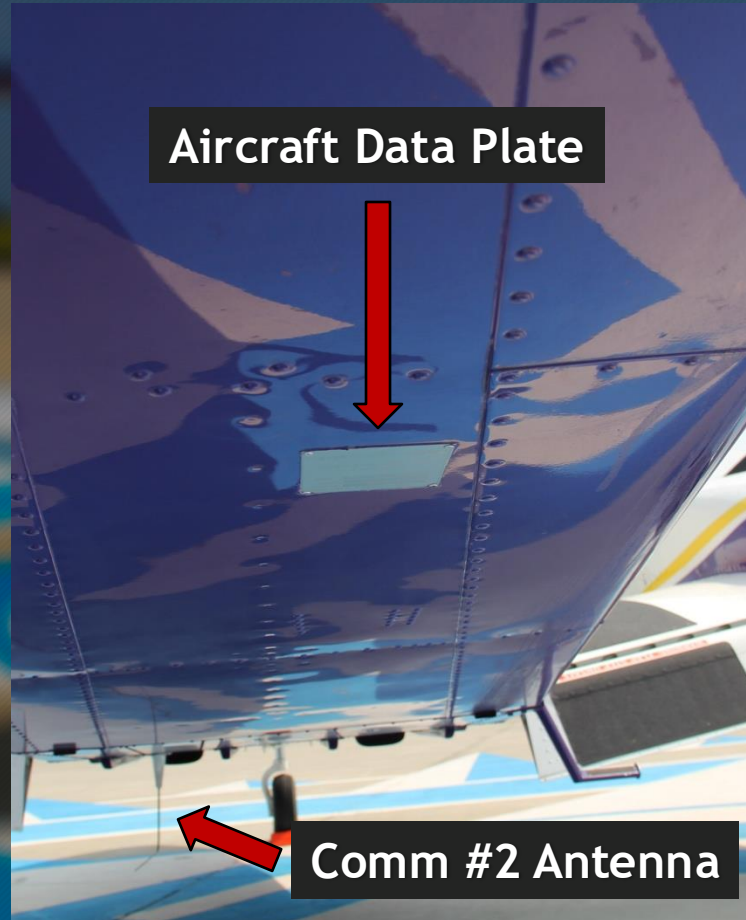
Walk Around

Fresh Air Condensation Drain



Marker Beacon Antenna

Aircraft Data Plate



Comm #2 Antenna

LEFT WING

Oil Quantity	CHECK/AS REQUIRED
Alternator Belt	CHECK TENSION
Propeller and Spinner	CHECK
Fuel Tank	CHECK QUANTITY
Scupper Drain	CLEAR
Brake Pad and Disc	CHECK
Tire	CHECK
Main Gear Strut	INFLATION (APPROX 2.6 IN)
Gear Lines, Squat and Proximity Switches	CHECK
Gear Well and Doors	CHECK
Tie Down/Chock	REMOVE
Fuel Vents	CLEAR
Leading Edge	CHECK
Stall Warning Vanes	CHECK
Pitot/Static Head	UNOBSTRUCTED
Wing Tip and Lights	CHECK
Wing Surfaces	CHECK
Aileron and Hinges	CHECK
Static Wicks	CHECK
Flap and Hinges	CHECK

Note:

The stall warning system does not activate on the ground.

Eight quarts of oil are required for maximum range flights.

FUSELAGE (LEFT SIDE)

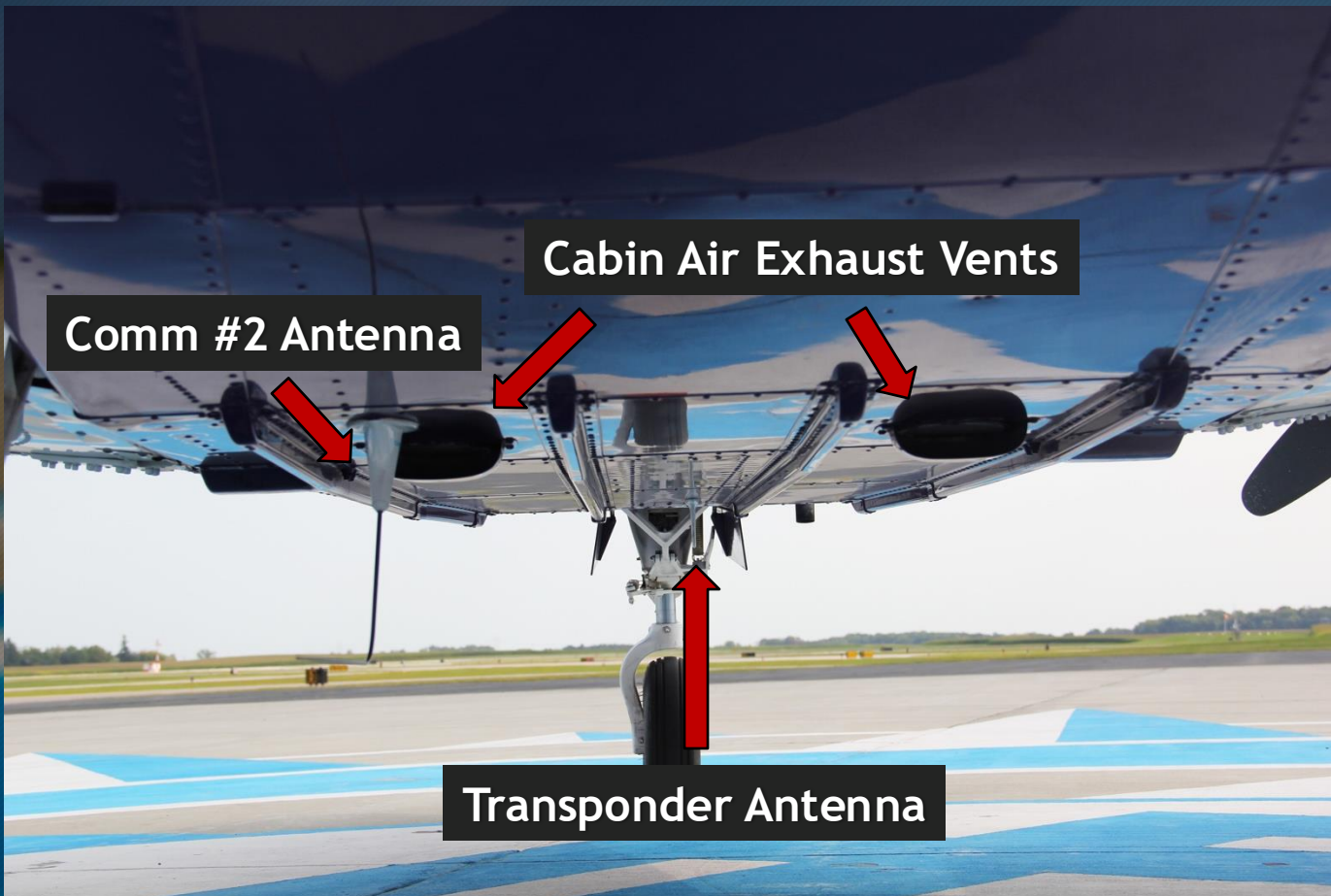
General Condition	CHECK
Emergency Exit	CHECK
Antennas	CHECK

Underbelly	CHECK
------------------	-------

EMPENNAGE

General Condition	CHECK
Fresh Air Inlet	CLEAR
Rudder	CHECK
Stabilator and Trim Tab	CHECK
Static Wicks	CHECK
Tail Cone and Skid	CHECK FOR DAMAGE
Tie Down	REMOVE

Walk Around



LEFT WING

Oil QuantityCHECK/AS REQUIRED
Alternator BeltCHECK TENSION
Propeller and SpinnerCHECK
Fuel TankCHECK QUANTITY
Scupper DrainCLEAR
Brake Pad and DiscCHECK
TireCHECK
Main Gear StrutINFLATION (APPROX 2.6 IN)
Gear Lines, Squat and Proximity SwitchesCHECK
Gear Well and DoorsCHECK
Tie Down/ChockREMOVE
Fuel VentsCLEAR
Leading EdgeCHECK
Stall Warning VanesCHECK
Pitot/Static HeadUNOBSTRUCTED
Wing Tip and LightsCHECK
Wing SurfacesCHECK
Aileron and HingesCHECK
Static WicksCHECK
Flap and HingesCHECK

Note:

The stall warning system does not activate on the ground.

Eight quarts of oil are required for maximum range flights.

FUSELAGE (LEFT SIDE)

General ConditionCHECK
Emergency ExitCHECK
AntennasCHECK

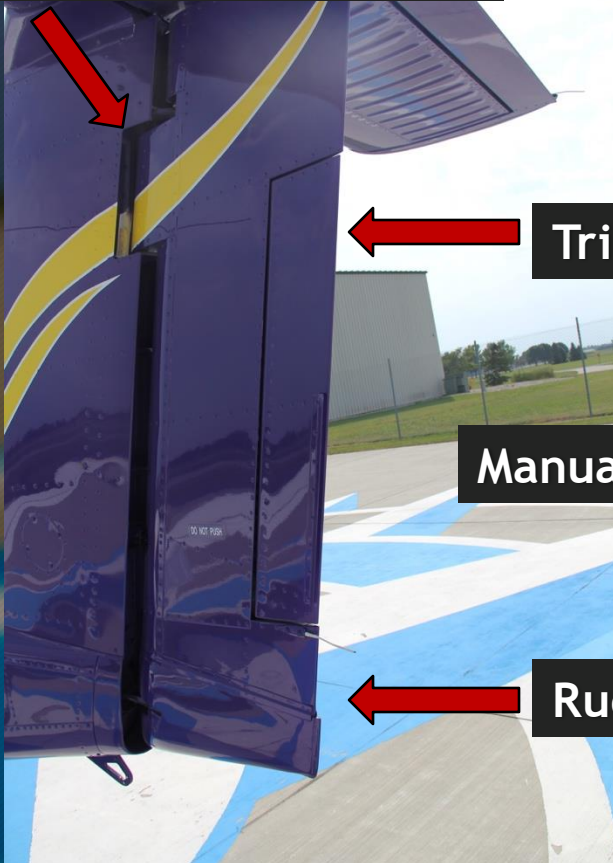
UnderbellyCHECK

EMPENNAGE

General ConditionCHECK
Fresh Air InletCLEAR
RudderCHECK
Stabilator and Trim TabCHECK
Static WicksCHECK
Tail Cone and SkidCHECK FOR DAMAGE
Tie DownREMOVE

Walk Around

Check upper part of rudder



Trim Tab

Manual Trim Tab



Rudder

LEFT WING

Oil Quantity.....CHECK/AS REQUIRED
Alternator Belt.....CHECK TENSION
Propeller and Spinner.....CHECK
Fuel Tank.....CHECK QUANTITY
Scupper Drain.....CLEAR
Brake Pad and Disc.....CHECK
Tire.....CHECK
Main Gear Strut.....INFLATION (APPROX 2.6 IN)
Gear Lines, Squat and Proximity Switches.....CHECK
Gear Well and Doors.....CHECK
Tie Down/Chock.....REMOVE
Fuel Vents.....CLEAR
Leading Edge.....CHECK
Stall Warning Vanes.....CHECK
Pitot/Static Head.....UNOBSTRUCTED
Wing Tip and Lights.....CHECK
Wing Surfaces.....CHECK
Aileron and Hinges.....CHECK
Static Wicks.....CHECK
Flap and Hinges.....CHECK

Note:

The stall warning system does not activate on the ground.

Eight quarts of oil are required for maximum range flights.

FUSELAGE (LEFT SIDE)

General Condition.....CHECK
Emergency Exit.....CHECK
Antennas.....CHECK
Fresh Air Inlet.....CHECK
Underbelly.....CHECK

General Condition.....CHECK

Rudder.....CHECK
Stabilator and Trim Tab.....CHECK
Static Wicks.....CHECK
Tail Cone and Skid.....CHECK FOR DAMAGE
Tie Down.....REMOVE

Walk Around



Check lower part of rudder

Check for signs of a tail strike on tie down hook

LEFT WING

Oil Quantity.....CHECK/AS REQUIRED
Alternator Belt.....CHECK TENSION
Propeller and Spinner.....CHECK
Fuel Tank.....CHECK QUANTITY
Scupper Drain.....CLEAR
Brake Pad and Disc.....CHECK
Tire.....CHECK
Main Gear Strut.....INFLATION (APPROX 2.6 IN)
Gear Lines, Squat and Proximity Switches.....CHECK
Gear Well and Doors.....CHECK
Tie Down/Chock.....REMOVE
Fuel Vents.....CLEAR
Leading Edge.....CHECK
Stall Warning Vanes.....CHECK
Pitot/Static Head.....UNOBSTRUCTED
Wing Tip and Lights.....CHECK
Wing Surfaces.....CHECK
Aileron and Hinges.....CHECK
Static Wicks.....CHECK
Flap and Hinges.....CHECK

Note:

The stall warning system does not activate on the ground.

Eight quarts of oil are required for maximum range flights.

FUSELAGE (LEFT SIDE)

General Condition.....CHECK
Emergency Exit.....CHECK
Antennas.....CHECK
Fresh Air Inlet.....CHECK
Underbelly.....CHECK

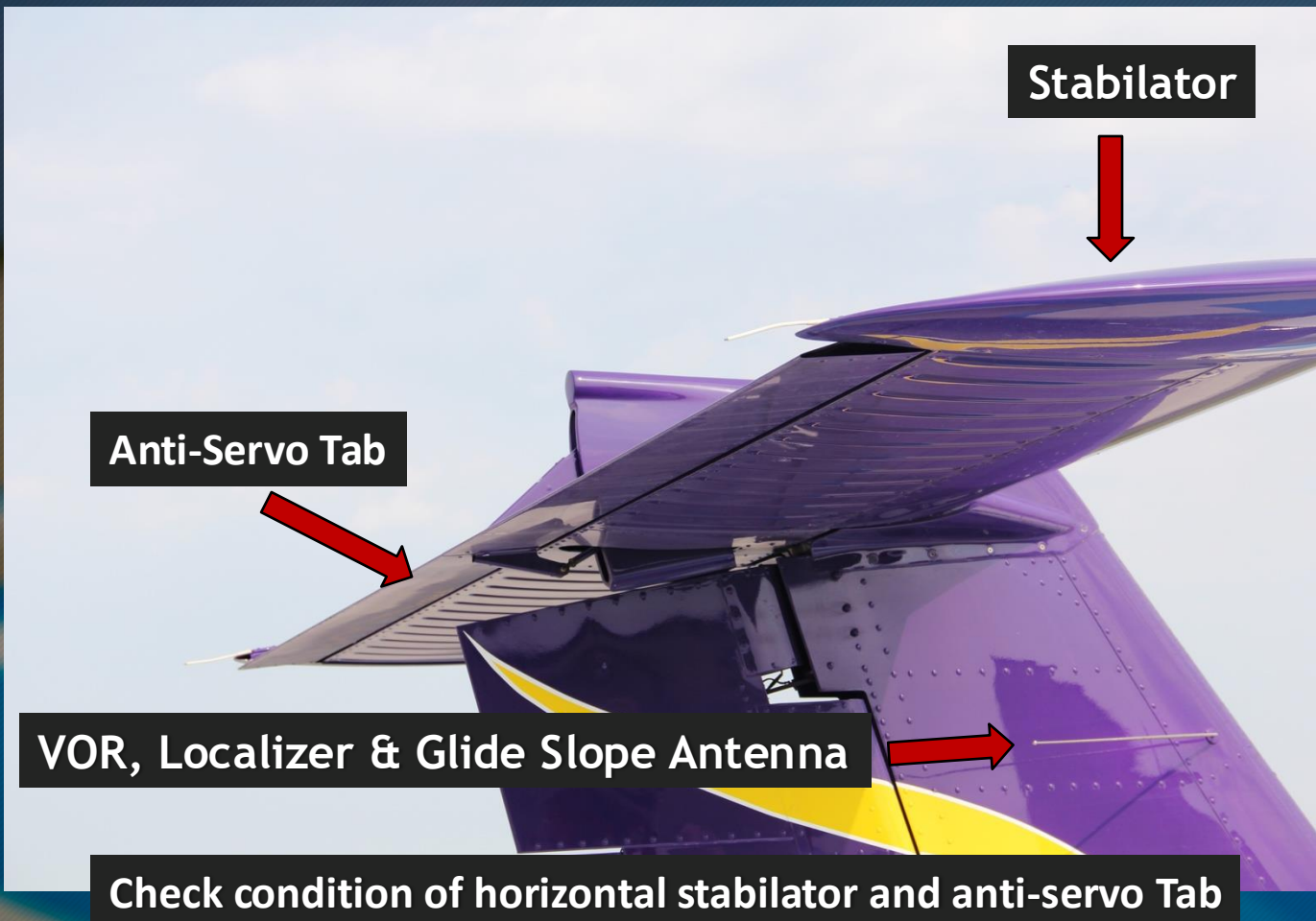
EMPENNAGE

General Condition.....CHECK

Rudder.....CHECK

Static Wicks.....CHECK
Tail Cone and Skid.....CHECK FOR DAMAGE
Tie Down.....REMOVE

Walk Around



LEFT WING

Oil QuantityCHECK/AS REQUIRED
Alternator BeltCHECK TENSION
Propeller and SpinnerCHECK
Fuel TankCHECK QUANTITY
Scupper DrainCLEAR
Brake Pad and DiscCHECK
TireCHECK
Main Gear StrutINFLATION (APPROX 2.6 IN)
Gear Lines, Squat and Proximity SwitchesCHECK
Gear Well and DoorsCHECK
Tie Down/ChockREMOVE
Fuel VentsCLEAR
Leading EdgeCHECK
Stall Warning VanesCHECK
Pitot/Static HeadUNOBSTRUCTED
Wing Tip and LightsCHECK
Wing SurfacesCHECK
Aileron and HingesCHECK
Static WicksCHECK
Flap and HingesCHECK

Note:

The stall warning system does not activate on the ground.

Eight quarts of oil are required for maximum range flights.

FUSELAGE (LEFT SIDE)

General ConditionCHECK
Emergency ExitCHECK
AntennasCHECK
Fresh Air InletCHECK
UnderbellyCHECK

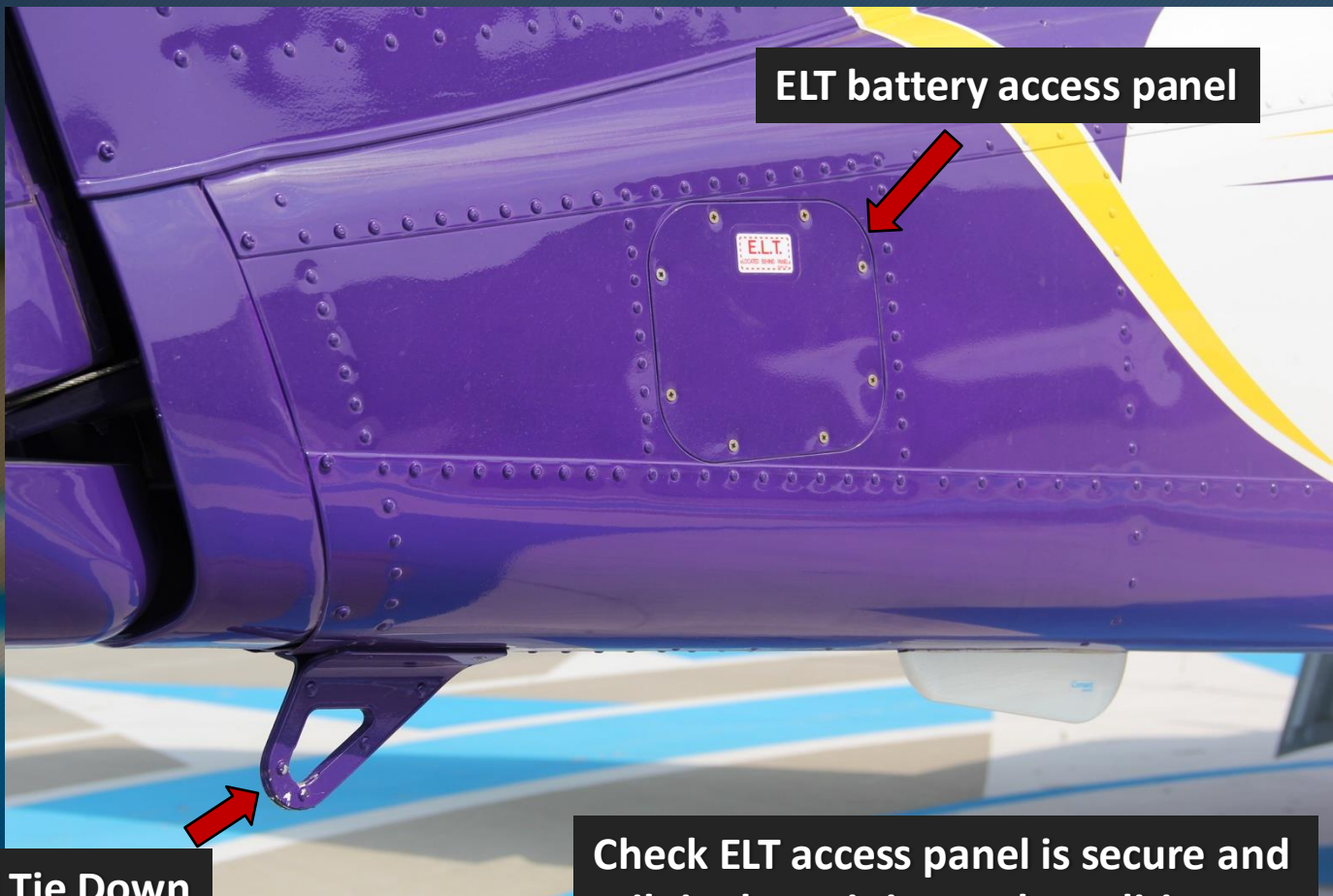
EMPENNAGE

General ConditionCHECK
Fresh Air InletCLEAR

Stabilator and Trim TabCHECK

Tail Cone and SkidCHECK FOR DAMAGE
Tie DownREMOVE

Walk Around



Tail Tie Down

Check ELT access panel is secure and tail tie down is in good condition

LEFT WING

Oil QuantityCHECK/AS REQUIRED
Alternator BeltCHECK TENSION
Propeller and SpinnerCHECK
Fuel TankCHECK QUANTITY
Scupper DrainCLEAR
Brake Pad and DiscCHECK
TireCHECK
Main Gear StrutINFLATION (APPROX 2.6 IN)
Gear Lines, Squat and Proximity SwitchesCHECK
Gear Well and DoorsCHECK
Tie Down/ChockREMOVE
Fuel VentsCLEAR
Leading EdgeCHECK
Stall Warning VanesCHECK
Pitot/Static HeadUNOBSTRUCTED
Wing Tip and LightsCHECK
Wing SurfacesCHECK
Aileron and HingesCHECK
Static WicksCHECK
Flap and HingesCHECK

Note:

The stall warning system does not activate on the ground.

Eight quarts of oil are required for maximum range flights.

FUSELAGE (LEFT SIDE)

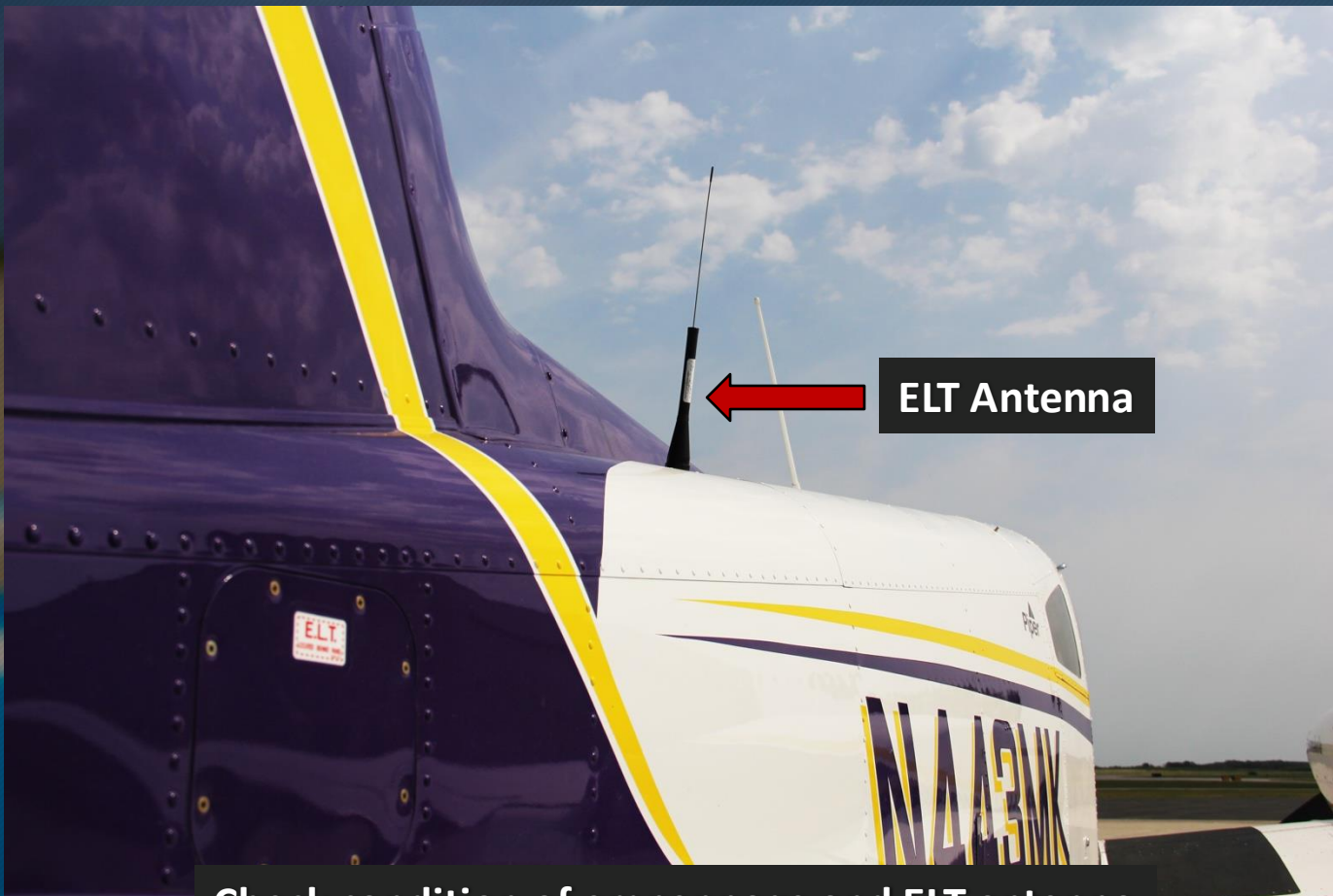
General ConditionCHECK
Emergency ExitCHECK
AntennasCHECK
Fresh Air InletCHECK
UnderbellyCHECK

EMPENNAGE

General ConditionCHECK
Fresh Air InletCLEAR
RudderCHECK
Stabilator and Trim TabCHECK

Tail Cone and SkidCHECK FOR DAMAGE
Tie DownREMOVE

Walk Around



ELT Antenna

Check condition of empennage and ELT antenna

LEFT WING

Oil QuantityCHECK/AS REQUIRED
Alternator BeltCHECK TENSION
Propeller and SpinnerCHECK
Fuel TankCHECK QUANTITY
Scupper DrainCLEAR
Brake Pad and DiscCHECK
TireCHECK
Main Gear StrutINFLATION (APPROX 2.6 IN)
Gear Lines, Squat and Proximity SwitchesCHECK
Gear Well and DoorsCHECK
Tie Down/ChockREMOVE
Fuel VentsCLEAR
Leading EdgeCHECK
Stall Warning VanesCHECK
Pitot/Static HeadUNOBSTRUCTED
Wing Tip and LightsCHECK
Wing SurfacesCHECK
Aileron and HingesCHECK
Static WicksCHECK
Flap and HingesCHECK

Note:

The stall warning system does not activate on the ground.

Eight quarts of oil are required for maximum range flights.

FUSELAGE (LEFT SIDE)

General ConditionCHECK
Emergency ExitCHECK
AntennasCHECK
Fresh Air InletCHECK
UnderbellyCHECK

EMPENNAGE

General ConditionCHECK
Fresh Air InletCLEAR
RudderCHECK
Stabilator and Trim TabCHECK
Static WicksCHECK
Tail Cone and SkidCHECK FOR DAMAGE
Tie DownREMOVE

You have completed the walk around,
now lets go flying!

