

# **JAX NAVY FLYING CLUB FULL CHECKLIST**



**N44443**

**1974**

**PA-28R-200**

**LYCOMING ENGINE**

**IO360 SER**

## SPECIFICATIONS & PERFORMANCE

Rated HP .....	200 HP-2700 RPM
Fuel Capacity (Full) .....	50 gals (48 gal useable)
Fuel Capacity (Tabs) .....	36 gals
<b>Oil Capacity (Max)</b> .....	<b>6 quarts (JNFC)</b>
.....	8 quarts (POH)
<b>Oil Capacity (Min)</b> .....	<b>5 quarts (JNFC)</b>
.....	2 quarts (POH)
Battery .....	12v, 25 amp
Alternator .....	14, 60 amp
Nose Tire Pressure .....	30 psi
Main Tire Pressure .....	27 psi
Load Factor (max) .....	3.8g Normal Category
Load Factor (min) .....	No inverted maneuvers
** Two Vx / Vy speeds are listed. The first is landing gear down, the second is landing gear up **	
Vso .....	64 mph
Vs .....	71 mph
Vr .....	60-70 mph
Vx .....	85 / 96 mph
<b>Best Glide</b> .....	<b>105 mph</b>
Vy .....	95 / 100 mph
Vfe .....	125 mph
Va .....	131 mph
Vle .....	150 mph
Vlo (retract) .....	125 mph
Vno .....	170 mph
Vne .....	214 mph
POH Crosswind Limit .....	20 mph (17 knots)

## CHECKOUT

1. PIF Vol. 2 All Pilot Read..... Read & Initial
2. Covenant Not To Sue ..... Completed (If req'd)
3. Flight Circle ..... Checkout
4. Maintenance Discrepancies ..... Review
5. Hobbs/Tach ..... Record
6. Aircraft Flight Bag ..... Inventory

..... **Keys**

**Emergency Checklist ..... Page 16**

**Emergency Contacts ..... Page 22**

**Securing Aircraft Overnight..... Page 24**

**Crosswind Component Chart ..... Page 25**

## PRE-FLIGHT PLANNING

1. Weather and NOTAMs..... Review
2. Club Minimums ..... Review (As req'd)
3. Crosswind & Gust Limit..... Review (As req'd)
4. Density Altitude ..... Determine
5. Takeoff and Landing Performance..... Determine
6. Runway Minimum Length ..... Determine
7. Fuel Requirements ..... Determine
8. Weight and Balance..... In Limits
9. Chart Supplement (A/FD..... Review (As req'd)
10. Flight Plan..... File

## INTERIOR

1. Required Documents ..... Present
2. Aircraft Binder ..... Present
3. Spare Bulbs ..... Present (night)
4. Control Lock..... Removed
5. IGNITION.....OFF
6. LANDING GEAR Handle ..... DOWN
7. FUEL PUMP .....OFF
8. PITOT HEAT.....OFF
9. PANEL LIGHTS .....OFF
10. AVIONICS MASTER.....OFF
11. MASTER..... ON
12. Landing Gear Lights ..... THREE GREEN

Note: If lights are not illuminated, verify the PANEL LIGHTs are OFF

- 13. Landing Gear Warning & Light..... NOT ON
- 14. Landing Gear In Transit Light..... NOT ON
- 15. ELT ..... NOT ON
- 16. Fuel Quantity..... Check
- 17. NAV LIGHTS..... ON
- 18. LANDING LIGHT ..... ON
- 19. BEACON (Left..... ON
- 20. STROBES (Right ..... ON
- 21. PITOT HEAT ..... ON (if to be used)
- 22. Exterior Lights ..... Check
- 23. Pitot Heat ..... CHECK (if ON)
- 24. Stall Warning..... Test
- 25. PITOT HEAT ..... OFF (if ON)
- 26. Lights ..... OFF
- 27. MASTER..... OFF
- 28. Flaps ..... Down

**EXTERIOR - RIGHT WING**

- 1. Wings & Control Surfaces ..... Free of ice/frost
- 2. Flap ..... Secure & Undamaged
- 3. Aileron..... Free & Undamaged
- 4. Wingtip and Light ..... Undamaged
- 5. Wing Top & Bottom Surface..... Undamaged
- 6. Leading Edge ..... Undamaged
- 7. Fuel Quantity..... Check
- 8. Fuel Cap ..... O-Ring Present & Secured
- 9. Tie-down ..... Removed
- 10. Fuel Vent..... Unobstructed
- 11. Fuel Tank Drain ..... SAMPLE & INSPECT
- 12. Landing Gear Strut..... Proper Extension (2.00")
- 13. Landing Gear Door ..... SECURE
- 14. Main Gear Tire ..... Condition
- 15. Main Gear Brake..... Undamaged
- 16. Brake Hydraulic Line..... No Leaks
- 17. Chocks ..... Removed

**EXTERIOR - NOSE**

Fuel and Oil Leaks NONE

- 1. Windshield ..... Clean & Undamaged
- 2. Oil Level..... Check



- ..... Min 5 quarts (SOP)
- ..... Max 6 quarts (SOP)
- 3. Right Engine Cowling..... & Undamaged
- 4. Exhaust..... Clear
- 5. Nose Cowling..... Secure & Undamaged
- 6. Propellor..... Undamaged
- 7. Spinner..... Secure & Undamaged
- 8. Cowl Plugs..... Removed
- 9. Air Intake..... Unobstructed
- 10. Alternator Belt..... Condition & Tension
- 11. Landing Light..... Undamaged
- 12. Nose Gear Doors..... SECURE
- 13. Nose Gear Strut..... Proper Extension (2.75")
- 14. Nose Wheel Tire..... Condition
- 15. Tow Bar..... Removed
- 16. Chocks..... Removed
- 17. Left Engine Cowling..... Secure & Undamaged
- 18. Fuel Strainer Drain..... SAMPLE & INSPECT

### **EXTERIOR - LEFT WING**

- 1. Emerg Gear Extension Pitot Mast..... CHECK
- 2. Leading Edge..... Undamaged
- 3. Fuel Quantity..... Check
- 4. Fuel Cap..... O-Ring Present & Secured
- 5. Landing Gear Strut..... Proper Extension (2.00")
- 6. Landing Gear Door..... SECURE
- 7. Main Gear Tire..... Condition
- 8. Main Gear Brake..... Undamaged
- 9. Brake Hydraulic Line..... No LeakS
- 10. Chocks..... Removed
- 11. Fuel Tank Drain..... SAMPLE & INSPECT
- 12. Fuel Vent..... Unobstructed
- 13. Tie-down..... Removed
- 14. Pitot-Static Mast Cover..... Removed
- 15. Pitot Mast..... Undamaged & Unobstructed
- 16. Wingtip and Light..... Undamaged
- 17. Wing & Control Surfaces..... Free of ice/frost
- 18. Wing Top & Bottom Surface..... Undamaged
- 19. Aileron..... Free and Undamaged
- 20. Flap..... Secure and Undamaged

## EXTERIOR - EMPENNAGE

1. Antennas..... Undamaged & Secure
2. L. Empennage Structure ..... Undamaged
3. L. Horizontal Stabilator..... Free & Undamaged
4. Trim Tab..... Free & Undamaged
5. Tail Cone..... Undamaged
6. Tail Light ..... Undamaged
7. Tie-down ..... Removed
8. R. Horizontal Stabilator ..... Free & Undamaged
9. R. Empennage Structure ..... Undamaged
10. Baggage Compartment Door ..... CLOSED/SECURE
11. Final Walk Around..... Complete

## PRE-FLIGHT

1. Hobbs/Tach..... Verify  
Note: If there is in an error in the HOBBS/TACH reading, do not start until informing a BOD member.
2. PAX Brief ..... Complete
3. Seats & Seatbelts ..... UPRIGHT & Locked
4. BRAKES ..... TEST
5. PARKING BRAKE ..... SET
6. FUEL SELECTOR ..... CYCLE / LEFT TANK
7. AUTO PILOT..... OFF
8. ALTERNATE STATIC AIR ..... CHECK & OFF
9. ELECTRIC TRIM ..... ON
10. FLAPS ..... UP
11. Emerg Gear Lever Override..... ENGAGED
12. AIR CONDITIONER..... OFF
13. Cabin HEAT ..... AS REQ'D
14. Cabin DEFrost ..... AS REQ'D
15. Circuit Breakers ..... CHECK

## BEFORE START

1. MASTER..... ON
2. BEACON (Left..... ON
3. PROP..... FULL INC RPM
4. Engine ALT. AIR ..... CLOSE
5. Door ..... Closed

**\*\* Max cranking is 10 seconds, 3 times. 2 minutes of rest between subsequent start attempts \*\***

## COLD ENGINE START

1. THROTTLE..... OPEN 1/4"
  2. MIXTURE..... FULL RICH
  3. FUEL PUMP ..... ON-CHECK PRESSURE-OFF
  4. MIXTURE..... IDLE CUTOFF
  5. Prop Area..... CLEAR
  6. IGNITION..... START  
.....After engine starts
  7. MIXTURE..... FULL RICH
  8. THROTTLE..... 1000 RPM
  9. Oil Pressure ..... CHECK
- If no oil pressure within 30 seconds secure the engine

## WARM ENGINE START

1. THROTTLE..... OPEN 1/2"
  2. MIXTURE..... IDLE CUTOFF
  3. Prop Area..... CLEAR
  4. IGNITION..... START (30 secs max)  
.....After engine starts
  5. MIXTURE..... FULL RICH
  6. THROTTLE..... 1000 RPM
  7. Oil Pressure ..... CHECK
- If no oil pressure within 30 seconds secure the engine

## FAIL TO START

1. If Warm Engine Start Attempted ..... COLD START
2. Start Procedure..... Repeat  
.....If engine fails to start, engine may be flooded
3. FUEL PUMP ..... CHECK OFF
4. THROTTLE..... OPEN FULL
5. MIXTURE..... IDLE CUTOFF
6. IGNITION..... START  
.....After engine starts
7. MIXTURE..... FULL RICH
8. THROTTLE..... 1000 RPM

## AFTER START

1. Ammeter ..... Check  
Note: To verify alternator is working, all equipment must be OFF and ammeter load indicates alternator is charging the battery. With all equipment OFF, if ammeter load is zero, the alternator is not charging the battery.
2. NAV & PANEL LIGHTS ..... As req'd
3. AVIONICS MASTER..... ON
4. MIXTURE..... Lean (~ 1")
5. Fuel Pressure..... Check
6. THROTTLE ..... 1000 RPM

## BEFORE TAXI

1. Audio Panel.....SET
2. GPS .....SET
3. Radios.....SET
4. NAV .....SET
5. Transponder.....CODE, ALT
6. ATIS..... OBTAIN
7. Flight Instruments ..... Check and Set
8. Autopilot..... TEST, OFF
9. PARKING BRAKE..... RELEASE

## TAXI PROCEDURE

1. BRAKES ..... TEST
2. ADI..... CHECK
3. Turn Coordinator..... CHECK

## PRE RUN-UP

1. PARKING BRAKE.....SET
2. **FUEL SELECTOR**..... **RIGHT TANK**
3. Annunciator Lights ..... TEST
4. Engine ALT. AIR ..... CLOSE
5. MIXTURE..... Full Rich
6. PROP ..... FULL INC RPM

## RUN-UP

1. THROTTLE .....2000 RPM
2. IGNITION ..... RIGHT-BOTH, LEFT-BOTH  
..... Max 175 RPM Drop  
..... Max 50 RPM Delta

3. PROP ..... CYCLE (3x cold wx), keep >1500 RPM
4. Engine Instruments..... CHECK
5. Ammeter ..... CHECK
6. VACUUM GAUGE .....CHECK 4.9 - 5.1” Hg
7. THROTTLE..... Closed
8. Throttle Friction..... SET
9. THROTTLE (after warm up..... 1000 RPM

### **BEFORE TAKEOFF**

1. Controls ..... Free & Correct
2. FLAPS ..... SET  
..... UP (Normal)  
..... 25° (Short/Soft Field)
3. Elevator Trim .....Slightly Aft of Neutral
4. Rudder Trim..... Neutral
5. PROP ..... FULL INC RPM
6. MIXTURE ..... Full Rich
7. FUEL PUMP .....ON
8. Engine ALT. AIR..... CLOSE
9. Air Conditioner.....OFF
10. Clock/Timer ..... Set 12 o'clock/Start
11. Seatbelts & Harness ..... LOCKED
12. Door..... Closed & Latched
13. Flight Plan.....Activate (As req'd)

### **ENGINE FAILURE REVIEW**

#### **CROSSING HOLD SHORT PROCEDURE**

##### **“LIGHTS - CAMERA - ACTION - HEAT”**

1. LANDING LIGHT .....ON
2. STROBES .....ON
3. Transponder ..... 1200, ALT
4. **MIXTURE** ..... **FULL RICH**
5. PITOT HEAT ..... AS REQ'D

\*\* Two Vx/Vy climb speeds are listed. The first is landing gear down, the second is landing gear up \*\*

## NORMAL TAKEOFF PROCEDURE

**FLAPS: 0°**

1. BRAKES ..... APPLY
2. THROTTLE ..... 1500 RPM
3. Engine Instruments ..... CHECK
4. BRAKES ..... RELEASE
- 5. THROTTLE ..... FULL (2700 RPM)**
6. Rotate ..... 60-70 MPH
7. Positive Rate of Climb ..... VERIFY
8. Climb Speed ..... Vy: 95 MPH
9. Landing Gear ..... RETRACT
10. Climb Speed ..... Vy: 100 MPH

## SHORT FIELD TAKEOFF PROCEDURE

**FLAPS: 25°**

1. BRAKES ..... HOLD
- 2. THROTTLE ..... FULL (2700 RPM)**
3. Engine Instruments ..... CHECK
4. BRAKES ..... Release
5. Rotate ..... 60-65 MPH
6. Positive Rate of Climb ..... VERIFY
7. Climb Speed ..... Vx: 85 MPH
8. Landing Gear ..... RETRACT
- 9. Climb Speed ..... Vx: 96 MPH**  
..... When at 50' AGL or when obstacle cleared:
10. FLAPS ..... 10°
11. Climb Speed ..... Vy: 100 MPH
12. FLAPS ..... UP

## SOFT FIELD TAKEOFF PROCEDURE

**FLAPS: 25°**

Perform rolling go if able

1. Control Wheel ..... FULL AFT
2. THROTTLE ..... 1500 RPM
3. Engine Instruments ..... CHECK
- 4. THROTTLE ..... FULL (2700 RPM)**  
..... Once aircraft gets airborne:
5. Control Wheel ..... remain in ground effect
6. **Accelerate ..... Vx: 85/96 MPH or Vy: 95/100 MPH**

## AFTER TAKEOFF

(AT SAFE MANEUVER ALT: 1,000' AGL)

1. THROTTLE..... 25" MP
2. PROP..... 2500 RPM
3. **Climb Speed**..... **110 MPH**
4. FUEL PUMP .....OFF
5. Fuel Pressure ..... CHECK
6. LANDING LT.....OFF
7. Flight Plan..... OPEN (As req'd)

## CRUISE

1. THROTTLE.....SET
2. PROP.....SET
3. MIXTURE.....LEAN (> 5K, < 5K & < 75% power)  
.....Best Power: 50°F ROP EGT  
.....Best Economy: Peak EGT
4. Engine Instruments..... CHECK
5. Ammeter ..... CHECK
6. DG Heading..... CROSSCHECKED

## FUEL TANK CHANGE PROCEDURE

Every 30 Minutes

1. FUEL PUMP ..... ON
2. FUEL SELECTOR .....SWITCH
3. FUEL PUMP .....OFF

## DESCENT

1. GPS Approach..... LOAD
2. Flight Instruments .....SET
3. THROTTLE..... AS REQ'D
4. PROP..... AS REQ'D
5. MIXTURE.....ENRICH (FULL if idle)

## BEFORE LANDING

1. Seats, Seatbelts, Harness ..... UPRIGHT & Locked
2. FUEL PUMP ..... ON
3. FUEL SELECTOR ..... Fuller Tank
4. LANDING LIGHT ..... ON
5. MIXTURE..... FULL RICH
6. PROP..... FULL INC RPM
7. AUTOPILOT .....OFF

## LANDING PROCEDURE

1. Flaps Up..... Min 100 MPH
2. Landing Gear Handle (150 MPH..... DOWN  
Note: Gear extension is approximately 7 seconds.
3. Landing Gear Position Lights ..... 3 GREEN
4. Flaps (125 MPH ..... As Desired  
..... Normal Landing: 25°  
..... Short/Soft Field: 40°

LANDING SPEEDS..... 2650# G.W.

1.3 x Vso (64 mph)

Flaps 0      100 MPH

Flaps 10     90 MPH

Flaps 25     90 MPH

Flaps 40     80-85 MPH

## LANDING CHECKLIST

“G-U-M-P-P-F-S”

G ..... GAS  
U ..... UNDERCARRIAGE (Gear)  
M ..... MIXTURE  
P ..... PROP  
P ..... PUMP (Fuel)  
F ..... FLAPS  
S ..... SPEED

## GO-AROUND PROCEDURE

1. THROTTLE ..... FULL
2. Pitch ..... TO CLIMB ATTITUDE
3. FLAPS ..... 10°
4. Airspeed ..... 85 MPH
5. Positive Rate of Climb ..... VERIFY
6. Landing Gear ..... RETRACT
7. Airspeed ..... 96 MPH  
..... When clear of obstacles:
8. Airspeed ..... 100 MPH
9. FLAPS ..... UP



## AFTER LANDING

1. FLAPS ..... UP
2. MIXTURE ..... LEAN (~1")
3. Transponder ..... ALT, CODE
4. PITOT HEAT ..... OFF
5. STROBE (Right) ..... OFF
6. LANDING LIGHT ..... OFF
7. FUEL PUMP ..... OFF
8. Fuel Pressure ..... CHECK
9. Elevator Trim ..... NEUTRAL
10. Rudder Trim ..... NEUTRAL

## SHUTDOWN

1. **AVIONICS MASTER** ..... **OFF**
2. THROTTLE ..... 1000 RPM
3. IGNITION ..... OFF then quickly to BOTH
4. MIXTURE ..... IDLE-CUTOFF
5. IGNITION ..... OFF, KEY REMOVED
6. MASTER ..... OFF
7. Tach/Hobbs ..... RECORD
- ..... Note: If Hobbs is inoperative, flight time is 1.3xTach
9. Flight Plan ..... CLOSE (If Req'd)

**\*\* FOR TRAINING ONLY \*\***

**\*\* EMERGENCY LANDING GEAR EXTENSION \*\***

1. MASTER.....CHECK ON
2. Circuit Breakers ..... CHECK
3. PANEL LIGHTS .....OFF (Day)
4. Gear Indicator Bulbs ..... CHECK  
.....If gear does not indicate down and locked:
5. Airspeed.....BELOW 100 MPH
6. LDG LEVER.....UP

**\*\* FOR TRAINING ONLY \*\***

If gear does not indicate down and locked:

1. E-LDG GEAR LEVER..... HOLD DOWN  
.....If gear does not indicate down and locked:  
..... Yaw Plane side to side  
..... When training complete:
2. E-LDG GEAR LEVER OVERRIDE ..... ENGAGED
3. LDG LEVER..... DOWN
4. LDG LEVER.....UP

## SECURE

1. Window.....Closed
2. Vents.....Closed
3. CABIN HEAT/DEFROST .....OFF
4. Control Lock..... Install

## REFUELING PROCEDURE

1. Ground Strap ..... Connect to aircraft
2. Fuel Added ..... Record
3. Grounding Strap .....Remove/SLOWLY RETRACT
4. Refueling Hose ..... SLOWLY WALK BACK

### CAUTION

At NAS JAX, slowly walk back the grounding cable/fuel hose. Do not let go and allow it to uncontrollably retract.

## POST FLIGHT CHECKLIST

1. **Personal items/trash.....Removed**
2. Air Intake Plugs..... Installed
3. Pitot-Static Mast Cover ..... Installed
4. Tie-downs ..... Installed
5. Chocks..... Installed
6. Aircraft Flight Bag ..... Confirm Keys on Bag

- 
1. Flight Circle ..... CHECK-IN
  2. Note: If Hobbs/Tach Errors, notify the BOD
  3. Any discrepancies..... NOTIFY MECHANICS
  4. If Suspect Hard Landing ..... NOTIFY MECHANICS
  5. If Suspect Prop Strike ..... NOTIFY MECHANICS
  6. Discrepancies..... IN FLIGHT CIRCLE
  7. Aircraft Down Tag..... HANG (If req'd)
  8. Closed Field Ops Form ..... COMPLETE (If req'd)
  9. Payment..... COMPLETE
- 

## DISCREPANCY WRITE-UP

- Provide phase of flight
- Provide observation
- Provide control/switch positions and indications
- Provide altitude/airspeed for flight instrument, landing gear, and flight control discrepancies
- Provide any troubleshooting done and results

# N44443 EMERGENCY

## PROCEDURES

### ENGINE FIRE DURING START

#### 1. Continue ..... Cranking

If engine starts:

2. THROTTLE ..... IDLE for a few seconds
3. MIXTURE ..... IDLE-CUTOFF
4. FUEL SELECTOR ..... OFF
5. IGNITION ..... OFF
6. MASTER ..... OFF
7. Inspect engine

If engine fails to start:

1. THROTTLE ..... OPEN
2. MIXTURE ..... IDLE-CUTOFF
3. FUEL PUMP ..... OFF
4. FUEL SELECTOR ..... OFF
5. IGNITION ..... OFF
6. MASTER ..... OFF
7. Evacuate
8. Attempt to extinguish fire if able

### ENGINE FAILURE ON TAKEOFF ROLL

1. THROTTLE ..... IDLE
2. BRAKES ..... APPLY AS REQ'D
3. Maintain direction control

If departing runway:

1. MIXTURE ..... IDLE-CUTOFF

When stopped:

1. MIXTURE ..... IDLE-CUTOFF
2. IGNITION ..... OFF
3. FUEL SELECTOR ..... OFF
4. MASTER ..... OFF

## ENGINE FAILURE AFTER TAKEOFF

1. **Set Best Glide Speed** ..... **105 mph**
2. Select and fly to ..... landing site
3. FUEL SELECTOR ..... Switch

If power is not restored:

1. FUEL SELECTOR ..... OFF
2. IGNITION ..... OFF
3. MIXTURE ..... IDLE-CUTOFF
4. FLAPS ..... DOWN
5. MASTER ..... OFF
6. Door ..... Open

## ENGINE FAILURE IN FLIGHT

1. **Set Best Glide Speed** ..... **105 mph**
2. Flaps ..... Up (if down)
3. Select and fly to ..... landing site
4. FUEL SELECTOR ..... Switch tanks

Note: if engine failure is due to fuel starvation, it may take up to 10 seconds after tank change to regain power.

1. FUEL PUMP ..... ON
2. MIXTURE ..... FULL RICH
3. Alternate Air ..... ON
4. Engine Instruments ..... CHECK
5. IGNITION ..... L / R / BOTH (Select Best)
6. THROTTLE ..... Different Settings
7. MIXTURE ..... Different Settings
8. FUEL SELECTOR ..... Switch if fuel avail.
9. MASTER ..... ON

If power is restored:

1. Alternate Air ..... OFF
2. FUEL PUMP ..... OFF

If power not restored, execute LANDING WITHOUT ENGINE POWER checklist

## LANDING WITHOUT ENGINE POWER

1. Maintain Best Glide Speed ..... 105 mph
2. Propeller..... Full
3. Select and fly to .....landing site
4. Mayday ..... 121.5
5. Transponder .....7700
6. ELT ..... ON
7. Wind Direction ..... Determine
8. IGNITION .....OFF
9. FUEL SELECTOR .....OFF
10. MIXTURE ..... IDLE-CUTOFF
11. Seatbelts ..... Secure

When landing assured:

1. FLAPS ..... As required
2. MASTER .....OFF
3. Door ..... Open
4. Landing Gear Lever.....Down
5. On Final ..... Master off/Door Open

## ROUGH ENGINE

1. MIXTURE ..... Adjust for smooth operation
2. FUEL PUMP ..... ON
3. FUEL SELECTOR ..... Switch
4. Engine Instruments .....Check
5. IGNITION - R/L/BOTH ..... Use Best
6. Land as soon as possible
7. Prepare for power-off landing

## ELECTRICAL FIRE IN FLIGHT

1. MASTER ..... OFF
2. Vents ..... Open
3. CABIN HEAT ..... OFF
4. Land as soon as possible

If fire out and essential equipment needed, turn off all equipment, AV. MASTER OFF, MASTER ON, turn AV. MASTER ON and equipment on one at a time. Reset CBs only if essential.

## ENGINE FIRE INFLIGHT

1. THROTTLE ..... CLOSED
2. MIXTURE ..... IDLE-CUTOFF
3. FUEL SELECTOR ..... OFF
4. FUEL PUMP ..... OFF
5. IGNITION ..... OFF
6. MASTER ..... OFF
7. CABIN HEAT ..... OFF
8. CABIN AIR ..... OFF
9. Increase speed to extinguish fire

Execute LANDING WITHOUT ENGINE POWER Checklist

## ALTERNATOR FAILURE

1. Verify Failure ..... Ammeter = 0
2. Turn on landing light to check if load increases
3. Reduce electrical load
4. Circuit Breakers ..... Check
5. Alternator Switch ..... Off (30 Sec.)
6. Alternator Switch ..... On

If Alternator doesn't return or will not reset

1. Alternator Switch ..... Off
2. Land as soon as practical

## HIGH OIL TEMP

1. Land as soon as practical
2. Oil Pressure ..... Watch
3. Prepare for power-off landing

## ICING

1. PITOT HEAT ..... ON

2. CARB HEAT ..... ON / As Req'd
3. CABIN HEAT ..... ON
4. CABIN DEFROST ..... ON
5. Consider 180° Turn
6. Consider changing altitude
7. Increase engine speed
8. FLAPS not recommended for landing
9. Approach Speed - Increase

### **LOSS OF FUEL PRESSURE**

1. FUEL PUMP ..... ON
2. FUEL SELECTOR ..... Switch if fuel available
3. MIXTURE ..... FULL RICH
4. Land as soon as practical

### **LOSS OF OIL PRESSURE**

1. Do not change power unnecessarily
2. Land immediately

Consider climbing or maintain altitude until within glide range of airport. An off airport landing with power may be advisable if airport too far, engine temperature increases, or there is oil smoke coming from the engine.

### **OPEN DOOR**

1. If solo, land and close the door
2. Airspeed ..... 100 MPH
3. Cabin Vents ..... Close
4. Window ..... Open

If Upper Latch is Open:

1. Door ..... Latch

If Lower Latch is Open:

1. Door Latch ..... Open
2. Door ..... Push Open and Close Rapidly
3. Door Latch ..... Latch

Note: A slip in the direction of the door will assist.

### **RADIO FAILURE**

1. Volume ..... Check
2. Circuit Breakers/Fuse ..... Check
3. Transponder ..... 7600



4. Transmit in the Blind
5. Look for Tower Light Signals

### **AIRBORNE**

- Solid Green: Cleared to Land**  
**Flashing Green: Return to Land**  
**Solid Red: Continue Circling**  
**Flashing Red: Airport Unsafe, Do Not Land**  
**Alt. Red/Green: Use Extreme Caution**

### **GROUND**

- Solid Green: Cleared for Takeoff**  
**Flashing Green: Cleared to Taxi**  
**Solid Red: Stop**  
**Flashing Red: Taxi Clear of Runway**  
**Alt. Red/Green: Use Extreme Caution**  
**White: Return to Starting Point**

### **EMERGENCY LDG EXTENSION**

1. **MASTER.....CHECK ON**
  2. **Circuit Breakers.....CHECK**
  3. **PANEL LIGHTS.....OFF (Day)**
  4. **Gear Indicator Bulbs.....CHECK**
- If gear do not indicate down and locked:
5. **Airspeed.....BELOW 100 MPH**
  6. **LDG LEVER.....DOWN**

If gear doES not indicate down and locked:  
6. **E-LDG LEVER.....OVERRIDE ENGAGED**

If gear do not indicate down and locked:  
7. **E-LDG GEAR LEVER..... HOLD DOWN**

If gear do not indicate down and locked:  
8. **Yaw Plane side to side**

If nose gear is not down or landing gear not down, see  
POH 3-11

**With E-Gear Lever NOT pinned up gear will extend with loss of power below 115 mph. Maintain above 115 mph until pinned**

**Mishap Plan/Important Phone Numbers**  
**Do not call non-board members until someone from 1-4 has been contacted**

Position	Name	Cell
<b>1. President</b>	<b>Bob Brinley</b>	<b>(904) 466-7030</b>
<b>2. Vice President</b>	<b>David Broche</b>	<b>(904) 382-6613</b>
Operations	Rafael Appe	(904) 252-5431
Maintenance Off.	John Barnard	(904) 509-7487
<b>3. Safety</b>	<b>Rick Sorrell</b>	<b>(904) 343-8084</b>
<b>4. Secretary</b>	<b>Mitch Corey</b>	<b>(904) 403-4166</b>
<b>MWR Director</b>	<b>Kelley Harkins</b>	<b>(904) 566-8113</b>

**Other Important Numbers (Non Board Members)**

Position	Name	Phone
<b>KNIP Air Ops</b>		<b>(904) 542-2511</b>
<b>NASJAX CDO</b>	<b>Comm Duty Off.</b>	<b>(904) 509-1106</b>
<b>NAS Jax Watch Commander</b>	<b>Security Off.</b>	<b>(904) 509-6962</b>
Command Safety Advisor	LCDR Jeff Muenchrath	(904) 542-2460
<b>Past MO</b>	<b>Woody Wood</b>	904) 588-4742
Navy Flying Club Program Manager	John Shaw (CNIC)	(901) 674-4593
Contract Mechanics	Jamie Walp Dan Woods	(904) 207-8497 (904) 708-9645

**JNFC STANDARD OPERATING PROCEDUES****CURRENCY**

Standardization Flight	Annually
Currency: 3 Take-Offs/Landings	Category/Class: 90 Days
Night Currency	Make/Model: 180 Days
Duty Day—Single Pilot/Duel	3 Full Stop Landings/90 Days
Crew Rest	12 hours/16 Hours
Student Solo Duel Requiement	12 Hours
	10 Hours Solo or 15 Days

**LIMITATIONS**

VFR Mins: Day/Night	Day 1500'/3 SM/ Nt 2500' 5 SM
Stalls, Steep Turns, Slow Flight	2500' AGL
Total Wind (Student/<200/>200)	12/20/30 Knots
Cross Wind (Student/<200/>200)	6/9/2012 Knots
Gust Factor (Student/<200/>200)	0/5/10 Knots
Runway Length	2000' or Req. take-off + land. Distance
Runway Length - Solo Student	3,000'
Runway Width	50'
Fue Resever VFR Flight	TOF +45 mins @ cruise

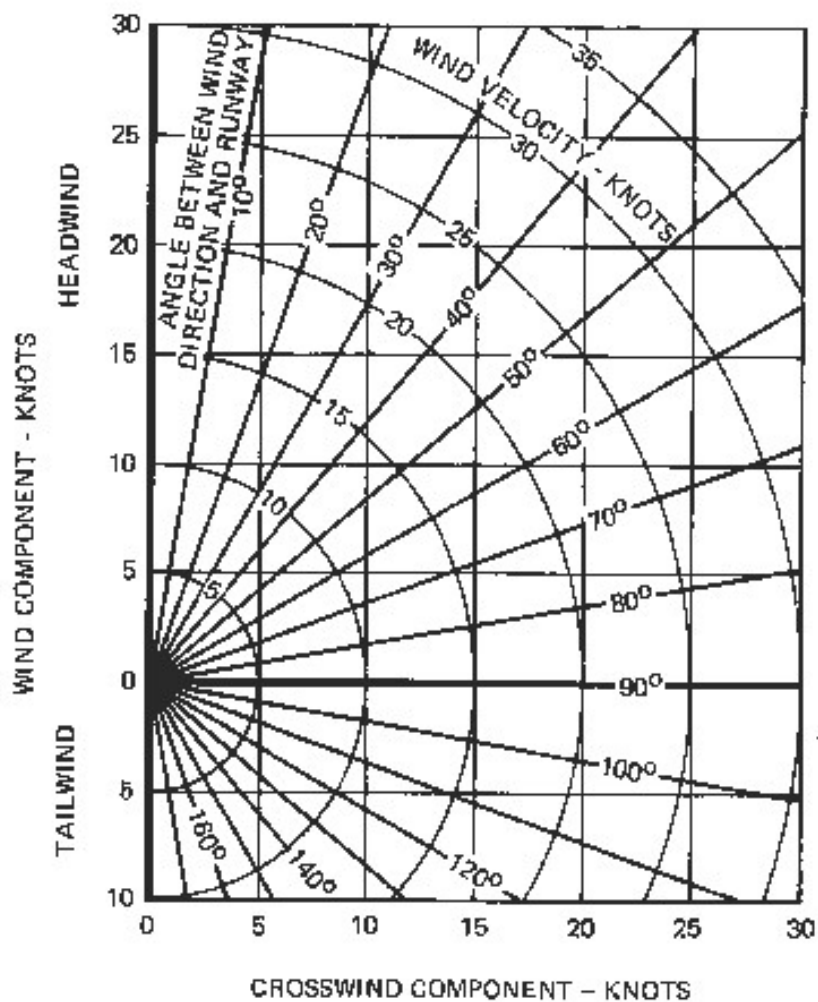
**OPERATIONS**

Local Area	100 nm/Students: 50 nm
Night > Local Area	Instrument rating required or Private Pilot > 100 hours
Night - Non-Instrument Pilot	Local Area, w/visual of aifield
Night Cross Country Flight	IFR equiped/VOR
Update ETA with FSS, Base Ops	> 30 Min. Late
Standard Pattern	Left
Straight-In at Uncontrolled Field	Prohibited
Student Solo Sim S/E	Prohibited
Clear Eng During Sim S/E	Every 500'
Shutdown from Refueling	50'

## **OVERNIGHT SECURING OF AIRCRAFT**

1. Contact NAS Jax Air Operations Center to report aircraft secure. Provide details on duration of stay if known. (904) 542-2511
2. If unscheduled stop, contact JNFC Board of Directors per attached Emergency Contact Information listing.
3. Contact Maintenance Officer for any discrepancies.
4. Update Sky Manager with completion of flight. Add information in comments section of reservation as needed.
5. Check Master Switch is in the off position
6. Install yoke lock or use seat belts to sure yoke.
7. Tie-down aircraft if available or use chocks. If neither available determine best means to either obtain tie downs or borrow chocks.
8. Place key in club provided key lock and place on tail of aircraft. Secure flight bag inside aircraft.

### CROSSWIND COMPONENT CHART



KNIP COMMS  
 ATIS 124.35  
 CLRNC 134.775  
 GRND 128.6  
 TWR 125.15



WINTER POINT

POINT LA VISTA

SADDLER POINT

JULINGTON CREEK