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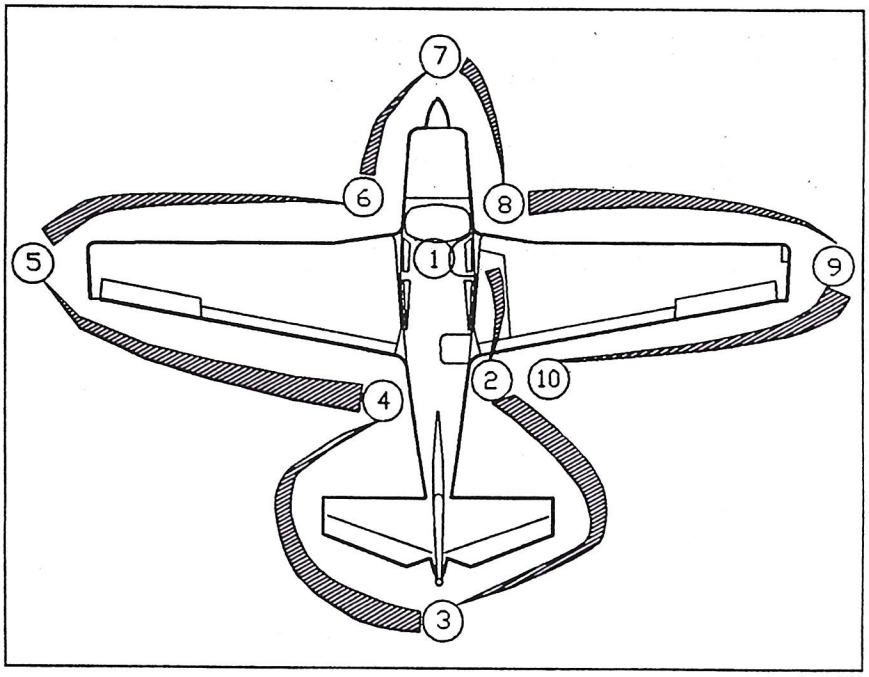
## INTRODUCTION

This section describes the recommended procedures for the conduct of normal operations for the airplane. All of the required (FAA regulations) procedures and those necessary for operation of the airplane as determined by the operating and design features of the airplane are presented.

These procedures are provided to present a source of reference and review and to supply information on procedures which are the same for all aircraft. Pilots should familiarize themselves with the procedures given in this section in order to become proficient in the normal operations of the airplane.

Normal procedures associated with those optional systems and equipment which require handbook supplements are provided by SECTION IX (SUPPLEMENTAL DATA).

## PREFLIGHT INSPECTION




1. Cockpit -

| | |
|---|---|
| Gear Switch | DOWN |
| Magneto/Starter Switch | OFF |
| Master Switch | ON |
| All Rocker Switches | OFF |
| Circuit Breakers | IN |
| Internal/External Lights | CHECK Operation |
| Fuel Gauges, Quantity | CHECK |
| Pitot Heat Switch | ON (Check Pitot Heat Annunciator- Illuminated) |
| Fuel Selector R: | PULL gascolator ring (5 seconds) |
| Fuel Selector L: | PULL gascolator ring (5 seconds) |

2. Right Fuselage/Tailcone -

| | |
|---|---|
| Instrument Static Port | UNOBSTRUCTED |
| General Skin Condition | INSPECT |
| Access Panels | SECURED |
| Tail tiedown | REMOVE |

3. Empennage -

| | |
|---|---|
| Elevator and rudder attach points and control linkage attachments | INSPECT |
| Empennage security | INSPECT (lift on rudder) |
| General skin condition | INSPECT |
| | Remove ice, snow or frost. |

4. Left Fuselage/Tailcone -

| | |
|---|---|
| Fresh Air Vent (on dorsal fin) | CLEAR |
| Instrument Static Port | UNOBSTRUCTED |
| General Skin Condition | INSPECT |
| Tailcone/Empennage Access Door | SECURED |
| Static System Drain | Push Plunger UP (Hold 3-5 Seconds) |

5. Left wing -

| | |
|---|---|
| General Skin Condition | INSPECT - Remove ice, snow or frost. |
| Wing Flap and attach points | INSPECT |
| Aileron and attach points | INSPECT |
| Control Linkages | INSPECT |
| Wing Tip, Lights & Lens | INSPECT |
| Tank Vent | UNOBSTRUCTED |
| Pitot Tube | UNOBSTRUCTED (Heat Element Operative) |
| Landing/Taxi Lights | INSPECT lens & bulbs |
| Stall Switch Vane | UNOBSTRUCTED-Check operation |
| Fuel Tank | CHECK QUANTITY (SECURE CAP) |

**| NOTE |**
**The anti-siphon fuel filler will trap fuel in the filler neck. Always push bottom of filler open when filling tank and when checking fuel.**

**| NOTE |**
**The visual fuel quantity gauge is to be used for partial refueling purposes only; DO NOT use for preflight check.**

| | |
|---|---|
| Tiedown | REMOVE |
| Wheel Chock | REMOVE |
| Left Main Gear, Shock Discs, Tire, Doors & Linkage | INSPECT |
| Fuel Tank Sump Drain | DRAIN Until Clear |
| Pitot System Drain | Push plunger UP (Hold for 3-5 seconds) |
| Gascolator Drain Valve | CLOSED (Check for drips) |

6. Left Cowl Area -

| | |
|---|---|
| Windshield | CLEAN |
| Cabin Air Inlet | Unobstructed |
| Left Side Engine Cowl Fasteners | SECURED |
| Cowl Flap | INSPECT |
| Engine Oil | CHECK QUANTITY (Maximum 8 qts.) (7.6 liters) (Minimum 5 qts.) (4.3 liters) |
| Oil Filler Cap | PROPER POSITION/SECURED |
| Winterization Kit **(If Installed)** | |
| OAT - 30° F or below | CHECK hinged oil cooler cover in horizontal (or DOWN) position if use is desired. |
| OAT - above 30° F | Hinged oil cooler cover **MUST** be secured by clip fastener in vertical (or UP) position. |

7. Propeller/Spinner & Front Cowl -

| | |
|---|---|
| Blades | INSPECT for nicks,cracks and oil leaks. |
| Spinner | INSPECT for security, cracks |
| Cooling Air Intakes | UNOBSTRUCTED |
| Nose Gear, Shock Discs, Tire, Doors & Linkage | INSPECT |
| Nose Wheel Chock | REMOVE |

8. Right Cowl Area -

| | |
|---|---|
| Right Side Engine Cowl Fasteners | SECURED |
| Engine Induction Air Inlet Duct | UNOBSTRUCTED |
| Exhaust Pipe | SECURED |
| Windshield | CLEAN |
| Cabin Air Inlet | UNOBSTRUCTED |

9. Right Wing -

| | |
|---|---|
| Fuel Tank Sump Drain | DRAIN until clear |
| Right Main Gear, Shock Discs, Tire, Doors & Linkage | INSPECT |
| Wheel Chock | REMOVE |
| Tiedown | REMOVE |
| Fuel Tank | CHECK QTY (Secure Cap) |

| NOTE |
**The anti-siphon fuel filler will trap fuel in the filler neck. Always push bottom of filler open when filling tank and when checking fuel.**

| NOTE |
**The visual fuel quantity gauge is to be used for partial refueling purposes only; DO NOT use for preflight check.**

| | |
|---|---|
| Landing/Taxi Lights | INSPECT lens & bulbs |
| Tank Vent | UNOBSTRUCTED |
| Wing Tip, Lights & Lens | INSPECT |
| Aileron and attach points | INSPECT |
| Control Linkages | INSPECT |
| Wing Flap and attach points | INSPECT |
| General Skin Condition | INSPECT-Remove ice, snow or frost |

10. Baggage Door (check handle operation) . . . . . SECURED

**RETURN TO COCKPIT - MASTER/ROCKER SWITCHES . . OFF**

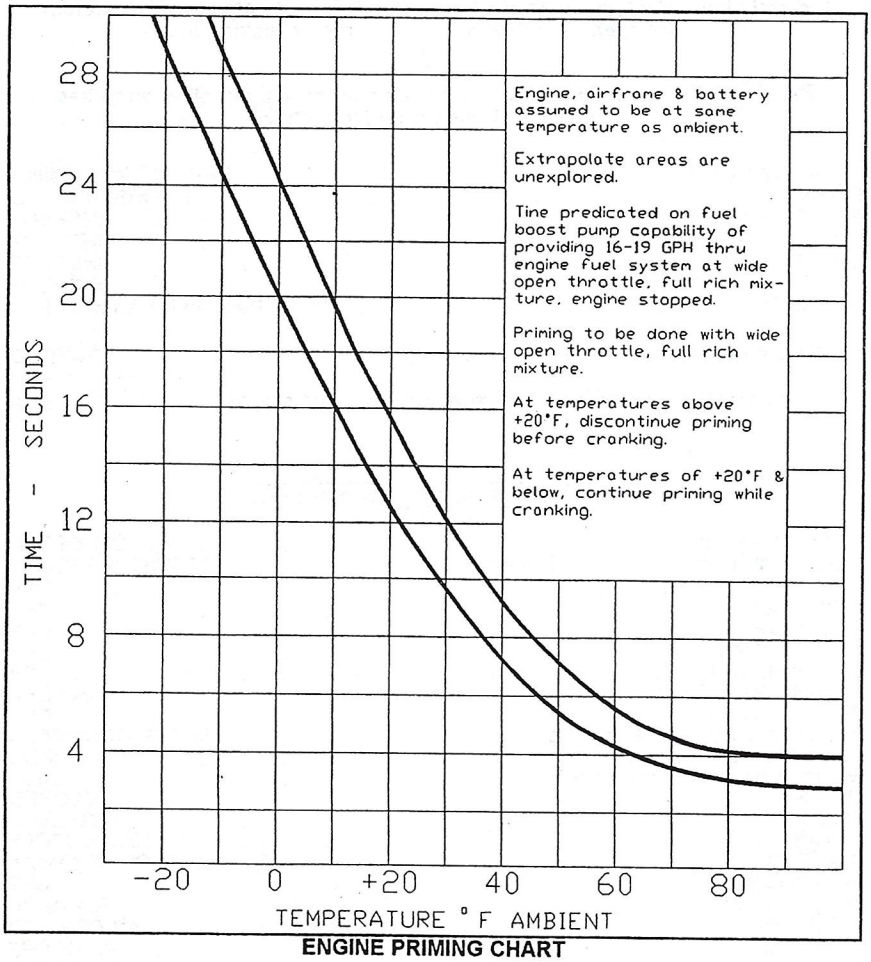
## BEFORE STARTING CHECK

| | |
|---|---|
| Preflight Inspection | COMPLETED |
| Seats, Seat Belts and Shoulder Harness | ADJUST & SECURE |
| Magneto/Starter Switch | OFF |
| Master Switch | OFF |
| Alternator Field switch(es) | OFF |
| Radio Master Switch | OFF |
| Fuel Boost Pump | OFF |
| Alternate Static Source | Push OFF |
| Rocker Switches | OFF |
| Directional Gyro (slave/free switch) | SLAVED (if installed) |
| Circuit Breakers | CHECK |
| Emergency Locator Transmitter | ARM |
| Throttle | CLOSED |
| Propeller | HIGH RPM |
| Mixture | IDLE CUTOFF |
| Cowl Flap | Verify Switch in OPEN position |
| Parking Brakes | SET |
| Wing Flap Switch | FLAPS UP |
| Cabin Vent | AS DESIRED |
| Cabin Heat | PUSH OFF |
| Defrost | PUSH OFF |
| Fuel Selector | FULLEST TANK |
| Radio Blower | CHECK - Master Sw. ON then OFF |
| Landing Gear Switch | DOWN |
| RED Emergency Gear Extension Handle | DOWN & LATCHED |
| Internal Lights | OFF |
| Passengers | Emergency/General Information briefing - COMPLETED |

**REFER TO SECTION IX FOR OPTIONAL EQUIPMENT CHECK PROCEDURES**

**Obtain local information prior to engine start.**

## ENGINE START




**ENGINE PRIMING CHART**

**~ CAUTION ~**

**When battery will not start engine, inspection should be conducted to determine reason. If determination is made that battery voltage is low, servicing of battery is essential and charging for at least one hour should be done before engine is started. The battery or other electrical circuits may be damaged if aircraft is operated with a low battery.**

**| NOTE |**

**When starting engine using an approved external power source, no special starting procedure is necessary. Use normal starting procedures. (Auxiliary Power Cable Adapter is available from Mooney Aircraft Corporation). Battery SHOULD NOT BE COMPLETED DEPLETED when engine is to be started using an external power source.**

| | |
|---|---|
| Before Starting Checklist | COMPLETED |
| Throttle | FULL OPEN while priming, then retard to 1/4 OPEN |
| Cowl Flap | OPEN |
| Propeller | FULL FORWARD |
| Mixture | FULL FORWARD |
| Master Switch | ON |
| Annunciator Lights | PRESS TO TEST |
| Primer | ON (See Engine Priming Chart) |

| NOTE |

**At temperatures below 20° F. (-7° C), continue priming, while cranking, until engine starts.**

| | |
|---|---|
| Propeller Area | CLEAR |
| Magneto/Starter Switch | TURN and PUSH to START release to BOTH when engine starts. |

| NOTE |

**"START POWER" warning light should illuminate when Magneto/Starter Switch is in "START"position**

Additional prime if engine does not continue to run.

| NOTE |

**Cranking should be limited to 30 seconds and several minutes allowed between cranking periods to permit starter to cool.**

| | |
|---|---|
| Throttle | Set at 1000 to 1200 RPM |
| * Engine Oil Pressure | CHECK in Green Arc |
| * If MINIMUM OIL PRESSURE if not indicated within 30 seconds, | STOP ENGINE and determine problem. |
| * Alternator Field Switch(es) | ON |
| * Ammeter | CHECK (Turn **LDG LT ON** and observe Negative movement of needle) |
| * Fuel Flow Indicator | TEST/RESET (if desired) |

~~~~~~

**~ CAUTION ~**

**Do not operate engine at run-up speed unless the oil temperature is 75° F. minimum. Operation of engine at too high a speed before reaching minimum oil temperature may cause loss of oil pressure.**

## FLOODED ENGINE START

| | |
|---|---|
| Fuel Boost Pump | OFF |
| Throttle | FULL FORWARD |
| Mixture | IDLE CUTOFF |
| Magneto/Starter Switch | TURN and PUSH to START release to both when engine starts. |
| Mixture | FULL FORWARD |
| Throttle | Retard to 1200 RPM |

\* See Remaining "Engine Start" Procedure above.
~~~~~~

## WARM ENGINE START

| | |
|---|---|
| Fuel Boost Pump | OFF |
| Throttle | Slightly open |
| Mixture | FULL FORWARD |
| Magneto/Starter Switch | TURN and PUSH to START release to BOTH when engine starts. |
| Throttle | 1000 to 1200 RPM |

* See Remaining "Engine Start" Procedure above.

## BEFORE TAXI

| | |
|---|---|
| Engine Start Checklist | COMPLETED |
| Radio Master Switch | ON |
| External Lights | As desired |
| Directional Gyro | SET or SLAVE SWITCH - ON |
| Instruments | Normal Operation |
| Radios | CHECK (Set Frequencies) |
| Altimeter | SET |
| Fuel Selector | SWITCH TANKS; verify engine runs on other tank |
| Cowl Flap | CHECK OPERATION, FULL OPEN or A/R |
| Optional Equipment Checks | Reference SECTION IX |

**| NOTE |**

**During cold weather, ground operations may be conducted with the cowl flap positioned partially or fully closed to help keep engine temperatures in normal operating ranges prior to takeoff. However, if cowl flap is fully closed, monitor engine temperatures to avoid exceeding maximum allowable limits.**

## TAXI

**~ CAUTION ~**

**To prevent battery depletion in prolonged taxi or holding position before takeoff, increase RPM until "AMMETER" indicates positive charge.**

| | |
|---|---|
| Before Taxi Checklist | COMPLETED |
| Parking Brake | Release |
| Brakes | Check during Taxi |
| Directional Gyro | Proper indication during turns |
| Turn Coordinator | Proper indication during turns |
| Artificial Horizon | Erect during turns |
| Throttle | Minimum power |
| Cowl Flap | FULL OPEN or As Desired |
| Propller | FULL FORWARD |

## BEFORE TAKEOFF

| | |
|---|---|
| Taxi Checklist | COMPLETED |
| Parking Brake | SET |
| Fuel Selector | FULLEST TANK |
| Throttle | 1200 RPM |
| Propeller | HIGH RPM |
| Mixture | Full Forward |
| Cowl Flap | OPEN or AS REQUIRED to keep engine temperatures in normal operating ranges. |
| Alternate Air | VERIFY CLOSED |
| Alternator Field Switch(es) | Verify ON |
| Oil Temperature | 75° F minimum (24° C) (Needle moves off white dot) |

Throttle . . . . . 1700 RPM
Magnetos . . . . . CHECK
**Both to L, Both to R, Both**
(Maximum 150 RPM drop each magneto, 50 RPM Difference)

**| NOTE |**
**An absence of RPM drop may be an indication of faulty magneto grounding or improper timing. If there is doubt concerning ignition system operation, RPM checks at a leaner mixture setting or higher engine speed will usually confirm whether a deficiency exists.**

Propeller . . . . . CYCLE/return to high RPM(3 times)
Ammeter . . . . . CHECK-Positive charge indication.
Throttle . . . . . Retard to IDLE RPM
Trim . . . . . TAKEOFF setting
Wing Flaps . . . . Check operation. SET TAKEOFF POSITION (10 Degrees)
Flight Controls . . . . . Check free and correct movement
Cabin Door . . . . . CHECK SECURED
Seat Belts/Safety Harness . . . . . SECURED
Avionics and Auto Pilot . . . . . CHECK (Refer to SECTION IX)
Annunciator Lights . . . . . CHECK
Internal/External Lights . . . . . As Desired
Rotating Beacon/Strobe Lights . . . . . ON
Pilots Storm Window . . . . . CLOSED
Emergency Gear Extension (RED) Handle . . . . . DOWN and LATCHED
Parking Brake . . . . . Release

## TAKEOFF

Before Takeoff Checklist . . . . . COMPLETED

~~~~~~
**~ CAUTION ~**
**The ENGINE OIL MUST BE WARM, at least 100° F (38° C) (bottom of green arc) before takeoff, to assure proper turbocharger operation. The engine must not be operated at high power until the oil has reached this temperature.**

If the turbocharger and its controlling system are properly rigged, manifold pressure will increase to 39.0 In. Hg. when the throttle is full open. However, during cold weather operations, a full throttle takeoff may result in a 1.0 to 2.0 In. Hg. increase in manifold pressure above the 39.0 In. Hg. allowable limit. This condition is allowed for short periods of time only (under 2 minutes). If this slight overboost occurs at full throttle, reduce the throttle slightly (within the 2 minute limit) to obtain the recommended 39.0 In. Hg. maximum power manifold pressure setting.

Proper engine operation should be checked early in the takeoff roll. Any significant indication of rough or sluggish engine response is reason to discontinue the takeoff.

When takeoff must be made over a gravel surface, it is important that the throttle be applied slowly. This will allow the aircraft to start rolling before a high RPM is developed, and gravel or loose material will be blown back from the prop area instead of being pulled into it.

### TAKEOFF (NORMAL)

Fuel Boost Pump . . . . . VERIFY OFF
Alternate Air . . . . . CLOSED
Parking brake . . . . . OFF
Engine Oil temperature . . . . . 100° F (38° C) MINIMUM
Power . . . . . 39.0" MP and 2600 RPM
Engine Instruments . . . . . Check proper indications
Liftoff/Climb Speeds . . . . . As specified in SECTION V (Takeoff Distances)
Landing Gear . . . . . RETRACT IN CLIMB after clearing obstacle
Wing Flaps . . . . . UP
~~~~~~

## CLIMB

~~~~~~

**~ CAUTION ~**

**During cold weather operations, climbing with full throttle may result in a 1.0 to 2.0 in. Hg. increase in manifold pressure above the 39.0 in. Hg. allowable. When executing a full throttle climb, monitor manifold pressure readings and adjust the throttle as necessary to maintain 39.0 in. Hg.**

**| NOTE |**

**During cold weather operations, climbing with cowl flap positioned less than full open is permitted provided engine temperatures are maintained within normal operating ranges.**

**| NOTE |**

**If applicable, use noise abatement procedures as required.**

**| NOTE |**

**See SECTION V for rate of climb graph.**

### CLIMB (CRUISE)

| | |
|---|---|
| Power | XX" MP, and 2500 RPM |
| Mixture | RICH |
| Cowl Flap | FULL OPEN or A/R |
| Airspeed | 95 to 115 KIAS |

### CLIMB (BEST RATE) - ($V_y$)

| | |
|---|---|
| Power | FULLTHROTTLE/2600 RPM (DO NOT EXCEED 39.0 " MP) |
| Mixture | RICH |
| Cowl Flap | FULL OPEN or A/R |
| Airspeed | 96 KIAS |

### CLIMB (BEST ANGLE) - ($V_x$)

| | |
|---|---|
| Power | FULL THROTTLE/2600 RPM (DO NOT EXCEED 39.0 " MP) |
| Mixture | RICH |
| Cowl Flap | FULL OPEN or A/R |
| Airspeed | 71 KIAS at sea level increasing approximately 1.5 KIAS for each 5000 feet altitude. |

## CRUISE

**| NOTE |**

**Use recommended engine break-in procedures as published by engine manufacturer.**

**| NOTE |**

**Reference SECTION V for power setting tables and performance charts.**

| | |
|---|---|
| Airspeed | Accelerate to cruise airspeed |
| Throttle | Set MP to selected setting |
| Propeller | Set RPM to selected setting |
| Mixture | LEAN to PEAK TIT (not to exceed 1650° F.) |
~~~~~~

////////////////////
**/// WARNING ///**
**Continuous operation with TIT in excess of 1650° F is prohibited for all conditions. Leaning to a TIT of 1700° F for a maximum of 30 seconds is permitted.**

Engine Instruments . . . . . CHECK

**| NOTE |**
**Careful leaning of the mixture control will result in maximum possible fuel efficiency. This requires operating at peak TIT for the power setting being used. Failure to do so will result is excessive fuel burn. After leveling off at cruise altitude, set MP and RPM for desired power setting per Cruise Power Chart, SECTION V. Slowly lean Mixture until until TIT reaches peak value. TIT indications become sensitive as peak is approached; careful adjustments are necessary for accurate settings. Changes in altitude or power MAY require readjustment of TIT.**

Cowl Flap . . . . . AS REQUIRED
to maintain cylinder head and oil temperatures in their normal operating ranges.

~~~~~~
**~ CAUTION ~**
**When cruising in conditions where OAT is well above standard or at very high altitudes, it may be necessary to OPEN cowl flap to as much as 1/4 open in order to keep engine temperatures within operating limits. When cowl flap is OPEN during cruise the following effects on cruise speed will result:**

Cowl Flap - 1/4 Open (Indicator positioned at first index)
Approx. loss in TAS . . . . . .( 2 ) KTS
Cowl Flap - 1/2 Open (Indicator positioned at second index)
Approx. loss in TAS . . . . . .( 4 ) KTS

**| NOTE |**
**During high OAT, a very low fluctuation in fuel flow may occur. If this occurs, proceed as follows:**

Low Boost Pump . . . . . ON
Fuel Flow . . . . . MONITOR
Low Boost Pump . . . . . OFF
If condition persists, repeat procedure above.
Engine temperatures . . . . . STABILIZE
at cruise condition (approximately 5 minutes).

////////////////////
**/// WARNING ///**
**Do not use HIGH BOOST PUMP unless engine driven fuel pump has failed. See emergency procedures for operation of High Boost Pump.**

When increasing power always return mixture to full rich, then increase RPM before increasing manifold pressure; when decreasing power decrease manifold pressure before reducing RPM. Always stay within the established operating limits, and always operate the controls slowly and smoothly.
~~~~~~

**FUEL TANK SELECTION**

| | |
|---|---|
| Boost Pump | ON |
| Fuel Selector | SELECT OPPOSITE TANK |
| Boost Pump | OFF - (Observe fuel pressure gauge for proper pressure reading.) |

## DESCENT

**| NOTE |**

**Avoid extended descents at manifold pressure settings below 20 In. Hg. as the engine can cool excessively and may not accelerate satisfactorily when power is re-applied. Additionally, leaning mixture to peak TIT during descent will save fuel and will eliminate engine roughness associated with an overly rich mixture setting. During descent engine MP will tend to increase as aircraft looses altitude. Occasional power reductions with the throttle may be required to maintain original descent manifold pressure setting.**

**Normal Descent (Gear Up)**

| | |
|---|---|
| Seats, Seat Belt/Shoulder Harness | ADJUST AND SECURE |
| Wing Flaps | UP |
| Landing Gear | UP |
| Throttle | ABOVE 20 In. Hg. MP |
| Propeller | 2200 RPM |
| Mixture | PEAK TIT |
| Cowl Flap | CLOSED |
| Cylinder Head Temperature (CHT) | Monitor (250° F (121° C) minimum) |
| Airspeed | AS DESIRED (196 KIAS Max.) |

**| NOTE |**

**Plan descents to arrive at pattern altitude on downwind leg for maximum fuel efficiency and minimum aircraft noise.**

**Normal Descent (Gear Down)**

| | |
|---|---|
| Seats, Seat Belts/Shoulder Hamess | ADJUST AND SECURE |
| Airspeed | DECELERATE to 140 KIAS |
| Landing Gear | DOWN |
| Throttle | ABOVE 20 In. Hg. MP |
| Propeller | 2200 RPM |
| Mixture | PEAK TIT |
| Cowl Flap | CLOSED |
| Cylinder Head Temperature (CHT) | MONITOR (250° F (121° C) minimum) |
| Airspeed | 165 KIAS or less |

**| NOTE |**

**Using the landing gear as a descent aid will result in a steeper descent rate (greater altitude loss per horizontal distance traveled).**

## APPROACH FOR LANDING

| | |
|---|---|
| Seat Belts/Shoulder Harness | ADJUST AND SECURE |
| Internal/External Lights | As desired |
| Landing Gear | EXTEND (below 140 KIAS) (Gear down light ON - Check visual indicator) |
| Mixture | FULL RICH |
| Propeller | HIGH RPM |
| Fuel Boost Pump | OFF |
| Fuel Selector | FULLEST TANK |

| | |
|---|---|
| Wing Flaps | AS DESIRED |
| Wing Flaps FULL DOWN | Below 112 KIAS |

~~~~~~

**~ CAUTION ~**

**To minimize control wheel forces when entering landing configuration, timely nose-up trimming is recommended to counteract nose down pitching moment caused by reduction of power and/or extension of flaps.**

| | |
|---|---|
| Trim | As desired |
| Parking Brake | VERIFY OFF |

**| NOTE |**

**The parking brake should be rechecked to preclude partially applied brakes during touchdown**

## GO AROUND (BALKED LANDING)

~~~~~~

**~ CAUTION ~**

**To minimize control wheel forces during GO-AROUND, timely nose-down trimming is recommended to counteract nose up pitching moment as power is increased and/or flaps are retracted.**

| | |
|---|---|
| Power | **39.0" MP and 2600 RPM** |
| Mixture | VERIFY **FULL RICH** |
| Wing Flaps | **TAKEOFF** position After climb established |
| Trim | **NOSE DOWN** to reduce force |
| Airspeed | Accelerate to **77 KIAS** |
| Landing Gear | **RETRACT** |
| Wing Flaps | **RETRACT** |
| Cowl Flap | **OPEN** |
| Airspeed | Accelerate to **94 KIAS** |

## LANDING

### LANDING (NORMAL)

| | |
|---|---|
| Approach for Landing Checklist | COMPLETED |
| Approach Airspeed | As specified in SECTION V, Landing Distance |
| Touchdown | **Main wheels first**(Aligned with Runway) |
| Landing Roll | **Lower** nose wheel gently |
| Brakes | **Minimum** required |

**| NOTE |**

**Landing information for reduced flap settings are not available. See SECTION V for Landing Distance tables.**

**| NOTE |**

**If maximum performance landings are desired, use above procedures except, reduce approach airspeed to 69 KIAS (flaps Full Down) and apply maximum braking (without skidding tires) during rollout.**

| NOTE |

**Cross wind landings should be accomplished by using the above procedures except maintain approach speed appropriate for wind conditions. Allow aircraft to crab until the landing flare. Accomplish touchdown in a slight wing low sideslip (low wing into wind) and aircraft aligned with runway. During landing roll, position flight controls to counteract crosswind.**

~~~~~~

**~ CAUTION ~**

**The landing gear may retract during landing roll if landing gear switch is placed in the UP position.**

## TAXI AFTER LANDING

| | |
|---|---|
| Throttle | 1000 to 1200 RPM |
| Flaps | RETRACT |
| Cowl Flap | OPEN |
| Trim | RESET to Takeoff |
| Avionics/Radios | AS REQUIRED |
| Internal/External Lights | AS REQUIRED |

## SHUTDOWN

~~~~~~

**~ CAUTION ~**

**Operate the engine at idle (below 1200 RPM) for 5 minutes to allow the TURBOCHARGER TO COOL. Taxi time after landing may be considered as part of the 5 minutes.**

| | |
|---|---|
| Parking Brake | SET |
| Throttle | IDLE RPM |
| Radio Master | OFF |
| All Electrical Equipment | OFF |
| Magneto/Starter Switch | GROUNDING CHECK |
| Mixture | IDLE CUTOFF |
| Magneto/Starter Switch | OFF(when propeller stops) |
| Alternator Field Switch(es) | OFF |
| Master Switch | OFF |
| Oxygen System (if equipped) | OFF |

## SECURING AIRCRAFT

| | |
|---|---|
| Magneto/Starter Switch | **VERIFY OFF**/Key removed |
| Master Switch | VERIFY **OFF** |
| Radio Master | VERIFY **OFF** |
| Electrical Switches | VERIFY **OFF** |
| Parking Brake | RELEASE; install wheel chocks |

**For extended parking:**

| | |
|---|---|
| Control wheel | **SECURED** with seat belts, cabin vents closed |
| Interior Light Switches | **VERIFY OFF** |

TIE DOWN AIRCRAFT at wing and tail points