



PILOT CHECKLIST

G - IGET

Name: _____

For Information Only—Check POH Before Use

Prepared WRT SkyRanger family combined manual

Checklist Iss 2. Dated 25/03/2024

Pre-flight inspection

Before each flight, the pilot must carry out a visual inspection of the aircraft.

Engine

Carry out an engine pre-flight inspection.

Inside the Cockpit:

- Ignition switches OFF
- Condition of choke and choke cable
- Movement of all flying controls – friction, correct movement sense, connections
- Throttle control – action smooth and friction adequate.
- Check the condition of all instruments.
- Check that the harnesses are properly fitted and not frayed.
- Check seats are secure.
- Check that the fuel filter is clean.
- Check sufficient fuel for the planned flight.
- Check wing leading and trailing edge bolts are secure.
- Check inside rear fuselage area internal structure and cables.

Underside

- If the aircraft has not flown within 24 hrs, or has just been refuelled, drain a small amount of fuel from the drain tap using a standard tool and check for water.

Engine bay

- Remove cowling
- Check all items as in the engine manual
- Check the security of all electrical connections
- Check prop bolts protruding from securing nuts
- Generally, look for any fluid leaks or loose fastenings
- Check the condition of engine mounting rubbers and bolts
- Check firewall security – not chafing any structure, secure and sealed to cowlings.
- Refit the cowling and all securing screws.

Starting from the nose, inspect:

- Condition of the propeller: no nicks or cracks
- Condition and security of the spinner, if fitted
- Condition and inflation of the nose wheel tyre
- Condition of nose leg
- Security of the nose wheel spat and fairing
- Security of the engine cowling.

Moving down the starboard side of the aircraft and along the starboard wing, inspect:

- Condition of door, hinges and latches
- Starboard side of undercarriage leg undistorted and clamps secure
- Tyre condition and pressure
- Security of wheel spat
- Check for evidence of hydraulic leaks
- Security of wing strut lower attachment bolt
- Jury strut brackets
- Wing struts and jury struts straight
- Security of upper wing strut attachments
- Through the inspection panel in the lower surface, check the condition of the aileron pulleys and cables and internal wing structure.
- General condition of leading edge, wing tip area and covering
- Aileron movement and hinges, attachment of cables and control horn condition
- Flap, hinges, and security of actuating rod attachment
- Condition of wing covering and security of battens.

Moving towards the tail, inspect:

- Condition of composite covering on rear fuselage.
- Security of horizontal tail mounting bolts and covering lacing
- Elevator and hinges, horns and cables
- Trim-tab, horn, cables and springs
- Rudder and hinges, horns and cables
- Condition of tail surface coverings and fin composite fairings
- General alignment of vertical and horizontal tail surfaces
- Condition of bracing wires and their terminations.

Moving forwards to the port wing, inspect:

- Port side of undercarriage leg undistorted and clamps secure
- Tyre condition and pressure
- Security of wheel spat
- Check for evidence of hydraulic leaks
- Security of wing strut lower attachment bolt
- Jury strut brackets
- Wing struts and jury struts straight
- Condition of wing covering and security of battens
- Flap, hinges, and security of actuating rod attachment
- Aileron movement and hinges, attachment of cables and control horn condition
- General condition of leading edge, wing tip area and covering
- Security of upper wing strut attachments
- Through the inspection panel in the lower surface, check condition of the aileron
- pulleys and cables and internal wing structure.
- Condition of door, hinges and latches
- Finally stand back and take an overall view looking for general symmetry.

Starting Checks

1. Brakes ON
2. Flaps UP (CR setting)
3. All Switches, radio and transponder OFF
4. Master Switch ON
5. Fuel tap check ON
6. Electric fuel pump ON for 5 secs when cold then OFF
7. Throttle CLOSED
8. Choke ON if cold
9. Ignition A-B (magnetos) Both ON
10. Check clear all around and shout 'CLEAR PROP!'
11. Start engine.

NOTE: For the first start of the day, leave ignitions off and crank for 5 secs to bring up oil pressure, then stop, put Ignitions on, then start.

After Starting Checks

1. MGL IEFIS ON
2. Set approximately 1700 RPM, choke fully OFF
3. Check oil pressure within limits within 10 seconds
4. Charge switch ON (Voltage rise)
5. Radio and Transponder ON
6. P/AWARE USB ON (Pass Code: 2204)
7. Trim Check/Set
8. Flaps POS 1, 2, UP
9. Instruments Check
10. Obtain ATIS.



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ATIS

CALLSIGN: **G-IGET** "LOCATION"

INFO TIME

RUNWAY IN USE

WIND VIZ

CLOUD - FEW: SCT: BKN:

TEMP DEWPOINT

A/F QNH A/F QFE

FREQUENCY

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Set altimeter.

BRAKES OFF BRAKES ON

FLIGHT TIME

Gloster ATIS 127.480

Gloster NDB 331

Gloster Tower 122.905

Gloster Approach 128.555

Squawk Code 4531

Taxi Checks LOOKOUT

1. Brakes Check
2. Rudder Check steering
3. Instruments: AI, DI and ball

Power Checks

1. Into Wind / Nose Wheel Straight
2. RPM 1500—1700
3. Brakes ON
4. LOOKOUT
5. Engine Instruments Check
6. Choke OFF
7. RPM 3000
8. Engine Instruments Check
9. Ignitions A-B Check
(max drop 150 RPM)
10. Carb Heat Check
11. RPM IDLE, 1500—1700
12. Engine Instruments Check

Pre Take-off Vital Checks

1. Trim Check set for T/O
2. Fuel Pump ON
3. Ignitions A-B Check ON
4. Fuel On and sufficient
5. Flaps Set for take-off
6. Flight Instruments Checked and set as required
7. Gauges Green
8. Harness/Seat/Hatches Tight/Locked/Secure
9. Controls Full and free
10. Transponder ALT
11. Strobe/Landing Light ON.

Runway and Take-Off Checks

1. Compass is aligned and correct with the runway
2. Runway and climb out clear
3. Crosswind within limits
4. RPM
5. Ts and Ps
6. ASI

After Take-Off Checks

After 200ft AGL

- | | | |
|----|--------------------|---------|
| 1. | Above 200 ft | Flap UP |
| 2. | RPM | Set |
| 3. | Fuel Pump | OFF |
| 4. | Landing Light | OFF |
| 5. | Engine Instruments | Check |
| 6. | Trim | Check |

Pre-stalling / Spinning / Aerobatic Checks

- H Height Sufficient to recover by 3000ft AGL
- A Airframe Flaps up, trim set, brakes off, gyros caged if applicable
- S Security Harness tight, hatches secure, no loose articles
- E Engine Mixture rich, engine instruments, fuel, Carburettor ice check
- L Location ABCCD Clear of airfields, built-up areas, controlled airspace, cloud, danger areas.
- L Lookout Clearing turn—if clear no delay

Enroute and Approach Checks

- F.....Fuel
- R.....Radio
- E.....Engine, Carb Heat
- A.....Altimeter

Limitations - All speeds IAS (CAS)

Speeds

Never Exceed (V_{NE})	131 (117) kts
Maximum cruising speed (V_{NO})	107 (96) kts
Max Manoeuvring (V_A)	91 (82) kts
Max Flap Extension (V_{FE})	77 (70) kts

Stall, Power off

No Flap (V_{SI})	38 (36) kts
Flap 2 (V_{SO})	36 (34) kts

Rotate	40 - 45 kts
Climb	63 (57) kts
Best Glide	51 (47) kts
Approach Flap 2	57 (52) kts

Max Demonstrated Crosswind	15 kts
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Engine

Max RPM (Red Line)	5800 5 min max
Idling RPM	@ 1500 - 1700
Max Ignition A-B Drop	150 RPM

Pre-landing Checks

- | | | |
|-----|----------------------------|------------------------------|
| 1. | Flight Instruments | Altimeter Set |
| 2. | Brakes | OFF (pressure check) |
| 3. | Fuel | ON, sufficient for go-around |
| 4. | Fuel Pump | ON |
| 5. | Gauges, Engine Instruments | Check |
| 6. | Ignition A-B | Check Both ON |
| 7. | Harness | Tight (inc passenger's) |
| 8. | Hatches | Secure |
| 9. | Carb Heat | ON |
| 10. | Landing Light | ON. |

After Landing and Clearing Duty Runway Checks

- | | | |
|----|---------------------------|-----|
| 1. | Carb Heat | OFF |
| 2. | Fuel Pump | OFF |
| 3. | When clear of the runway: | |
| | a. Transponder | OFF |
| | b. Flaps | UP |
| | c. Strobe/Landing Light | OFF |

Shutdown Checks

- | | | |
|-----|--|---------------------|
| 1. | Into wind / Nose wheel straight | |
| 2. | Parking Brake | ON |
| 3. | RPM | Idle for 30 seconds |
| 4. | Radio(s) | OFF |
| 5. | Ignition A-B | OFF |
| 6. | Aux Electrics | OFF |
| 7. | Master | OFF |
| 8. | Secure and tidy aircraft harness, doors closed | |
| 9. | Wheels chocked | |
| 10. | Return the key and fuel phob to the key case. | |

Fuel

Euro-Super ROZ 95 unleaded (with max. 5% ethanol)
Super Plus ROZ 98 unleaded (with max. 5% ethanol)
AVGAS 100 LL AVGAS UL91

Maximum Useable 60 litres

Normal Fuel Consumption 15 litres per hour

Oil

Oil grade AERO Shell Sport Plus 4

Maximum Capacity 3.05 litres

Minimum Permissible 2.6 litres

Normal Pressure 29 - 72 psi (2 - 5 bar)

Normal Operating Temps. min 122°F (50°C)

Maximum Temperature.. . max 284°F (140°C)

Miscellaneous

Tyre Pressures:

Main. 32 psi

Nose 26 to 32 psi)

Reports

Zone Transit - En-route

(Airfield / ATC unit callsign) G-XXXX request zone transit

(ATC response) - G-XXXX pass your message

G-XXXX type
from *(departure point)*
to *(landing point)*
current position
level (pressure)
..... VFR/IFR/SVFR*
via..... *(next route point)*
(*if SVFR, ETA at zone boundary is required)

Position Report

G-XXXX
position time
level (pressure)
next position ETA

RADIO

Transponder Codes

7000 = VFR Standard
7500 = Unlawful Interference
7600 = Lost Communications
7700 = General Emergency

Comms Frequencies

135.480 = SAFETYCOM
121.5 = Emergency

Intentionally Blank

ENGINE FAILURES

ENGINE FAILURE DURING TAKE-OFF

1. Throttle IDEL
2. Brakes APPLY
3. Flaps RETRACT (during ground roll to provide effective braking)
4. Fuel Pump OFF
5. Magnetos OFF
6. Master OFF

ENGINE FAILURE AFTER TAKE OFF

- | | |
|------------------------|--------------------|
| 1. Glide Speed | 55 kts |
| 2. Fuel Shut-off Valve | OFF |
| 3. Fuel Pump | OFF |
| 4. Magnetos | OFF |
| 5. Flaps | As Required |
| 6. Brakes | OFF, Harness TIGHT |

ENGINE FAILURE AT ALTITUDE FORCED LANDING

- | | |
|----------------|-----------------|
| 1. Glide Speed | 55 kts |
| 2. Fuel | ON & Contents |
| 3. Fuel Pump | On |
| 4. Throttle | 1/4 OPEN |
| 5. Magnetos | ON BOTH / START |
- (If propeller has stopped—try restart)

IF NO RESTART

6. Radio MAYDAY, Transponder SET 7700
7. DO DRILL ENGINE FAILURE
8. AFTER TAKE OFF

FIRE

FIRE IN THE COCKPIT

- | | | |
|----|------------------------|-------|
| 1. | Fuel Pump | OFF |
| 2. | All electrical devices | OFF |
| 3. | Heater vent | CLOSE |
| 4. | Land immediately. | |

ENGINE FIRE IN THE AIR

- | | | |
|----|---------------------|------------|
| 1. | Glide Speed | 55 kts |
| 2. | Fuel Shut-off Valve | CLOSED |
| 3. | Fuel Pump | OFF |
| 4. | Throttle | OPEN FULLY |
| 5. | Radio | MAYDAY, |
| 6. | Transponder | SET 7700 |
| 7. | Magnetos | OFF |
| 8. | Heater vent | CLOSE |

EMERGENCY MESSAGES

'MAYDAY/MAYDAY/MAYDAY' or

'PAN PAN/PAN PAN/PAN PAN'

a) Station callsign;

b) Callsign; (Student) G-XXXX

c) Type of aircraft;

d) Emergency (nature of);

e) Intention of the person-in-command;

f) Position present or last known, flight level/
altitude and heading;

g) Pilot qualifications (whenever possible) i.e.
Student pilot/No Instrument Qualification;

h) Other information, e.g. endurance remaining,
POB etc.