

## PREFLIGHT

Check cockpit for general appearance  
Master and magneto switches off  
Check windshield and condition of cockpit enclosure  
Check flap, aileron and wing & stabilizer strut security.  
Check all attachment points (bolts/fasteners)  
Check leading edge for abnormal dents/condition  
Check landing gear for security  
Check tires, brakes and brake lines  
Check prop and spinner  
Check cowling  
Check oil. Keep at 9 quarts. Do not fill far beyond.  
Check all quick drains. (3 total on MAX, 4 on JAWS)  
See manual for procedure to check strainer  
Check fuel quantity and tank security  
Check air filter for security  
Check pitot & static tubes, remove and store cover

## BEFORE OPERATION

Fasten safety belt and shoulder harness  
Operate flight controls, check for freedom of movement  
and proper operation  
Set parking brake

## STARTING ENGINE

Master on  
Boost pump on  
Magneto to "LEFT" position (MAX only)  
Mixture full rich  
**COLD ENGINE – PRIME** by pumping throttle a couple times  
Crack throttle ½" open  
Pump throttle several strokes while cranking until start  
Switch magneto to "BOTH" (MAX only)  
Check oil pressure, shutdown if not indicating within 30 seconds.  
Alternator ON (MAX only)  
Avionics ON (JAWS only), Radio ON (MAX only)  
Warm up engine 1000 to 1200 RPM  
Instruments in the green  
Communications check

## RUNUP

**CONTROLS:** Check again  
**INSTRUMENTS:** Check for normal indications  
**GAS:** Check quantities & tank selection  
**ATTITUDE:** Check trim and flap position –  
stick full back during runup  
**RUNUP:** 1800 RPM, 125 RPM max drop each side  
Check carb heat, max 200 RPM drop  
Check alternator output  
Idle @1000 RPM  
Engine is warm enough for takeoff when the throttle can be  
opened without the engine faltering.

## PRE-TAKEOFF

Check fuel level, record tank in use  
Record appropriate tow pass, glider # and time off  
Check trim  
Flaps as desired (**NO FLAPS IN HIGH XWINDS**)  
Fuel pump on  
Instruments in green

## TAKEOFF ROLL

Announce as required  
Release brakes when signaled ok to launch  
Smoothly advance power for nose skid gliders  
More rapid advance for higher performance gliders  
Airspeed alive  
Instruments in green  
Hand on release (if towing)  
Lift tail, apply back pressure to lift off as appropriate

**Climb @65 – 70 MPH IAS, or appropriate requested speed**

## IN FLIGHT

Retract Flaps at safe altitude (if used) above 65 MPH, below Vfe  
Lean mixture per manufacturers specifications

**BEST GLIDE/CLIMB SPEED: 75MPH (no flaps)  
60 MPH (flaps)**

## AFTER TOW RELEASE

Turn left, reduce power to keep just under redline  
Fly straight and level 5-10 seconds, clear airspace  
Nose over, target speed Va (107 MPH)  
Reduce RPM's to 2200  
Reduce power incrementally as you approach pattern altitude

## PRE-LANDING

**BOOST PUMP:** Fuel pump ON  
**GAS:** Tank and quantity, land on fullest  
**UNDERCARRIAGE:** Hopefully down and welded  
**MIXTURE:** Rich upon reaching Base Leg  
**PROP – N/A**  
**SEATBELT:** Better still be on  
**FLAPS** as desired below Vfe (**NO FLAPS IN HIGH WINDS**)  
**TRIM** to takeoff/land position  
**CLEAR** airspace and runway in use  
**ANNOUNCE** as required

## LANDING

Over the fence @ 80-90 MPH  
3 point or wheel landing as appropriate  
**DON'T BEND OUR AIRPLANE**

## TAXI/SHUTDOWN

Boost pump OFF  
Lean mixture for TAXI  
(JAWS only) Avionics master OFF  
(MAX only) Radio OFF  
Mixture to ICO  
Master, Magneto switches OFF  
Alternator OFF (MAX only)

## SECURING

Re-fuel  
Oil to 9 quarts  
Tie down  
Prop lock  
Secure stick with seatbelt  
Close windows  
Key and log to office

**REMEMBER: YOU ARE PROVIDING A SERVICE TO  
THE MEMBERSHIP. THINK SAFETY FIRST, PREVENT  
SHOCK COOLING SECOND, EXPEDITIOUS TURN  
AROUND THIRD. BE ON TIME, BE COURTEOUS WHEN  
ASKING TO SEE TOW PASSES AND REMEMBER:**

**NO TOW PASS, NO TOW. NO EXCEPTIONS.**

**PLEASE GOVERN YOURSELF ACCORDINGLY.**