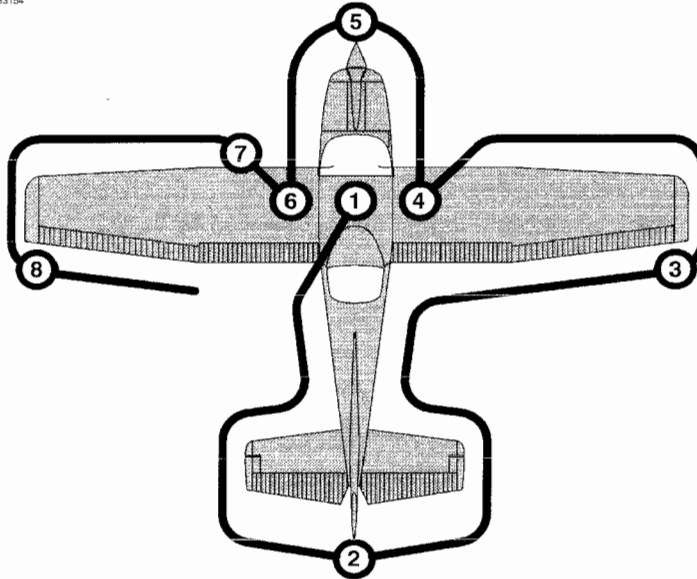


NORMAL PROCEDURES

PREFLIGHT INSPECTION

03154



0785T1011

NOTE

Visually check airplane for general condition during walk-around inspection. Airplane should be parked in a normal ground attitude (refer to Figure 1-1 in the POH) to make sure that fuel drain valves allow for accurate sampling. Use of the refueling steps and assist handles will simplify access to the upper wing surfaces for visual checks and refueling operations. In cold weather, remove even small accumulations of frost, ice or snow from wing, tail and control surfaces. Also, make sure that control surfaces contain no internal accumulations of ice or debris. Prior to flight, check that pitot heater is warm to touch within 30 seconds with battery and pitot heat switches on. If a night flight is planned, check operation of all lights, and make sure a flashlight is available.

Figure 1

BEFORE
TAKEOFF

LANDING

PERF

PREFLIGHT INSPECTION (Continued)

① CABIN

- 1. Pitot Tube Cover REMOVE
(check for pitot blockage)
- 2. Pilot's Operating Handbook ACCESSIBLE TO PILOT
- 3. Garmin G1000 Cockpit
Reference Guide ACCESSIBLE TO PILOT
- 4. Airplane Weight and Balance CHECKED
- 5. Parking Brake SET
- 6. Control Wheel Lock REMOVE

WARNING

WHEN THE MASTER SWITCH IS ON, USING AN EXTERNAL POWER SOURCE, OR MANUALLY ROTATING THE PROPELLER, TREAT THE PROPELLER AS IF THE MAGNETOS SWITCH WERE ON. DO NOT STAND, NOR ALLOW ANYONE ELSE TO STAND, WITHIN THE ARC OF THE PROPELLER SINCE A LOOSE OR BROKEN WIRE, OR A COMPONENT MALFUNCTION, COULD CAUSE THE ENGINE TO START.

- 7. MAGNETOS Switch OFF
- 8. AVIONICS Switch (BUS 1 and BUS 2) OFF
- 9. MASTER Switch (ALT and BAT) ON
- 10. Primary Flight Display (PFD) CHECK
(verify PFD is ON)
- 11. FUEL QTY (L and R) CHECK
- 12. LOW FUEL L and LOW FUEL R Annunciators CHECK
(verify annunciators are not shown on PFD)
- 13. OIL PRESSURE Annunciator CHECK
(verify annunciator is shown)
- 14. LOW VACUUM Annunciator CHECK
(verify annunciator is shown)
- 15. AVIONICS Switch (BUS 1) ON

(Continued Next Page)

PREFLIGHT INSPECTION (Continued)

BEFORE
TAKEOFF

LANDING

① CABIN (Continued)

- 16. Forward Avionics FanCHECK
(verify fan is heard)
- 17. AVIONICS Switch (BUS 1)..... OFF
- 18. AVIONICS Switch (BUS 2)..... ON
- 19. Aft Avionics FanCHECK
(verify fan is heard)
- 20. AVIONICS Switch (BUS 2)..... OFF
- 21. PITOT HEAT Switch..... ON
(carefully check that pitot tube is warm to the touch within 30 seconds)
- 22. PITOT HEAT Switch..... OFF
- 23. Stall Warning SystemCHECK
(gently move the stall vane upward and verify that the stall warning horn is heard)
- 24. LOW VOLTS AnnunciatorCHECK
(verify annunciator is shown)
- 25. MASTER Switch (ALT and BAT) OFF
- 26. Elevator and Rudder Trim Controls TAKEOFF position
- 27. FUEL SELECTOR Valve BOTH
- 28. ALT STATIC AIR Valve..... OFF (push full in)
- 29. Fire ExtinguisherCHECK
(verify gage pointer in green arc)

(Continued Next Page)

PERF

PREFLIGHT INSPECTION (Continued)

② EMPENNAGE

- 1. Baggage Compartment Door CHECK
(lock with key)
- 2. Rudder Gust Lock (if installed) REMOVE
- 3. Tail Tiedown DISCONNECT
- 4. Control Surfaces CHECK
(freedom of movement and security)
- 5. Trim Tabs CHECK (security)
- 6. Antennas CHECK
(security of attachment and general condition)

③ RIGHT WING Trailing Edge

- 1. Flap CHECK
(security and condition)
- 2. Aileron CHECK
(freedom of movement and security)

(Continued Next Page)

PREFLIGHT INSPECTION (Continued)

BEFORE
TAKEOFF

LANDING

④ RIGHT WING

1. Wing Tiedown DISCONNECT
2. Fuel Tank Vent OpeningCHECK
(verify opening is clear)
3. Main Wheel TireCHECK
(proper inflation and general condition (weather checks, tread depth and wear, etc.))
4. Fuel Tank Sump Quick Drain Valves DRAIN
Drain at least a cupful of fuel (using sampler cup) from each sump location to check for water, sediment, and proper fuel grade before each flight and after each refueling. If water is observed, take further samples until clear and then gently rock wings and lower tail to the ground to move any additional contaminants to the sampling points. Take repeated samples from **all** fuel drain points until **all** contamination has been removed. If contaminants are still present, refer to WARNING below and do not fly airplane.

NOTE

Collect all sampled fuel in a safe container. Dispose of the sampled fuel so that it does not cause a nuisance, hazard or damage to the environment.

WARNING

IF, AFTER REPEATED SAMPLING, EVIDENCE OF CONTAMINATION STILL EXISTS, THE AIRPLANE SHOULD NOT BE FLOWN. TANKS SHOULD BE DRAINED AND SYSTEM PURGED BY QUALIFIED MAINTENANCE PERSONNEL. ALL EVIDENCE OF CONTAMINATION MUST BE REMOVED BEFORE FURTHER FLIGHT.

5. Fuel QuantityCHECK VISUALLY
(for desired level)
6. Fuel Filler Cap SECURE and VENT CLEAR

(Continued Next Page)

PERF

PREFLIGHT INSPECTION (Continued)**⑤ NOSE**

1. Static Source Opening (right side of fuselage) CHECK
(verify opening is clear)
2. Fuel Strainer Quick Drain Valve. DRAIN
(located on lower right side of engine cowling)

Drain at least a cupful of fuel (using sampler cup) from valve to check for water, sediment, and proper fuel grade before each flight and after each refueling. If water is observed, take further samples until clear and then gently rock wings and lower tail to the ground to move any additional contaminants to the sampling points. Take repeated samples from **all** fuel drain points, including the fuel return line and fuel selector, until **all** contamination has been removed. If contaminants are still present, refer to WARNING below and do not fly the airplane.

NOTE

Collect all sampled fuel in a safe container. Dispose of the sampled fuel so that it does not cause a nuisance, hazard, or damage to the environment.

WARNING

IF, AFTER REPEATED SAMPLING, EVIDENCE OF CONTAMINATION STILL EXISTS, THE AIRPLANE SHOULD NOT BE FLOWN. TANKS SHOULD BE DRAINED AND SYSTEM PURGED BY QUALIFIED MAINTENANCE PERSONNEL. ALL EVIDENCE OF CONTAMINATION MUST BE REMOVED BEFORE FURTHER FLIGHT.

(Continued Next Page)

PREFLIGHT INSPECTION (Continued)

BEFORE
TAKEOFF

⑤ NOSE (Continued)

- 3. Engine Oil Dipstick/Filler Cap:
 - a. Oil LevelCHECK
 - b. Dipstick/Filler Cap SECURE

LANDING

NOTE

Do not operate with less than 4 quarts. Fill to 9 quarts for extended flight.

- 4. Engine Cooling Air InletsCHECK
(clear of obstructions)
- 5. Propeller and Spinner.CHECK
(for nicks, security and no red oil leaks)

NOTE

Minor leaking of the blade seal area is possible on new propellers as the seals wear in. Any initial leakage will be visible as minor streaking on the blade or blades. Clean off oil residue and cycle propeller at least 5 times. Oil leakage should be reduced or completely stopped. If minor leaking continues after 20 hours of operation or increases remove propeller and have repaired.

- 6. Air FilterCHECK
(for restrictions by dust or other foreign matter)
- 7. Nosewheel Strut and TireCHECK
(proper inflation of strut and general condition of tire (weather checks, tread depth and wear, etc.))
- 8. Static Source Opening (left side of fuselage)CHECK
(verify opening is clear)

(Continued Next Page)

PERF

PREFLIGHT INSPECTION (Continued)

⑥ LEFT WING Leading Edge

1. Fuel Tank Vent Opening CHECK
(blockage)
2. Stall Warning Vane CHECK
(freedom of movement)
3. Landing/Taxi Light(s) CHECK
(condition and cleanliness of cover)

(Continued Next Page)

PREFLIGHT INSPECTION (Continued)

⑦ LEFT WING

- 1. Wing Tiedown DISCONNECT
- 2. Fuel Quantity CHECK VISUALLY (for desired level)
- 3. Fuel Filler Cap SECURE and VENT CLEAR
- 4. Fuel Tank Sump Quick Drain Valves DRAIN
 Drain at least a cupful of fuel (using sampler cup) from each sump location to check for water, sediment, and proper fuel grade before each flight and after each refueling. If water is observed, take further samples until clear and then gently rock wings and lower tail to the ground to move any additional contaminants to the sampling points. Take repeated samples from **all** fuel drain points until **all** contamination has been removed. If contaminants are still present, refer to WARNING below and do not fly airplane.

NOTE

Collect all sampled fuel in a safe container. Dispose of the sampled fuel so that it does not cause a nuisance, hazard, or damage to the environment.

WARNING

IF, AFTER REPEATED SAMPLING, EVIDENCE OF CONTAMINATION STILL EXISTS, THE AIRPLANE SHOULD NOT BE FLOWN. TANKS SHOULD BE DRAINED AND SYSTEM PURGED BY QUALIFIED MAINTENANCE PERSONNEL. ALL EVIDENCE OF CONTAMINATION MUST BE REMOVED BEFORE FURTHER FLIGHT.

- 5. Main Wheel TireCHECK
(proper inflation and general condition (weather checks, tread depth and wear, etc.))

⑧ LEFT WING Trailing Edge

- 1. AileronCHECK
(freedom of movement and security)
- 2. FlapCHECK
(security and condition)

BEFORE
TAKEOFF

LANDING

PERF