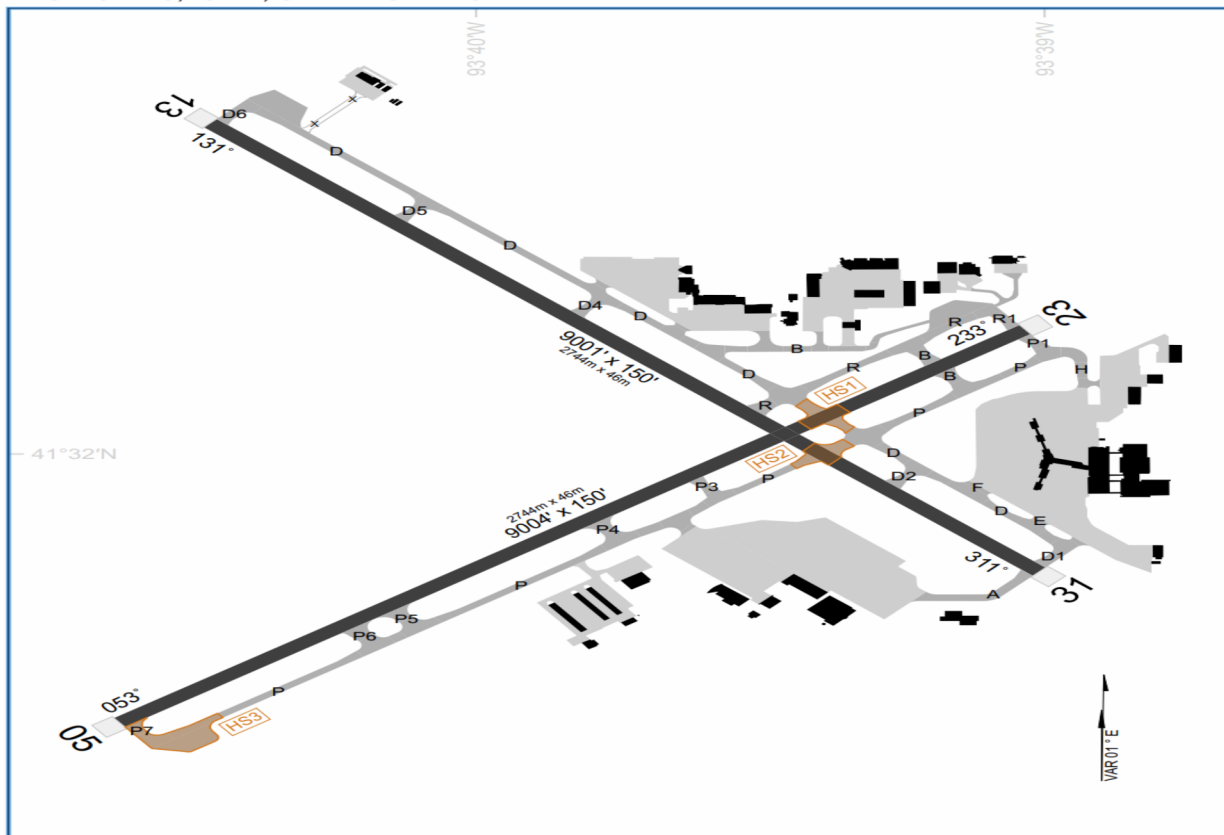




Frequencies

Des Moines	
ASOS / ATIS	119.55
Clearance	134.15
Ground	121.9
Tower	118.3
Departure / Approach	123.9
Ankeny	
AWOS	119.175
DSM Clearance	126.65
CTAF	122.9
General	
Flight Service	122.5
Emergency	121.5

V-Speeds

V _r	55kts	60mph
V _x	60kts	68-74mph
V _y	70kts	79-82mph
V _{so}	43kts	49mph
V _s	50kts	57mph
V _a	106kts	122mph
V _{no}	122kts	140mph
V _{ne}	151kts	174mph
V _{fe}	86kts	100mph
Best Glide	70kts	80mph
Climb Out	78kts	90mph
Approach	70kts	80mph
Short Final	61kts	70mph

Emergency & Abnormal Checklist

This checklist is only for training purposes in US Flight Co Aircraft and is not intended to replace the POH/AFM. Refer also to the POH/AFM in an actual emergency.

ENGINE FAILURE TAKEOFF ROLL

THROTTLE.....CLOSED
BRAKES.....APPLY
MIXTURE.....IDLE CUTOFF
FUEL SELECTOR.....OFF
MAGNETOS.....OFF
MASTER.....OFF

ENGINE FAILURE AFTER TAKEOFF

AIRSPED BEST GLIDE.....70KTS
FUEL SELECTOR.....OFF
MIXTURE.....IDLE CUTOFF
MAGNETOS.....OFF
FLAPS.....AS NEEDED
MASTER.....OFF
CABIN DOOR.....UNLATCH

LAND STRAIGHT AHEAD AVOIDING OBSTACLES

ENGINE FAILURE IN FLIGHT

FLY THE PLANE!
AIRSPED BEST GLIDE.....70KTS
BEST FIELD.....FIND
CHECKLIST/COMMUNICATE.....PERFORM

IF TIME & ALTITUDE ALLOWS

FUEL SELECTOR.....BOTH
CARB HEAT.....ON
MIXTURE.....ADJUST
MAGNETOS.....L, R, BOTH
FOLLOW POWER-OFF LANDING CHECKLIST.....

POWER-OFF LANDING

SEATBELTS.....ON & SECURE
FLAPS.....AS DESIRED
THROTTLE.....CLOSED
MIXTURE.....IDLE CUTOFF
FUEL SELECTOR.....OFF
MAGNETOS.....OFF
MASTER.....OFF
DOORS.....UNLATCHED & AJAR
LAND AS SLOW AS POSSIBLE WITHOUT STALL

SPIN RECOVERY

POWER.....IDLE
AILERONS.....NEUTRAL
RUDDER.....FULL OPPOSITE OF ROTATION
ELEVATOR.....FORWARD BRISKLY
WHEN ROTATION STOPS, NEUTRALIZE CONTROLS
& RECOVER TO LEVEL FLIGHT ATTITUDE

ENGINE FIRE DURING START UP

IGNITION.....CONTINUE CRANKING
CONTINUING TO CRANK THE ENGINE OVER IN
ATTEMPT TO SUCK FIRE & FUEL INTO ENGINE
MIXTURE.....IDLE CUTOFF
FUEL SELECTOR.....OFF
MAGS.....OFF
MASTER.....OFF
FIRE EXTINGUISHER.....ACTIVATE
EVACUATE AIRCRAFT.....
EXTINGUISH FIRE IF ABLE.....

ENGINE FIRE IN FLIGHT

MIXTURE.....IDLE CUTOFF
THROTTLE.....CLOSED
FUEL SELECTOR.....OFF
MASTER.....OFF
CABIN HEAT & AIR.....OFF
AIRSPEED.....100KTS
IF NEEDED INCREASE AIRSPEED TO A SAFE SPEED
WHICH WILL PROVIDE AN INCOMBUSTIBLE MIXTURE
FOLLOW POWER-OFF LANDING CHECKLIST.....

ELECTRICAL FIRE

MASTER.....OFF
VENTS, CABIN HEAT, & AIR.....CLOSED
FIRE EXTINGUISHER.....ACTIVATE
EXTINGUISH FIRE.....OPEN
CIRCUIT BREAKERS.....DO NOT RESET
AVIONICS MASTER.....OFF
ELECTRICAL SWITCHES.....OFF
IF ELECTRICAL POWER IS NEEDED TO LAND AT
NEAREST AIRPORT
MASTER.....ON
REQUIRED ELECTRICAL SWITCHES
ONE AT A TIME WITH DELAY
AVIONICS MASTER.....IF REQUIRED ON

WING FIRE

NAV LIGHTS.....OFF
PITOT HEAT.....OFF
SIDE SLIP.....KEEP FLAMES AWAY FROM FUEL TANK
LAND AS SOON AS POSSIBLE

EMERGENCY DESCENT

CARB HEAT.....ON
THROTTLE.....IDLE
FLAPS.....UP
AIRSPEED.....MAXIMUM ALLOWABLE
DO NOT EXCEED VA 106kts IN TURBULENT
CONDITIONS
RECOVER
SAFE ALTITUDE.....

ROUGH RUNNING ENGINE

CARB HEAT.....ON
FUEL SELECTOR.....BOTH
MIXTURE.....ADJUST
MAGS.....L, R, BOTH
LOSS OF OIL PRESSURE
DIVERT.....NEAREST AIRPORT
BEST FIELD.....FIND
BREIF POWER OFF LANDING.....

HIGH OIL TEMPERATURE

DIVERT.....NEAREST AIRPORT
MIXTURE.....FULL RICH
THROTTLE.....REDUCE POWER
NOSE.....LOWER
BREIF POWER OFF LANDING.....

ALTERNATOR FAILURE

ELECTRICAL LOAD.....REDUCE
ALTERNATOR BREAKER.....CHECK
ALTERNATOR SWITCH.....OFF 1 SEC - ON

RADIO FAILURE

VOLUME.....CHECK / ADJUST
SQUELCH.....CHECK / ADJUST
HEADSET JACKS.....CHECK
CIRCUIT BREAKERS.....CHECK
FREQUENCY.....CHECK/GO TO PREVIOUS/121.5
TRANSPONDER.....7600
IF VMC.....MAINTAIN & LAND
CONTINUE TO BROADCAST
OBSERVE TRAFFIC FLOW
ENTER 45 DEGREE DOWNWIND
WATCH FOR LIGHT GUN SIGNALS
LAND IN SEQUENCE
FOLLOW STEPS
IF IMC.....CONTINUE TO BROADCAST
ALTITUDE.....HIGHEST(MEA, EXPECTED, ASSIGNED)
HEADING.....IN ORDER OF PRIORITY
ASSIGNED
VECTOR
EXPECTED
FILED / CLEARED
IAP FIX
FLY APPROACH