

Piper Cub PA18-150 - NORMAL CHECKS

Prestart	
Seats	Adjusted
Doors	Closed
Harnesses	Fastened
Area	Clear & Suitable
Aft Stick removed and belt fastened if solo	

Start	
Brakes	Applied
Stick	Hard Back
Trim	Neutral
Carb Heat	Off / Cold
Heater	Off / Closed
Fuel	Lowest tank
Throttle	Cracked
Mixture	Full Rich
Transponder	Off
Instruments	Left to Right
Cabin Air	Off / Closed
Key	In ready
Breakers	All in
Navigation lights	On
Avionics Switch	OFF
Masters	ON
Prime	As Required
Prop and area	Clear
Start	Key Start

After Start	
Throttle	1000 RPM
Oil Pressure	Active
Generator	Charging
Magnetos	Dead cut check
Avionics switch	ON
Radio	ON, Check 119.5 and Squelch
Transponder	STBY

Taxi Checks	
Brakes	Check
CompassMoving Freely

Power Checks / Run Ups	
Parked	Into wind
Brakes	Applied
Temp, Press, suction	Active
Power	1800 RPM
BrakesHolding
Carb Heat	Cycle
Magnetos	L, Both, R, Both <i>Max drop 100 RPM</i>
Temp and Press	Stable
PowerThrottle Closed
Carb Heat	On
Idle CheckNot below 500 RPM
Power	1200 RPM

Pre Take off Checks (DVA's)		
Too	Trim	Set
	Throttle Friction	Appropriate
Many	Mixture	Full Rich
	Masters	On
Pilots	Primer	Locked
	Pitch	Fixed
Fly	Flap	1 st Stage
	Fuel	Fullest Tank
		Tank Timer
In	Instruments	Set
	Ignition	Both
High	Hatches	Secure
	Harnesses	Fastened
Cloud	Controls	Full and Free
	Clear	Clearing turn

Line Up Checks	
Lights	All On
Camera	TPNDR ALT
Action	Temp, Press Carb Ht Cycle

DO NOT REMOVE FROM AIRCRAFT

NORMAL CHECKS cont.

HASELL

H	Height	Suitable for recovery
A	Airframe	State configuration
S	Security.	Cockpit Secure
E	Engine.	Temps and Press
L	Locality	Suitable
L	Lookout	Clearing Turn
L	Lights	All ON

SADIE

S	Suction	N/A
A	Ammeter	Charging
D	Directional Indicator	N/A
I	Icing	Carb Heat Cycle
E	Engine	T and P's

Prelanding Checks - BUMFISH

B	Brakes	Pressure
U	Undercarriage	Fixed
M	Mixture.	Full Rich
F	Fuel	Sufficient
I	Ignition	On Both
S	Security	Cockpit Secure
H	Hatches & Harnesses	Secure

After Landing Checks

Vacate runway	
Flaps	Retracted
Landing Light	Off
Transponder	Off

Shut Down

ELT	Tune and Squelch 121.5
Radio119.5 and OFF
Power	< 1000 RPM
Ignition	Deadcut L, R, OFF, Both
Mixture	Idle Cut Off
Keys	Out
Masters	Off
Aircraft Log	Filled out

EMERGENCY CHECKS

Engine fire on start

Starter	Crank Engine
Mixture	Idle Cut OFF
Throttle	Full Throttle
Fuel Selector	OFF

Abandon aircraft if fire continues

Engine Fire in flight

Mixture	Idle Cut OFF
Fuel Selector	OFF
Master Switch.	OFF
Cabin Heat and Air.	OFF
Airspeed to 85kts to extinguish fire	
Resume 60kt glide once fire extinguished	

Proceed with a forced landing

Loss of oil pressure

Land as soon as possible.	
Be prepared for engine failure and force landing	

Alternator Failure

Verify failure		
Reduce electrical load		
Alternator circuit breaker		Check
Alt switch		OFF (1 sec) then ON
If no output		OFF
Land as soon as possible.		

Operating Information

Vs1	41 kts	VX	40 kts
Vso	37 kts	VY	65 kts
VFE	89 kts	Best Glide	60 Kts
VNO	105 kts	Max X-wind	7 kts
VA	83 kts		
VNE	133 kts		
Wheeler Approach		55 kts	
Three-point Approach		50 kts	
Precision Approach - 40° Flap		45 kts	
Fuel Burn		35 litres per hour	
Minimum Oil		5 quarts	

DO NOT REMOVE FROM AIRCRAFT