

## ALPHA 160A NORMAL CHECKS

## Prestart

Seats . . . . .	Adjusted
Canopy . . . . .	Closed
Harnesses . . . . .	Fastened
Area . . . . .	Clear & Suitable

## Start

Fuel Shut off Valve . . . . .	Down
Trim . . . . .	Neutral
Carb Heat . . . . .	Off / Cold
Masters . . . . .	On
Fuel Pump . . . . .	On
Mixture . . . . .	Full Rich
Flap . . . . .	Retracted
Key . . . . .	In ready
Annunciator Lights . . . . .	Test
Nav Lights . . . . .	On
Instruments . . . . .	Left to Right
Breakers . . . . .	All in
Engine Instruments . . . . .	Right to Left
Park Brake . . . . .	Set
Avionics Master . . . . .	Off
Throttle . . . . .	Cracked
Prime . . . . .	As Required
Prop and area . . . . .	Clear
Start . . . . .	Key Start

## After Start

Throttle. . . . .	1000 RPM
Oil Pressure . . . . .	Active
Alternator . . . . .	Charging
Fuel Pressure . . . . .	Stable
Fuel Pump . . . . .	Off
Magnetos . . . . .	Dead cut check
Avionics Master . . . . .	On
Radio Freq . . . . .	Check and Squelch
Transponder . . . . .	SBY

## Taxi Checks

Brakes . . . . .	Check
Gyro Instruments . . . . .	Moving Freely
Compass . . . . .	Moving Freely

## Power Checks / Run Ups

Parked . . . . .	Into wind
Park Brake . . . . .	Set
Temp, Press, Suction . . . . .	Active
Power . . . . .	1800 RPM
Brakes . . . . .	Holding
Carb Heat . . . . .	Cycle
Magnetos . . . . .	L, Both, R, Both <i>Max drop 175 max difference 50</i>
Temp and Press . . . . .	Stable
Power . . . . .	Throttle Closed
Carb Heat . . . . .	On
Idle Check. . . . .	Not below 500 RPM
Power . . . . .	1200 RPM

## Pre Take off Checks (DVA's)

Too	Trim	Set
	<b>Throttle Friction</b>	Not Applicable
<b>Many</b>	<b>Mixture</b>	Full Rich
	<b>Masters</b>	On
<b>Pilots</b>	<b>Primer</b>	Locked
	<b>Pitch</b>	Fixed
<b>Fly</b>	<b>Flap</b>	Set
	<b>Fuel</b>	Pump On
		Pressure
		Contents
<b>In</b>	<b>Instruments</b>	Set
	<b>Ignition</b>	Both
<b>High</b>	<b>Hatches / Canopy</b>	Locked
	<b>Harnesses</b>	Fastened
<b>Cloud</b>	<b>Controls</b>	Full and Free
	<b>Clear</b>	Clearing turn

## Line Up Checks

Windsock . . . . .	Checked
Lights . . . . .	All On
Camera . . . . .	TSPNDR ALT
Action . . . . .	Temp, Press Carb Ht Cycle

DO NOT REMOVE FROM AIRCRAFT

**NORMAL CHECKS cont.**

**HASELL**

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

**SADIE**

<b>S</b>	Suction	Green Range
<b>A</b>	Ammeter	Charging
<b>D</b>	Directional Indicator	Aligned
<b>I</b>	Icing	Carb Heat Cycle
<b>E</b>	Engine	T and P's

**Prelanding Checks - BUMFISH**

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

**After Landing Checks**

Vacate runway	
Flaps . . . . .	Retracted
Fuel Pump . . . . .	Off
Landing light, Strobe, Taxi light . . . . .	Off
Transponder . . . . .	STBY

**Shut Down**

ELT . . . . .	Tune and Squelch 121.5
Radio . . . . .	.119.5
Avionics Master . . . . .	Off
Flaps . . . . .	Down
Power . . . . .	< 1000 RPM
Ignition . . . . .	Deadcut L, R, OFF, Both
Mixture . . . . .	Idle Cut Off
Keys . . . . .	Out
Masters . . . . .	Off

**EMERGENCY CHECKS**

**Engine fire on start**

Starter . . . . .	Crank Engine
Mixture . . . . .	Idle Cut OFF
Throttle . . . . .	Full Throttle
Fuel Pump . . . . .	OFF
Fuel Valve . . . . .	OFF
<b>Abandon aircraft if fire continues</b>	

**Engine Fire in flight**

Fuel Valve . . . . .	OFF
Throttle . . . . .	Closed
Mixture . . . . .	Idle Cut OFF
Fuel Pump . . . . .	OFF
Cabin Heat . . . . .	OFF
Defroster . . . . .	OFF
<b>Proceed with a forced landing</b>	

**Loss of oil pressure**

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

**Loss of fuel pressure**

Fuel Pump . . . . .	ON
Fuel selector . . . . .	check fullest tank Change tank if sufficient fuel
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	63 kts	VX	70 kts
Vso	51 kts	VY	80 kts
VFE	97 kts	Best Glide	80 Kts
VNO	127 kts	Demo Xwind	18 kts
VA	127 kts	Slow Flt Clean	70 kts
VNE	178.5 kts	Slow Flt Dirty	65 kts
Normal Approach			65 kts
Precision Approach			62 kts
Fuel Burn		35 litres per hour	
Minimum Oil		6 quarts	

**DO NOT REMOVE FROM AIRCRAFT**