

G-CKZD EuroFOX CHECK LIST

PRE START UP CHECKS

1. Brakes – ON.
2. Area / direction – CLEAR & SAFE.
3. Harnesses and doors – SECURE.
4. Loose Items – STOWED.
5. Headsets – ON.
6. Carburettor heat – SET.
7. Heater – SET
8. Oil flap – SET
9. Throttle – FULLY CLOSED (friction set)
10. Flaps – NEUTRAL.
11. Wing tanks – BOTH ON.
12. Main fuel tap – ON.
13. Magnetos – OFF.
14. Master switch – OFF.
15. All power switches – OFF.

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ENGINE START

1. Master switch – ON.
2. Hobbs reading – RECORD.
3. Low Fuel Warning Lamp – TEST.
4. Boost pump – ON (for approx 5 secs, check pressure rises then OFF)
5. Throttle and choke – AS REQUIRED.
6. Radio, Transponder and Gyro displays – OFF.
7. Strobes – ON.
8. Area – ALL CLEAR.
9. Stick – FULLY BACK!
10. Magnetos – ON.
11. **Shout** “CLEAR PROP” - pause 3 to 5 seconds.
12. Engine – START (monitor oil pressure & rpm)
13. Choke – OFF (if used) control RPM.
14. Power switches – Switch ON:
 - Radio,
 - Transponder,
 - Gyro (if required)
 - GPS supply (if required)
15. Landing lights – OFF
16. Radio – ON (Check / Set: Active, Standby and Vol settings)
17. Transponder – ON (Check / Set: “STANDBY” & 7000)
18. Radio – CALL & RECORD.
19. Taxi to run up area.

DURING TAXI

1. Speed – MAX 8kts.
2. Controls – DEFENSIVE POSITIONS.
3. Check – BRAKES, STEERING, SLIP BALL, COMPASS.

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PRE FLIGHT (VITAL ACTIONS)

1. Park – IN TO WIND.
2. Brakes – ON.
3. Throttle – 2000 RPM
4. Controls – CHECK (full & free, correct sense, including flaps)
5. Harnesses and doors – CHECK.
6. Loose items – STOWED.
7. Flight instruments – CHECK.
8. Engine Instruments – CHECK.
9. Magnetos – CHECK.
10. Idle – CHECK (then return to 2000 RPM)
11. Fuel contents - CHECK.
12. Wing tank taps – CHECK.
13. Main fuel tap – CHECK.
14. Boost pump – ON.
15. Fuel pressure – CHECK.
16. Flaps – SET.
17. Trim – SET
18. Transponder – ACS
19. Landing Lights – ON.
20. Oil flap – SET.
21. Taxi to hold point.

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PRE TAKE OFF FINAL CHECKS AT HOLD POINT

1. Check: Fuel, Flap, Trim, Transponder, Landing Lights, Ts & Ps and partially open oil flap.
2. Check all clear for take off.
3. Log take-off time
4. Call “Lining up runway xx” pause.
5. Double check final approach.
6. Line up.
7. Check full power during take off roll (min 4700 RPM)

AFTER TAKE OFF

1. Monitor and control air speed before and during climb.
 - Minimum 48kts before climb.
 - 63 kts in climb for best AOC (V_x) 66 kts max (V_{fe})
2. Flaps neutral at 100 – 200 feet.
3. Climb out at 70 to 80 kts.
4. Engine temperatures and pressures – Check within limits, regulate with oil flap as required.
5. Boost pump OFF above 2000 feet AGL (observe fuel pressure, be prepared to turn back on)

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ON ROUTE: – FRED A – CHECKS

- **F**uel – Used, remaining, endurance.
- **R**adio – Active and standby frequencies set as required.
- **E**ngine – Temperatures and pressures healthy, regulate oil flap.
- **D**irection – Compass heading, DI set.
- **A**ltimeter – Correct pressure setting, planned altitude.

AIRFIELD APPROACH

1. Fuel sufficient for a go around.
2. Radio set to airfield frequency.
3. Call for airfield information.
4. Altimeter set to airfield QFE.
5. DI set to runway heading

OVERHEAD JOIN

1. Boost pump ON before descending below 2,000’.
2. Fuel sufficient.
3. Carburettor heat – To suit conditions.
4. Oil flap – To suit conditions.
5. Call “Dead-side, descending for runway xx”
6. Look out for and integrate with circuit traffic.
7. Call “Joining x-wind for runway xx”

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DOWNWIND

1. Make downwind call, abeam upwind threshold.
2. Monitor activity in circuit/runway (Visual and radio traffic).
3. 4000 – 4300 RPM – clean – (around 80 – 90kts dependent on circuit traffic) trim.
4. Down-wind checks: - **BUMFFICH** -
 - **B**rakes, firm and OFF.
 - **U**ndercarriage. (fixed so N/A)
 - **M**ixture. (fixed so N/A)
 - **F**uel, Sufficient for a go around, boost pump on, pressure healthy.
 - **F**laps, check and consider.
 - **I**nstruments, Flight and engine, Ts & Ps healthy.
 - **C**arburettor heat, set as required for conditions.
 - **H**arness & Hatches, secure.
5. Use drift to estimate relative wind speed and direction.

BASE LEG

1. Reduce power to approx 3000 RPM and raise nose to maintain level flight.
2. Flaps set stage 1 once below V_{FE}
3. Maintain level flight and allow speed to reduce to 63 kts.
4. Plan descent, (glide or powered) to 600-700' before BASE to FINAL turn.

FINAL

1. Make FINAL call.
2. Power as required.
3. Speed 55 kts (or as required for glide, within flap limiting speed of 66kts)
4. Flaps set stage 2 as required
5. Short final 50 kts
6. Clear to land? **Be prepared to GO AROUND!**
7. Fully held off landing, with a nose high attitude at minimum speed, subject to wind.
8. Keep nose-wheel off ground as long as possible!

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RUNWAY CLEAR CHECKS

1. Make runway vacated call.
2. Log landing time.
3. Log flight time from VSI.
4. Flaps up (neutral).
5. Boost pump OFF.
6. Landing Lights OFF.
7. Oil flap – As required.

PRE SHUTDOWN

1. Brakes – ON (Log time)
2. Power switches – ALL (EXCEPT STROBES!) OFF
3. Magneto check at 2000 RPM.

SHUTDOWN

1. Magneto – 1 OFF at 2000 RPM.
2. Throttle to Idle, magneto – 2 OFF, at minimum revs, do not sustain low revs.
3. Strokes OFF.
4. Test “Low Fuel Warning Lamp” ensure it illuminates.
5. Record Hobbs meter reading.
6. Master switch OFF, remove key.
7. Secure aircraft facing into wind.
8. Secure controls as required.

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EMERGENCY SHUTDOWN

- T** Throttle closed
- I** Ignition and magnetos OFF
- F** Fuel OFF
- S** Security, Harnesses Hatches

EXTREME MANOEUVRE

- H** Height sufficient
- A** Airframe suitable
- S** Security and loose items
- E** Engine Temps and Pressures
- L** Location
- L** Lookout