

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 – CHECK OFF
16. Radio – ON Check / Set: Active, Standby and Vol settings.
17. Transponder – ON Check / Set: “STANDBY” & 7000.
18. Radio – CALL & RECORD.
19. Set QFE/QNH and runway heading.
20. 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. BRS – REMOVE safety pin
22. 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 – BRS armed
3. Check – all clear for take off.
4. Log take-off time
5. Call “Lining up runway xx” pause.
6. Double check final approach.
7. Line up.
8. 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 then climb out at 70 to 80 kts.
3. Engine temperatures and pressures – CHECK within limits, regulate with oil flap as required.
4. 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 – CHECK 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 approx 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. 50 kts over threshold.
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. BRS – REPLACE safety pin.
5. Flaps – RETRACT (neutral).
6. Boost pump – OFF.
7. Landing Lights – OFF.
8. 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. Strobes – OFF.
4. “Low Fuel Warning Lamp” – TEST.
5. Hobbs meter reading – RECORD.
6. Master switch – OFF, remove key.
7. BRS – DOUBLE CHECK safety pin in place.
8. Secure aircraft facing into wind.
9. 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