

## **TB9 TAMPICO CHECKLIST**

Revision 10-01-2009-IFR/VFR

### **DISPATCH CHECK**

1. **Weather & Notams & Squawks**
2. **Inspections** - 50/100 Hourly, Annual, ELT, Transponder, Pitot Static, VOR, Database

### **ACCEPTANCE CHECK**

1. **Fuel and Oil Level** – (*Check at arrival*)
2. *Tiedowns, Chocks, Covers removed*
3. **Avionics Units** – Off (look from outside)
4. **Main – On (reach into cabin)**
5. **Pitot heat Landing/Taxi/Nav Lights, Stall Bell-** Check & enter cabin
6. **Annunciators** – test
7. **Fuel Guages/Voltmeter-** Check Reading
8. **Flaps** -Takeoff or Landing
9. **Main** – Main Off
10. **Control Lock** – Remove
11. **Flight Controls** – Check free and correct
12. **Circuit Breakers** –All in
13. **Magnetos/Ignition Switch** - OFF
14. **Parking Brake** - Set
15. **Cabin Lights** – Set as desired
16. **Compass Card** – Installed
17. **Fire Extinguisher** – Check integrity
18. **Fuel Selector** – Set to least full
19. **Trim** – Set to TAKE OFF
20. **Friction lock-** Set desired
21. **Mixture** – Idle cut off
22. **Throttle** – Full idle
23. **Carburetor Heat** - OFF
24. **Heating and Cooling Vents** – Set desired
25. **Hobbsmeter, Tachometer** – Record
26. **Documentation** – Check AR(R)OW
27. **Passengers**– brief cards & sick sacks

### **EXTERIOR CHECK**

1. **Cabin Roof** – Antennas inspect
2. **Left Main Landing Gear** – Inspect rear view. Tread, inflation, hub, disk, pads, lines, absorber
3. **Left Fuel Vent** - Clear

4. **Left Wing Cables** - Inspect
5. **Left Flap** – Hinges secure. Has play
6. **Left Wing Tie Down** Untie (Check pitot drain)
7. **Left Aileron** – Secure. Free & correct travel. Actuator has play. Tabs folded. No Left/Right, back and forth play.
8. **Left Wing Tip** – Undamaged & secured
9. **Left Wing Surface, Lead edge, Stall warning Vane** – Rivets, Undamaged.
10. **Pitot Tube** – Inspect
11. **Underside** – Panels closed, Screws flush
12. **Fuel Drain** – Sump & inspect
13. **Left Fuel Tank** –*Quantity checked?*
14. **Left Fuel Tank Cap** - Secured
15. **Main Landing Gear** – (forward view) Inspect
16. **Belly fixtures** – Inspect
17. **Crank Case Oil Breather Intake** – Clear
18. **Underside Cowl Gaps** – Clear
19. **Front Landing Gear** - Inspect
20. **Left Cowl & Cabin Intake** - Inspect
21. **Carburetor Side Intake** – Clear
22. **Engine Cooling Intakes** – Clear
23. **Propellor** – Inspect
24. **Spinner** – Inspect
25. **Oil Level** – Confirmed at 6 to 6.5 Qts
26. **Right Cowl & Cabin Intake-** Inspect
27. **Nose Wheel Rear view**
28. **Belly Sump**
29. **Right Fuel Drain** – Sump & Inspect
30. **Right Fuel Tank** –*Quantity checked?*
31. **Right Fuel Tank Cap** – Secured
32. **Right Main Landing Gear** - Inspect front
33. **Right Wing Surface, Lead edge, Underside** - Undamaged and riveted
34. **Right Wing Underside** - Inspect panels, screws
35. **Right Wingtip** –Undamaged & secured
36. **Right Aileron** – Secure. Free & correct travel
37. **Right Wing Flap** – Secure & has play
38. **Right Wing Tie Down** - Untie
39. **Right Wing Cables** - Inspect
40. **Right Fuel Vent** - Clear
41. **Right Main Landing Gear** – Inspect rear view

42. **Underside** - Antennas & strakes inspect
43. **Right Fuselage** – Inspect
44. **Right Static Port** - Clear
45. **Vertical Stabilizer-** Secured
46. **Tail Cabin Intake** - Clear
47. **Rudder** – Undamaged. Has play
48. **Tail** - Cone screws secure. Untie
49. **Stabilator** – Free travel, undamaged. Recess unobstructed.
50. **Stabilator Tab-** Secure. Has up and down play, no side to side or back and forth play.
51. **Left Fuselage** – Inspect
52. **Left Static Port** – Clear
53. **Baggage door** – Locked shut
54. **WALK AROUND** – chocks, tiedowns fuel and oil caps, cowl plugs, towbars

### **PRESTART**

1. **Passenger Brief** –
2. **Departure & noise abatement** - review
3. **Takeoff Emergency Brief** - Review
4. **Doors, Seat belts, Harnesses** – Secured
5. **Clearance Obtain/Review & Set Squawk**

### **NORMAL START**

(*Italicized/Underlined items ONLY for Fuel Station Quick Start prior taxi to parking.*)

1. **Main Switch** - ON
2. **Coms/Navs/OBS/GPS FPL/AWOS** (Turn ON / Set as needed / & TURN OFF)
3. **Intercom** – Phone (N507PC)
4. **Fuel Selector** – *Set to least full*
5. **Mixture** - *Rich*
6. **Strobe** - ON
7. **Fuel Pump** - ON & Annunciator illuminates
8. **Fuel Pressure** - Green
9. **Throttle** - Cycle to prime as needed (3x) - *Set ¼ travel open*
10. **Prop Area** – *Visually clear*
11. **Magnetos** – **START**
12. **Throttle** -1000 RPM (cold) *1200(hot)*
13. **Mixture** - *Lean for taxi*

### AFTER START CHECK

(Italicized/Underlined ONLY for Fuel Station Quick Start prior taxi to parking.)

1. **Oil Pressure** – Green within 30 seconds
2. **Generation Warning Light - ON**
3. Alternator Switch – ON. Voltmeter Green, Generation Warning Light OFF
4. Fuel Pump - OFF. Press. green. Annun. Out
5. **Turn Coordinator- ON**
6. **Flaps** – Retract & reset to *Take Off*.
7. **Landing, Taxi Lights** – Cycle & check voltage
8. **Flight Instruments** – Check and set
9. **Avionics** – ON, headsets on
10. **Radios** – Check
11. **Transponder** – standby
12. **Fuel Selector** – Switch to fullest
13. **Timer** – Start
14. **GPS** – Programed & CDI chosen (IFR)
15. Brake - Release

### TAXI CHECK

1. **Brakes** – check operation
2. **Flight Instruments** – actuate
3. **RPM** – As needed. 1000 at a stand still

### RUN UP CHECK

1. **Nosewheel** – Straight
2. **Doors** – Latched or secured
3. **Parking Brake** – Set
4. **Mixture - Rich**
5. **Throttle** – 2000 RPM
6. **Magneto Check** – L/Both, R/Both  
(Max -175 RPMdrop/50 between)
7. **Engine Instruments& Voltmeter - Green**
8. **Annunciator panel** – Unlit
9. **Vacuum Suction - Green**
10. **Carb heat** – ON/OFF, RPM falls/rises
11. **Throttle** – Smoothly to idle. RPM steady
12. **Throttle** – 1000 RPM
13. **Breakers** – Still flush
14. **Parking Brake** – Release

### PRETAKE OFF CHECK

1. **Door, Belts, Harnesses** – Secured
2. **Flight Controls** – Free
3. **Fuel Selector** – Recheck on fullest
4. **Mixture** – Recheck Rich
5. **Trim** – Recheck Set for Take Off
6. **Fuel Pump- ON**
7. **Strobe** – Recheck ON
8. **Lights** – TAXI ON/LANDING at night
9. **Flaps** – Recheck Set for Take Off
10. **Transponder** – Altitude
11. **Radio** – Recheck frequency
12. **Flow Check** – Complete
14. **Base, Final, and Runway** – Clear

### ROLL CHECK (review *prior* to departure)

1. **Upwind & Crosswind - Clear**
2. **Levers**– Full Forward
3. **Engine Instruments** – Green, +2400RPM
4. **Brakes** – Release
5. **VR @ 65, VY @ 75-85kts**

### 500 Feet AGL (Memory Item)

1. **Flaps - Retract**
2. **Fuel Pump** – OFF & check Pressure
3. **Pitch** – cruise climb attitude

### CRUISE CHECK

1. **Power/Mix/Trim/Lights** – Set
  2. **Engine Instruments-** monitor green
  3. **DG** – monitor precession
  4. **Fuel Tanks** – Switch every 30 minutes
- ### INITIAL DESCENT CHECK (+86kts)
1. **Engine Instruments** – Green
  2. **Annunciators** – All Green, No Red
  3. **Magnetos** – BOTH
  4. **Circuit Breakers** – in
  5. **Lights** – ON as needed
  6. **Fuel Pump** – On
  7. **Fuel Selector** – Fullest (or heavy pilot if full)
  8. **Seat belts & harnesses** – Secure
  9. GPS/NAV – Confirmed (IFR)
  10. Auto Wx /Radio – Check & Set
  11. Altimeter & DG – Reset

### APPROACH/PATTERN (Memory Item)

1. **Carb heat on**
2. **Approach 75 -85 kts as needed**
3. **Short final speed +67kts (full flaps)**

### AFTERLANDING CHECK

1. **Flaps** – retract to take off
2. **Carburator Heat** – OFF
3. **Mixture** – lean for taxi
4. **Fuel Pump** – OFF
5. **Landing & or Taxi Light(s)- OFF**
5. **Transponder** – Standby
6. **Trim** – Set for take off

### SHUT DOWN CHECK

(Underlined items ONLY for Fuel Station Quick Start or MX Repo Shut Down)

1. **Parking Brake** – Set
2. **Turn Coordinator** – OFF
3. **ELT** – 121.5 Quiet.
4. **Flight Plan** – CLOSED
5. ALL Avionics Units – OFF
6. Power – Idle
7. **Magnetos** – Check grounding (last leg)
8. Power – 1000 RPM
9. Mixture – Idle cut off
10. Main & Alternator Switches – OFF
11. Magnetos – OFF & key out
12. Fuel Selector- OFF
13. Cabin Panel & Overhead lights – OFF
14. Hobbs, & Tachometer times – Record
15. Squawks – Record
16. Control Lock – installed

PUSHBACK Push on prop root ONLY or wing lead edge. NOT on spinner or cowling.

### SECURE

1. **Towbar** – Stowed
2. **Cowl plugs & Pitot & Cabin Covers** – Install
3. **Tiedowns** – Secure
4. **Tire Condition** – Verify
5. **Aircraft** – Latch cabin & cargo doors

## TB9 MEMORY ITEMS

Revision 10-01-2009

### EMERGENCY PROCEDURES

#### ENGINE PROBLEMS-----

##### TAKE OFF ENGINE FAILURE

1. With Runway, Idle Power, Max Brakes
2. NO Runway, NO Altitude – Secure
  - a. 70 kts, gentle banks only
  - b. Mixture – Idle cut OFF
  - c. Fuel Selector –Off
  - d. Magnetos- Off
  - e. Flaps – As needed
  - f. Main Switch – OFF
  - g. Doors – Unlatch in round out
  - h. Land @ minimum speed & nose high
3. LOW Altitude – Troubleshoot
  - a. Mixture- Adjust
  - b. Carburator –Heat On
  - c. Fuel Pump- On
  - d. Fuel Selector – Switch tank
  - e. Magnetos- Both/Start
  - f. Radio- Mayday call
  - g. Secure if no restart.  
Initial glide @ 86kts

##### SUDDEN POWER FAILURE

1. Airspeed – 85 kts
2. Troubleshoot
  - a. Mixture – Rich
  - b. Carburator Heat – On
  - c. Fuel Pump – On
  - d. Fuel Selector – Switch tank
  - e. Magnetos – L/R/Both/ Start
3. Landing Field- Identify
4. Radio- 121.5 Make Mayday call
5. Transponder -7700
6. Secure-
  - a. Mixture –Idle cut OFF
  - b. Fuel Pump- OFF
  - c. Fuel Selector -OFF
  - d. Magnetos – OFF
  - e. Flaps -as needed
  - f. Main Switch – OFF
  - g. Doors – Unlatch in round out
9. Land @ minimum speed with nose high

##### PRECAUTIONARY LANDING

1. Speed - 70 kts
2. Field – Fly over prior to approach
3. Main Switch -OFF
4. Landing
  - a. Nose high
  - b. Mixture off during flare
5. Mags - OFF after landing

##### DITCHING

1. Flaps - Landing
2. Speed – 70 kts
3. Secure –
  - a. Main Switch - OFF
  - b. Mixture- OFF
  - c. Fuel Selector- OFF
4. Touch down –
  - a. Nose high
  - b. Parallel swells

##### FIRES-----

##### ENGINE FIRE DURING START

1. Mixture- Idle Cut-Off
2. Throttle- Full forward
3. Fuel Selector- OFF
4. Magnetos – “Start”
5. Fire continuing
  - a. Main and Mags – OFF
  - b. Evacuate & Extinguish

##### AIRBORNE ENGINE FIRE

1. Dive - To suffocate flames
2. Air- Fire Cut OFF
3. Secure-
  - a. Mixture - OFF
  - b. Throttle - Idle
  - c. Pump – OFF
4. Emergency - Declare
5. Secure- Continue
  - a. Main Switch – OFF
  - b. Alt Switch - OFF
  - c. Fuel Select - OFF
  - d. Mags – OFF
6. Exterior side vents – Open to cabin

##### AIRBORNE ELECTRICAL FIRE

1. Main Switch - OFF
2. Air– Fire Cut OFF
3. Switch Breakers – All OFF
4. Fire Out-
  - a. Main Switch – On
  - b. Breakers – Do not reset if popped
  - c. Electrical units –  
ON one at a time at intervals
  - d. Air – As needed

##### CABIN FIRE

1. Extinguisher- Activate
2. Ventilate- as needed
3. Emergency – Divert/land

### WING FIRE

1. **Pitot Heat** – Off
2. **Taxi & Landing Light**- OFF
3. **Slip**- Keep flames off fuel tank and tail
4. **Dive** – Until extinguish flames
5. **Emergency** – Declare, Divert/Land

### SYSTEM FAILURES-----

#### LOW FUEL FLOW

1. **Fuel Pump**- On
2. **Fuel Selector**- Switch Tank

#### STABILATOR FAILURE

1. **Trim** – 80 kts
2. **Flaps** – Landing
3. **Power** –
  - a. For 500 FPM descent
  - b. Carry into the landing flare
4. **Flare** – with trim

#### AILERON FAILURE

1. **Rudder** – lateral control
2. **Flaps** – Retracted
3. **Speed** – Greater than 70 kts

#### ALTERNATOR FAILURE

(Annunciator on, voltmeter yellow or red)

1. **Alt. Switch and Circuit Breaker** – OFF/Pull
2. **Alt. Switch and Circuit Breaker** – ON/Engage
3. If **Annunciator** light constant,
  - a. Alt Switch & Circuit Breaker –OFF/ Pulled
  - b. Electrical load – reduce to minimum
  - c. Divert

### WEATHER-----

1. **Divert**
  - a. Change altitude
  - b. 180 degree heading change
2. **Carb Heat**- ON
3. **Pitot Heat** – ON
4. **RPM** – High
  - a. Maintain high cruise power
  - b. Cycle RPM to max @ intervals
5. **Demisting & Heating** – Max

#### HIGH CROSSWIND

1. **Take off**
  - a. Static Runup
  - b. Forward Stab pressure to 65 kts
2. **Landing** – Minimum flaps

### REGULAR PROCEDURES

#### PASSENGER BRIEFING

1. **Seat belt operation**
2. **Cabin Doors and Windows operation**
3. **No smoking**
4. **Moving Switches & Controls** – Permission
5. **Passenger illness**
  - a. Sick sack location
  - b. Diversion practical
7. **Forced landing**
  - a. Seats back, glasses off
  - b. Brace position
  - c. Unlatch doors
  - d. Exit 45 degrees to rear after landing
8. **Unnecessary conversation** - Avoid during critical phases
9. **Passengers assist in locating traffic**

### MANUEVER CHECK

1. **Clearing Turns** – Left and Right
2. **Fuel Selector** - Fullest
3. **Mixture** – Rich
4. **Power** – Set
5. **Carb** – On
6. **Fuel Pump** – On
7. **Magnetos** – Both
8. **Engine Instruments** – Green
9. **Announce** – start heading, altitude, speed

### TOUCH AND GO

1. **Runway** – confirm adequate remaining
2. **Flaps** – verify retracted before apply power
3. Full Power then Carb Heat Off
4. **Trim** – adjust before rotation

### GO AROUND

1. **Power Quadrant** – Full forward
2. **Pitch for 70**
3. **Flaps** - “Take off @ positive rate of climb.
4. **Pitch** – 75-85kts then flaps retracted.

Approximated cruise info @ standard temp.

	<u>ALT</u>	<u>RPM</u>	<u>GPH</u>	<u>TAS</u>
75%	4000 2000	2600 2550	8 lean 8.5 lean	105 kts 104 kts
70%	6000 4000 2000	2650 2550 2500	8 lean 7.75 lean 7.8 lean	105 kts 96 kts 101 kts
65%	6000 4000 2000	2550 2500 2425	7.5 lean 7.5 lean 7.5 lean	99 kts 99 kts 97 kts

Add 1.75 Gallons extra for average rich flow.