CHECK-LIST SOCOTA TB10 LN-TBL

1 BEFORE START UP

External checks ..... DONE
Cabin doors ..... LOCKED
Seats ..... ADJUST AND LOCKED
Safetybelts ..... FASTENED
Circuit breakers ..... ALL-INN
Radio masterswitch ..... OFF
Autopilot ..... OFF
Mixture ..... RICH
Propeller ..... FORWARD
Carburator heat ..... COLD
Parking breakes ..... ON

2 START UP

Battery switch ..... ON
Fuel pump ..... ON
Fuel pressure ..... GREEN
Beacon ..... ON
Propeller area ..... CLEAR
Prime ..... (throttle 1-2 x full)
Trottle 1CM
Magneto's ..... BOTH
Starter ..... ON
RPM 1200
Oil pressure ..... COMING UP
Fuel pump ..... OFF
Fuel pressure ..... REMAINS

3 AFTER STARTING ENGINE

Generator ..... ON
Voltmeter ..... GREEN
Low voltage light ..... OUT
Amperemeter ..... + INDICATION
Turn & bank ..... ON & CHECKED
Anti-collision light ..... ON
Suction gage ..... CHECKED
Alarm panel ..... CHECKED

4 TAXI

Radiomasterswitch ..... ON
Setup radio's ..... AS REQUIRED
Lights ..... AS REQUIRED
Pitot heat ..... AS REQUIRED
Flaps ..... UP
Call ..... AS REQUIRED
Parking breakes ..... RELEASED
Breakes ..... CHECKED
Gyro instruments ..... CHECKED

5 RUN UP

Parking breakes ..... ON
Engine control friction ..... ADJUST
Oil temperature ..... GREEN
Oil pressure ..... GREEN
Fuel pressure ..... GREEN
Mixture ..... RITCH
Carburator heat ..... OFF
Fuel selector ..... FULLEST TANK
RPM 2000
Megneto's ..... CHECKED
Carborator heat ..... CHECKED
Propeller ..... CHECKED
Idle ..... CHECKED
RPM 1200

6 BEFORE TAKE OFF

Cabin doors and windows ... LOCKED
Safty belts ..... FASTENED
Fuel selector ..... FULLEST
Trim ..... TAKE OFF
Flaps ..... TAKE OFF
Mixture ..... RICH
Propeller ..... FULL FORWARD
Carburator heat ..... COLD
Fuel pump ..... ON
Lights & equipment ... AS REQUIRED
Engine instruments ..... GREEN
Flight instruments .. CHECKED & SET
Flight controls ..... FREE
Magneto's ..... BOTH
Autopilot ..... OFF
Parking breakes ..... RELEASED

7 TAKE OFF

Gyro & Compass ..... CHECK QFU
Transponder ..... AS REQUIRED
Trottle .....FULL FORWARD
RPM 2700
Oil pressure ..... GREEN
65 KIAS ..... ROTATE
75 KIAS & 300 ft ..... FLAPS UP
MAP 25
RPM 2500
IAS ..... 80 KTS
Fuel pump ..... OFF
Fuel pressure ..... REMAINS
Landing light ..... OUT

8 CRUISE

MAP ..... AS REQUIRED
RPM ..... AS REQUIRED
Mixture ..... ADJUST

65% Power Cruise settings
2400 RPM

Press ALT	MAP	TAS KTS	FF l7h
2000	22	112	34.5
4000	21	113	34.5
6000	20.5	117	34.5
8000	20	117	34.5
10000	19.5	116	34.5

9 APPROACH

Fuel quantitys .. CHECKED & FULLEST
Engine instrumenst ..... GREEN
Fuel pump ..... ON
Mixture ..... RICH
Fligth instruments ... CHECKED & SET
Autopilot ..... DISCONNECT
Breakes ..... CHECKED
Seat belts ..... FASTENED
Call ..... AS REQUIRED

10 FINAL APPROACH

Propeller ..... FULL FORWARD
80 KIAS ..... FULLFLAPS
Landing light ..... ON

10 AFTER LANDING

Flaps ..... UP
Fuel pump ..... OFF
Landing light ..... OUT
Pitot heat ..... OFF
Carburator heat ..... COLD
Radio equipment ..... AS REQUIRED

11 SHUTDOWN

Parking break ..... AS REQUIRED
Radiomasterswitch ..... OFF
Electrical equipment ..... OFF
RPM 1200
Mixture ..... CUT OFF
Magneto's ..... OFF
Generator ..... OFF
Master switch ..... OFF
Controls ..... LOCKED

TOBAGO TB10 EMERGENCY CHECK LIST

Emergency Airspeeds

Maximum Glide Speed	86 KIAS (MTOW)
	Propeller windmilling
	Flaps up

Engine Failure During Take-Off (Not airborne)

Throttle	Idle
Brakes	Apply
Mixture Idle	Cut-off
Main Switch	Off
Fuel Selector	Off
Magnetos	Off

Engine Failure Immediately After Take-Off

Control Aircraft	Smoothly lower nose/wings level	
Airspeed	70 KIAS	
Choose Landing Area	Heading alteration +/- 30°	
Flaps	As required	
If time permits (Vital actions)	Carby Heat	- On
	Mixture	- Rich
	Fuel Pump	- On
	Fuel Selector	- Change Tanks
	Magnetos	- Both
	Throttle	- Checked
Shutdown	Mixture	- Idle
	Fuel Pump	- Off
	Fuel Selector	- Off
	Magnetos	- Off
	Main Switch	- Off (Flaps Set)

WARNING - NEVER TRY TO TURN BACK

Emergency Landing (Power Off)

Control Aircraft	Glide Attitude / Wings level	
Airspeed (Flaps retracted)	86 KIAS - TRIM	
Initial Actions	Carby Heat	- On
	Mixture	- Rich
	Fuel Pump	- On (Check pressure)
	Fuel Selector	- Change Tanks (Check Contents)
	Magnetos	- On (Both)
	Throttle	- Checked (Open 1/3)
Planning	Selection of field / Flight path apply W.O.S.S.S.S.E.T checks	
MayDay Call	Completed	
Trouble checks	C.F.M.O.S.T.	
Decision	Assess progress	
Passenger Brief	Completed	
Shutdown	Mixture	- Idle Cut off
	Fuel Pump	- Off
	Fuel Selector	- Off
	Magnetos	- Off
Final Approach	Maintain best glide speed Select flaps as required	
	Main switch	- Off when flaps extended
	Touch down on main wheels. Hold nosewheel off as long as possible.	

Low Oil Pressure

Oil Warning Light	- On
Oil Pressure	- Red Sector
Throttle	- Reduce as far as possible
Oil Temperature	- Checked - if high (red sector) reduce throttle

Prepare for an emergency landing and land as soon as possible

Engine Fire During Start (not airborne)

Mixture	Idle Cut-Off
Throttle	Fully Open
Main Switch	Off
Fuel Pump	Off
Fuel Selector	Off
Magneto Switch	Off

Evacuate passengers and combat fire with a fire extinguisher if installed.

Engine Fire in Flight

Mixture	Idle Cut-off
Throttle	Fully Open
Fuel pump	Off
Fuel Selector	Off
Magneto Switch	Off
Cabin heating	Off
Power off emergency landing	Implement

Electrical Fire in flight

Main switch	Off
Alternator Switch	Off
All other switches (with the exception of the magneto switch)	Off
Air Vents	Closed
Cabin heating	Off
Fire extinguisher (if provided)	Apply

If fire is extinguished and electric power is required to continue the flight, proceed as follows :

Main switch	On
Circuit breakers	Checked

DO NOT reset circuit breakers

Turn on all other switches in slow sequence (if required) until the short-circuit has been located. Do not open vents or operate cabin heating until fire has been completely extinguished.

Alternator Failure

Undervoltage Warning Light	On
Voltmeter - Green Sector	Continue Flying
- Red/Yellow Sector	Alt. Switch OFF then ON
Undervoltage Warning Light	Remains ON
Alternator Switch	Off
Electric Load	Reduced

Propeller Governor Failure

In the case of oil pressure drop in the governor system or pitch control failure, the propeller moves to low pitch

Oil Pressure	Checked
Oil Temperature	Checked
Throttle	As required (reduce)
Airspeed	Reduce

Avoid rapid applications of power

CAUTION: Maximum 2700 RPM

Spin Recovery (Unintentional Spin)

Should a spin be entered unintentionally, the following procedure should be initiated :

Throttle	Idle
Direction of Spin	Identified using turn co-ordinator

Apply and maintain full rudder opposite the direction of rotation.

Ailerons	Neutral
Elevator control	Move forward until rotation stops, then
Rudder	Neutral

Wings level – smoothly recover from the dive.