

## PREFLIGHT

### INTERIOR

Magnetos/switches – **OFF**

Fuel gauges -check quantity

Documents – ARROW

Flaps- EXTEND

Master switch – **OFF**

controls – CHECK cables

Loose items – REMOVE or SECURE

Winch - Check

### RIGHT SIDE

Right wing root - CHECK

Right Flap – CHECK hinges/control link

Right wing strut - CHECK

Right aileron – CHECK hinges/control link

Right wing tip – CHECK

Right wing leading edge – CHECK

Right wing Tank – Qty. and Cap SECURE

Right Fuel drain – SAMPLE and CHECK

Right tire – CHECK

Right brake – CHECK

Right engine – CHECK (**OIL** 6 Qts., leaks)

Right cowling – SECURE

### FRONT

spinner -CHECK

Prop – CHECK

Windshield – CHECK & CLEAN

### LEFT SIDE

Left engine leaks – CHECK (fuel, oil, exh.)

Fuel Sump – DRAIN

Left Cowling – SECURE

Left tire – CHECK

Left Brake – CHECK

Static port - check

Left wing leading edge – CHECK

Left wing Tank - Qty. and Cap SECURE

## LEFT EXTERIOR CONT'D

Left Wing tip – CHECK

Left Aileron – CHECK hinges/control link

Pitot Tube - CHECK

Left Wing Strut – CHECK

Left Flap – Check hinges/control link

Left Wing Root - CHECK

### FUSELAGE

top of wings – CHECK

Antennae – CHECK

Trim jack screw & fittings - CHECK

Left stabilizer & braces – CHECK

Left elevator – CHECK hinges/control link

Right stabilizer & braces – CHECK

### INTERIOR

Airplane Log -CHECK for discrepancies

Log inspection/condition - **SIGN LOG**

## STARTING ENGINE

Seatbelts and Shoulder harness secure

Door – Closed

Avionics MASTER and lights – **OFF**

Fuel Selector – fullest tank, détente secure

Circuit Breakers – check

Carb heat – **OFF**

Prime – use primer/throttle as needed

Master switch – ON

Magneto – **LEFT ONLY**

Mixture – **FULL RICH**

Call – **Clear PROP**

Throttle – **CRACK OPEN**

Starter – press button

Magneto – **BOTH** once engine running

Oil pressure – check

Ammeter – check

Avionics MASTER and lights – ON

## BEFORE TAKEOFF

Controls – free and correct

Flaps – **1ST NOTCH, as needed**

Altimeter – SET

Fuel: CHECK fullest tank, and détente secure

Trim & Brakes – SET

Engine check – set to 1700 RPM

Magnetos – CHECK & then **BOTH ON**

Carb Heat – CHECK AND THEN **OFF**

Mixture – **RICH**

Ammeter – CHECK

Oil temp/ pressure – CHECK

Engine – IDLE CHECK

Strobes – **ON**

Radio -check **ON**

Tow Clutch – ENGAGED (down position)

Parking brakes – OFF

Tow release – Practice reaching handle

Radio: **Dive brakes locked?** then: glider tow

Est. positive climb – ease off flaps, if needed

### TOW SPEEDS

KA-8, 1-26, PW-5 55-60 mph

KA-7, KA-6, Duster 60-65 mph

**ASK-21, Owl, Jr. 65-70 mph**

### POST-TOW

Power - **2200 rpm**

Speed – **80 mph**

winch – ENGAGE & POWER ON

Winch complete – POWER OFF

**Fuel Tank** – CHECK FOR FULLEST

EGT – **CHECK** temps, descend at will

### BEFORE LANDING

GAS – **Fullest tank**

Mixture – **RICH**

Carb Heat – as needed

Trim - 60 mph w/ full flaps

Left Fuel drain – SAMPLE and CHECK

### ENGINE FAILURE

Best Glide – **65 MPH**

Landing site – SELECT

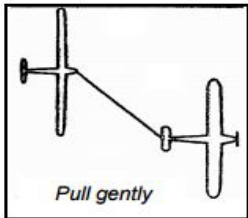
FUEL Selector – **FULLEST TANK**

MAGNETOS – **BOTH**

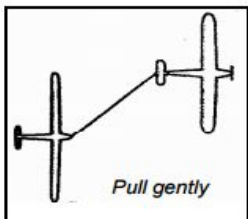
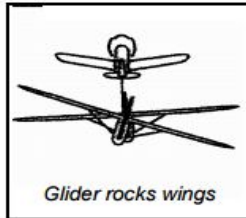
Carb Heat – **ON**

### Normal ON-tow signals

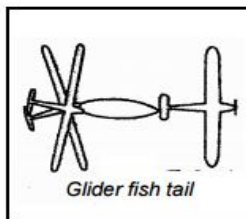
Tow plane turn right



Tow plane go faster



Tow plane turn left



Tow plane slow down

Xponder - set to **ALT**

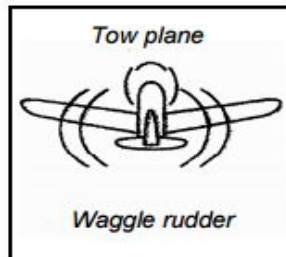
### EMERGENCY PROCEDURES ON TOW

#### Aborted Launch

- signal with aileron, release glider
- goto left of runway

#### Dive Brakes Out

- keep on tow if clear of obstacles
- signal with rudder if >500 ft
- return to airport



Problem with glider,  
check spoilers

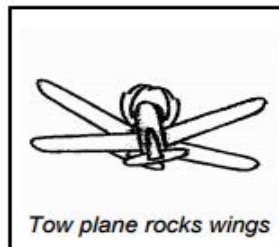
#### Kiting Glider

- **RELEASE IMMEDIATELY**

#### Need Glider OFF

- **ROCK** wings with **FULL** aileron
- release if glider delays

Glider to release

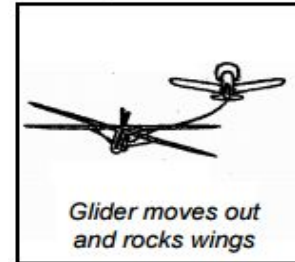


- 65 mph with no flaps

#### Glider Cant release

- will go left & **ROCK WINGS** (or call)
- return to Airport & **RELEASE**

Tow plane to release

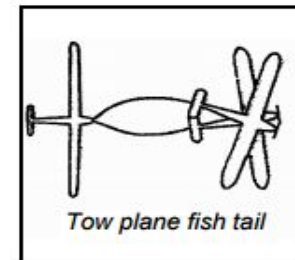


#### NEITHER can release

- return to Airport
- radio call or **YAW**
- IF time allows: Call **FOO** and discuss

#### IF Formation Landing **NEEDED**

- proceed to **FBL** (or other **LONG** rwy)
- Consider declare emergency & squawk **7700**
- Glider deploys dive brake
- Glider goes to low tow position
- Tow plane: power to control approach
- Glider lands first
- If Glider needs to brake: **AFTER** towplane lands



Tow plane can not  
release

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