

Cessna U206G Checklist

FIRST

1. Fuel Quantity -- CHECK VISUALLY for desired level in BOTH Tanks
2. Fuel Filler Caps -- CHECK SECURE, CHECK fuel cap vents UNOBSTRUCTED
3. Windshield -- CHECK

CABIN

1. Pilot's Operating Handbook, ARW, WB -- AVAILABLE IN THE AIRPLANE
2. Control Wheel Lock -- REMOVE
3. Ignition Switch -- OFF
4. Master Switch -- ON
5. Fuel Quantity Indicators -- CHECK QUANTITY
6. Flaps -- 10°, CHECK for proper extension
7. Master Switch -- OFF
8. Fuel Selector Valve -- FULLER TANK

Empennage

1. Rudder Gust Lock -- REMOVE
2. Control Surfaces -- CHECK freedom of movement and security
3. Antenna -- CHECK for security
4. Cargo Doors -- LATCHED and LOCKED, right side only.

RIGHT WING Trailing Edge

1. Flap -- CHECK freedom of movement and security
2. Aileron -- CHECK freedom of movement and security
3. Position Light -- GREEN

RIGHT WING

1. Fuel Tank Vent -- CHECK for stoppage
2. Main Wheel Tire -- CHECK for proper inflation and security
3. Brakes -- CHECK for cracks and security
4. Fuel Sump -- DRAIN small amount, CHECK FUEL, CHECK CLOSED
5. Belly Sump -- DRAIN small amount, CHECK FUEL, CHECK CLOSED
6. Cabin Air Intake -- CHECK for blockage

NOSE

1. Static Source Opening (both sides of fuselage)-- CHECK for blockage
2. Propeller and spinner -- CHECK for nicks and security
3. Landing and Taxi Lights-- CHECK for condition and cleanliness
4. Nose Wheel Strut and Tire -- CHECK for proper inflation
5. Engine Oil Level -- CHECK, do not operate with less than 9 quarts. Fill to 12 quarts for extended flight.
6. Fuel Strainer -- DRAIN for 4 seconds, CHECK CLOSED
7. Alternator belt -- CHECK for tightness
8. Carburetor Air Filter -- CHECK for blockage
9. Exhaust Manifold -- CHECK for condition, security
10. Cowling -- CHECK screws, security

LEFT WING

1. Main Wheel Tire -- CHECK for proper inflation and security
2. Brakes -- CHECK for cracks and security
3. Fuel Sump -- DRAIN small amount, CHECK FUEL, CHECK CLOSED
4. Belly Fuel Sump -- DRAIN small amount, CHECK FUEL, CHECK CLOSED
5. Cabin Air Intake -- CHECK for blockage

LEFT WING Leading Edge

1. Pitot Tube Cover -- REMOVE and CHECK opening for blockage
2. Stall Warning Vane -- CHECK for freedom of movement and activation
3. Fuel Tank Vent Opening -- CHECK for blockage

LEFT WING Trailing Edge

1. Flap -- CHECK freedom of movement and security
2. Aileron -- CHECK freedom of movement and security
3. Position Light -- RED

CABIN

1. Master Switch -- ON

2. Radios -- ON and WORKING, listen for ATIS, get CLEARANCE (CRADS)
3. Radios -- SET, then OFF
4. Lights (all), Pitot Heat -- ON and WORKING
5. Lights, Avionics Power Switch, Pitot Heat -- OFF
6. Master Switch -- OFF
7. Elevator and Rudder Trim -- TAKEOFF
8. Tie Downs -- DISCONNECT

BEFORE STARTING ENGINE

1. Preflight Inspection -- COMPLETE
2. Passenger Briefing -- COMPLETE
3. Seats, Belts, Shoulder Harnesses -- ADJUST and LOCK
4. Brakes -- TEST and SET
5. Cowl Flaps -- OPEN
6. Radios, Electrical Equipment, Avionics Power Switch -- OFF
7. Master Switch -- ON
8. Fuel Selector Valve -- FULLER TANK
9. Circuit Breakers -- CHECK IN

STARTING ENGINE ABOVE FREEZING

1. Mixture -- RICH
2. Propeller -- HIGH RPM
3. Throttle -- CLOSED
4. Auxiliary Fuel Pump -- ON
5. Throttle -- ADVANCE to obtain 8-10 gph fuel flow, then return to closed position.
6. Auxiliary Fuel Pump -- OFF
7. Rotating Beacon -- ON
8. Propeller Area -- CLEAR
8. Ignition Switch -- START
9. Throttle -- ADVANCE slowly
10. Ignition Switch -- RELEASE when engine starts
11. Throttle -- IDLE
12. Oil Pressure -- CHECK
13. Radios, Avionics Power Switch -- ON
14. Transponder -- Standby

TAXI

1. Flaps -- RETRACT
4. Magnetic Compass -- FULL OF FLUID
2. All Radios -- ON
3. Turn Coordinator -- WORKING
6. Electrical (Ammeter) -- CHECK
5. Suction/Vacuum -- WORKING
6. Autopilot -- WORKING

BEFORE TAKEOFF

1. Parking Brake -- SET
2. Cabin Doors -- CLOSED and LATCHED
3. Cowl Flaps -- OPEN
4. Flight Controls -- FREE and CORRECT
5. Flight Instruments -- CHECK
6. Fuel Selector Valve -- FULLER TANK
7. Mixture -- RICH (below 3000 feet)
8. Throttle -- 1700 RPM
 - a. Magnetos -- CHECK (RPM drop max 150 RPM on either magneto or 50 RPM differential)
 - b. Propeller -- CYCLE from high to low RPM; RETURN to high RPM (full forward)
 - c. Engine Instruments -- CHECK
 - e. Ammeter -- CHECK
 - f. Suction Gage -- CHECK (4.6 to 5.4 In H.G.)
7. Throttle -- 1000 RPM
8. Throttle Friction Lock -- ADJUST
9. Autopilot (if installed) -- OFF
9. Parking Brake -- RELEASE

Cleared For Takeoff

1. Strobes -- ON

2. Time -- COPY
3. Airspeed -- ALIVE
4. Runway heading -- ON D.G.
5. Transponder -- ALT

TAKEOFF

Normal Takeoff

1. Wing Flaps -- 0° to 20°
2. Throttle -- FULL THROTTLE and 2850 RPM
3. Mixture -- LEAN for field elevation per fuel flow placard.
4. Elevator Control -- LIFT NOSE WHEEL at 50 KIAS
5. Climb Speed -- 70-80 KIAS (85 KIAS V_y, 74 KIAS V_x)
6. Wing Flaps -- RETRACT after obstacles are cleared

Short Field Takeoff

1. Wing Flaps -- 20°
2. Brakes -- APPLY
3. Power -- FULL THROTTLE and 2850 RPM
4. Mixture -- LEAN for field elevation per fuel flow placard.
5. Brakes -- RELEASE
6. Elevator Control -- SLIGHTLY TAIL LOW
7. Climb Speed -- 66 KIAS (Until all obstacles are cleared)
8. Wing Flaps -- RETRACT after obstacles are cleared and 80 KIAS is reached.

ENROUTE CLIMB

1. Airspeed -- 95-105 KIAS
2. Power -- 25 INCHES Hg. and 2550 RPM
3. Mixture -- LEAN to 18.0 gph fuel flow.
4. Cowl Flaps -- OPEN as required

CRUISE

1. Power -- 15-25 INCHES Hg., 2200-2550 RPM (no more than 75%)
2. Mixture -- LEAN for cruise fuel flow
3. Elevator and Rudder Trim -- ADJUST
4. Cowl Flaps -- AS REQUIRED

DESCENT

1. Power -- AS DESIRED
2. Mixture -- LEAN for smoothness, FULL RICH for idle power
3. Cowl Flaps -- CLOSED

BEFORE APPROACH

1. Gas -- Fuel Selector Valve -- FULLER TANK
2. Undercarriage -- Brakes -- CHECK
3. Mixture -- RICH
4. Propeller -- HIGH RPM (full forward)
5. Seats, Belts, Harnesses - ADJUST and LOCK
6. Autopilot (if installed) -- OFF

APPROACH (Prior to IAF)

1. Missed Approach Review -- COMPLETE
2. ATIS -- ALTIMETER SETTING
3. Radios -- (NAV/COMM - IDENTIFY)
4. Time to MAP -- COPY
5. Heading Indicator -- SET
6. Altitude -- (MDA-30 sec, DH-50ft)

At FAF or for Holding

1. Turn -- AS NEEDED
2. Time -- ONE MINUTE
3. Twist -- SET inbound course
4. Throttle -- SET to holding speed
5. Talk -- AS NEEDED

LANDINGS

Normal Landing

1. Airspeed -- 75-85 KIAS (Flaps UP)
2. Wing Flaps -- AS DESIRED (below 100 KIAS)
3. Airspeed -- 65-75 KIAS (Flaps DOWN)
4. Elevator Trim -- ADJUST

5. Touchdown -- MAIN WHEELS FIRST
6. Landing Roll -- LOWER NOSE WHEEL GENTLY
7. Braking -- MINIMUM REQUIRED

Short Field Landing

1. Airspeed -- 75-85 KIAS (Flaps UP)
2. Wing Flaps -- 40° (below 100 KIAS)
3. Airspeed -- MAINTAIN 64 KIAS
4. Elevator Trim -- ADJUST
5. Power -- REDUCE TO IDLE as obstacle is cleared.
6. Touchdown -- MAIN WHEELS FIRST
7. Braking -- APPLY HEAVILY
8. Wing Flaps -- RETRACT for maximum brake effectiveness.

Balked Landing

1. Power -- FULL THROTTLE and 2850 RPM
2. Wing Flaps -- Retract to 20°
3. Airspeed -- 80 KIAS
4. Wing Flaps -- RETRACT SLOWLY
5. Cowl Flaps -- OPEN

AFTER LANDING

1. Flaps -- RETRACT
2. Accessories -- OFF
3. Cowl Flaps -- OPEN
4. Transponder -- STANDBY
5. Trim -- TAKEOFF
6. Strokes -- OFF

SECURING AIRPLANE

1. Radios -- OFF
2. Electrical Equipment, Lights -- OFF
3. Mixture -- IDLE CUT-OFF
4. Mags -- OFF
5. Master Switch -- OFF
6. Flight plan -- CLOSE
7. Gust lock, Wheel Chocks, Sun Screens -- INSTALL
8. Doors -- LOCKED

EMERGENCY CHECKLIST

1. Airplane -- FLY

ENGINE FAILURES -- During Takeoff Run

1. Throttle -- IDLE
2. Brakes -- APPLY
3. Wing Flaps -- RETRACT
4. Mixture -- IDLE CUT-OFF
5. Ignition Switch -- OFF
6. Master Switch -- OFF

Immediately after Takeoff

1. Airspeed -- 80 KIAS
2. Mixture -- IDLE CUT-OFF
3. Fuel Selector Valve -- OFF
4. Ignition Switch -- OFF
5. Wing Flaps -- AS REQUIRED (40° recommended)
6. Master Switch -- OFF
7. Land -- AHEAD if below 500 feet AGL

During Flight

1. Airspeed -- 75 KIAS
2. Find place to land
3. Fuel Selector Valve and Quantity -- CHECK
4. Mixture -- RICH
5. Auxiliary Fuel Pump -- ON for 3-5 seconds with throttle 1/2 open; then OFF
6. Ignition Switch -- BOTH (or START if propeller is stopped)
7. Throttle -- ADVANCE slowly.
8. If no restart, Forced Landing -- EXECUTE

FORCED LANDINGS -- Without Engine Power

1. Airspeed -- 80 KIAS (flaps UP) or 70 KIAS (Flaps DOWN)
2. Propeller -- LOW RPM (Full AFT)
3. Mixture -- IDLE CUT-OFF
4. Fuel Selector Valve -- OFF
5. Ignition Switch -- OFF
6. Wing Flaps -- AS REQUIRED (40° recommended)
7. Master Switch -- OFF
8. Doors -- UNLATCH PRIOR TO TOUCHDOWN
9. Touchdown -- SLIGHTLY TAIL LOW
10. Brakes -- APPLY HEAVILY

Precautionary with Engine Power

1. Airspeed -- 80 KIAS
2. Wing Flaps -- 20°
3. Selected Field -- FLY OVER, noting obstructions and terrain, then retract flaps upon reaching a safe altitude and airspeed.
4. Radios, Electrical Switches, and Radio Power Switch -- OFF
5. Wing Flaps -- 40°
6. Airspeed -- 70 KIAS
7. Master Switch -- OFF
8. Doors -- UNLATCH PRIOR TO TOUCHDOWN
9. Touchdown -- SLIGHTLY TAIL LOW
10. Ignition Switch -- OFF
11. Brakes -- APPLY HEAVILY

Ditching

1. Radio -- TRANSMIT MAYDAY on 121.5 and SQUAWK 7700
2. Heavy Objects (in baggage area) -- SECURE or JETTISON
3. Wing Flaps -- 40°
4. Approach -- High Winds, Heavy Seas -- INTO THE WIND
Light Winds, Heavy Swells -- PARALLEL TO SWELLS
5. Power -- ESTABLISH 300 FT/MIN DESCENT AT 65 KIAS
6. Cabin Doors -- UNLATCH
7. Life Vests -- Put ON, DO NOT inflate.
8. Touchdown -- LEVEL ATTITUDE AT 300 FT/MIN DESCENT
9. Face -- CUSHION at touchdown with folded coat
10. Airplane -- EVACUATE through cabin doors. If necessary, open windows and flood cabin to equalize pressure so doors can be opened.
11. Life Vests and Raft - INFLATE

FIRES -- During Start On Ground

1. Ignition Switch -- START (continue cranking to obtain start)
2. Auxiliary Fuel Pump -- OFF

If the engine starts:

3. Power -- 1700 RPM for a few minutes
4. Engine -- SHUTDOWN and inspect for damage

If engine fails to start:

3. Ignition Switch -- START (continue cranking)
4. Throttle -- FULL OPEN
5. Mixture -- IDLE CUT-OFF
6. Fire Extinguisher -- OBTAIN (have ground attendants obtain if not installed)
7. Engine -- SECURE
 - a. Master Switch -- OFF
 - b. Ignition Switch -- OFF
 - c. Fuel Selector Valve -- OFF

8. Fire -- EXTINGUISH using fire extinguisher, wool blanket, or dirt

9. Fire Damage -- INSPECT

Engine Fire in Flight

1. Mixture -- IDLE CUT-OFF
2. Fuel Selector Valve -- OFF
3. Master Switch -- OFF
4. Cabin Heat and Air -- OFF (except overhead vents)
5. Airspeed -- 105 KIAS (If fire is not extinguished, increase glide speed to find an airspeed which will provide an incombustible mixture)
6. Forced Landing -- EXECUTE

Electrical Fire in Flight

1. Master Switch -- OFF
2. All Other Switches (except ignition switch) -- OFF (includes radio power, pitot heat, radios, lights, and electrical equipment)
3. Vents/Cabin Air/Cabin Heat -- CLOSED
4. Fire Extinguisher -- ACTIVATE

If fire appears out and electrical power is necessary for continuance of flight:

5. Master Switch -- ON
6. Circuit Breakers -- CHECK for faulty circuit, do not reset
7. Radio/Electrical Switches -- ON one at a time, with delay after each until short circuit is localized
8. Cabin -- VENTILATE when it is ascertained that fire is completely extinguished

Cabin Fire

1. Master Switch -- OFF
2. Vents/Cabin Air/Cabin Heat -- CLOSED
3. Fire Extinguisher -- ACTIVATE
4. Airplane -- LAND as soon as possible

When fire is out:

5. Cabin -- VENTILATE

Wing Fire

1. Navigation Lights -- OFF
2. Strobe -- OFF
3. Pitot Heat Switch -- OFF
4. Airplane -- SIDE SLIP to keep flames away from cabin and LAND as soon as possible

ICING

1. Pitot Heat -- ON
2. Airplane -- TURN BACK or DESCEND
3. Cabin Heat -- FULL ON; Defroster -- FULL CLOCKWISE to obtain maximum effectiveness
4. Power -- INCREASE; if vibration is noted -- REDUCE Propeller to 2200 RPM then FULL FORWARD RAPIDLY
5. Power -- Regulate Manifold Pressure with Throttle
6. Landing -- PLAN on or off airport
7. Airspeed -- MAINTAIN 90-115 KIAS with minimal flaps
8. Land -- MAIN WHEELS, avoid slow and high nose-up type of flare.

Landing With A Flat Main Tire

1. Wing Flaps -- AS DESIRED
2. Approach -- NORMAL
3. Touchdown -- GOOD TIRE FIRST, hold airplane off flat tire as long as possible with aileron control

Static Source Blockage

1. Vents and Windows -- CLOSED
1. Alternate Static Source Valve -- PULL ON
2. Airspeed -- Consult tables in POH

ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS

Over-Voltage Light Illuminates During Flight

1. Radios, Avionics Power Switch -- OFF
2. Master Switch -- OFF
3. Master Switch -- ON
4. Over-Voltage Light -- CHECK OFF
5. Radios, Avionics Power Switch -- ON

If Low-Voltage Light illuminates again:

6. Nonessential Electrical Equipment -- OFF
8. Flight -- TERMINATE as soon as practical

Ammeter Shows Discharge

1. Alternator -- OFF
2. Nonessential Electrical Equipment -- OFF
3. Flight -- TERMINATE as soon as practical