

AileronCHECK
HINGES / PLAY / DEFLECTION

FlapCHECK
DEFLECTION HINGES / PLAY /

TireCHECK
BRAKES BACK SIDE /

TAMPICO -- PREFLIGHT / STARTING (PAGE 2)

For use with Parks College aircraft only

RIGHT REAR FUSELAGE

R.H. Door Lock..... UNLOCKED
WindowsCLEAN
Static Port..... COVER REMOVED / CLEAN
General Skin ConditionCHECK

EMPENNAGE

Vertical StabilizerCHECK
Rudder.....CHECK
HINGES / DEFLECTION / PLAY / FRICTION
Stabilator.....CHECK
HINGES / DEFLECTION / PLAY / FRICTION
Stabilator TabCHECK
HINGES / DEFLECTION / PLAY / FRICTION
Tail ConeGOOD CONDITION
Rear Nav Light.....UNDAMAGED
Tie Down REMOVE

LEFT REAR FUSELAGE

Static Port.....COVER REMOVED / CLEAN
Baggage DoorOPEN
CHECK SECURITY OF TOWBAR / BAGGAGE
Baggage DoorCLOSED / SECURE
WindowsCLEAN
General Skin ConditionCHECK

BEFORE STARTING ENGINE

Preflight InspectionCOMPLETED
Passenger BriefingCOMPLETED
Doors.....CLOSED /
CHECK HOOKS IN PLACE
Main Switch.....OFF
Parking Brake.....SET
Seats.....ADJUSTED / SECURE
Seat Belts / Shoulder Harnesses.....
ADJUSTED/SECURE
Flight Controls.....CHECK
Pitch TrimCHECK DEFLECTION
Fuel Selector.....FULLEST TANK
Circuit Breakers.....IN
Magneto Switch (Verify Key in ignition)....OFF
Radio Master.....OFF
Alternate Static Source (If Installed).....PUSHED IN

ENGINE STARTING

Carburetor Heat.....OFF
Mixture.....FULL RICH

REVIEW OF APPLICABLE STARTING PROCEDURES:

NORMAL START

WHILE ENGAGING THE STARTER, OPERATE THE THROTTLE 3 TIMES AND POSITION IT TO ¼ OPEN UNTIL ENGINE STARTS (ENGAGE STARTER 30 SECONDS MAX)

HOT ENGINE START

SAME PROCEDURE AS NORMAL START, BUT WITHOUT OPERATING THE THROTTLE.

COLD WEATHER START

SAME PROCEDURE AS NORMAL START, BUT OPERATE THE THROTTLE 10 TO 15 TIMES WHILE ENGAGING THE STARTER IF THE ENGINE IS COLD.

Main Switch.....ON
Strobe LightsON
Fuel PumpON
Pump Warning Light.....ON
Fuel PressureGREEN SECTOR
Propeller Area "CLEAR"
Engine.....START

FLOODED ENGINE START

Black smoke or back-fire are evidence of excessive fuel (flooding).

Mixture IDLE CUT-OFF
Throttle FULL POWER
Magneto Switch START
(30

SECONDS MAX)
RESUME NORMAL START PROCEDURE
WITHOUT OPERATING THE THROTTLE

WHEN ENGINE STARTS

Magneto SwitchBOTH
Oil PressureGREEN SECTOR

**IF NO OIL PRESSURE INDICATION
WITHIN 30 SECONDS-
SHUT DOWN THE ENGINE**

Engine1000-1200 RPM
Fuel PumpOFF

AFTER STARTING ENGINE

Alternator Switch.....OFF
1 Alternator Warning Light.....ON
1 VoltmeterYELLOW SECTOR
Alternator Switch.....ON
1 Alternator Warning Light.....OFF
1 VoltmeterGREEN SECTOR
Turn CoordinatorON / CHECK
Heading Indicator.....SET
Strobe LightsVERIFY ON
Alarm Panel..... TEST
Radio MasterON
Radios....SET / CHECK / OBTAIN ATIS
Flaps..CHECKED / RETRACTED
Fuel Selector.SWITCH TANKS

TAMPICO -- NORMAL PROCEDURES (Page 1)

For use with Parks College aircraft only

TAXIING

Parking Brake..... RELEASE
BrakesCHECK EARLY IN TAXI
Minimum use during taxi
Throttle.....MINIMUM REQUIRED
Brakes.....MINIMUM REQUIRED
Flight InstrumentsCHECKED
Taxi / Landing Lights.....AS REQUIRED

ENGINE RUN-UP

Throttle1000 RPM
Parking Brake.....SET
Engine Friction ControlsADJUSTED
Oil Temperature.....GREEN SECTOR
Oil Pressure.....GREEN SECTOR
Fuel Pressure.....GREEN SECTOR
Mixture.....FULL RICH
Carburetor Heat.....OFF
Fuel Selector.....FULLEST
TANK
Throttle.....2000 RPM
Suction Gauge.....CHECK
Magneto SwitchLEFT then BOTH
Magneto Switch.....RIGHT then BOTH

Maximum 175 RPM drop each magneto
Maximum 50 RPM difference between L/R

Carburetor HeatON / CHECK
Throttle.....IDLE
Carburetor HeatOFF
VERIFY RISE IN RPM
Throttle.....1000 RPM

BEFORE TAKE-OFF

SeatsADJUSTED / SECURE
Seat Belts / Shoulder Harnesses.....
ADJUSTED / SECURE

DoorsLOCKED
ControlsFREE / CORRECT
Pitch Trim.....TAKE-OFF
Flaps.....TAKE-OFF
Magneto SwitchBOTH
Carburetor HeatOFF
Mixture.....FULL RICH
Fuel Selector.....FULLEST TANK
Oil Temperature.....GREEN SECTOR
Oil Pressure.....GREEN SECTOR
Fuel Pressure.....GREEN SECTOR
Voltmeter.....GREEN SECTOR
AltimeterSET
Heading IndicatorSET
Attitude IndicatorSET
Parking Brake ...RELEASE / LIGHT OFF

Just prior to take-off:

Fuel Pump.....ON
Landing LightON
Other Lights.....AS REQUIRED
Transponder.....ALT
Time.....NOTE
Pitot Heat.....AS REQUIRED

TAKE-OFF

Heading Indicator.....CHECK
CONFIRM RUNWAY
HEADING
Throttle.....SMOOTHLY TO FULL
Rotation.....65 KIAS or AS COMPUTED
Initial Climb...73 KIAS or AS COMPUTED
When safely airborne:
Brakes.....APPLY BRIEFLY
At 400 feet AGL:
FlapsRETRACT

Airspeed80 KIAS

At 1000 feet AGL:

Fuel PumpOFF
Fuel PressureCHECK
Landing Light.....AS REQUIRED

CLIMB

Mixture.....FULL RICH
ThrottleFULL POWER
Optimum Climb Speed.....80 KIAS

*Note: Higher climb speed can be used
for better visibility and better engine
cooling, if desired*

CAUTION

**Climb at best angle of climb should
be used only in exceptional cases
since the engine is cooled less.**

CRUISE

Throttle.....ADJUST
Pitch Trim.....ADJUST
Mixture.....ADJUST
Heading Indicator.....CHECK / SET

CAUTION

**Always enrichen mixture before
increasing power.**

**FLIGHT INTO KNOWN ICING
CONDITIONS IS PROHIBITED**

*In case of unintentional icing
encounter, see ICING checklist*

TAMPICO -- NORMAL PROCEDURES (page 2)

For use with Parks College aircraft only

DESCENT

Throttle.....AS REQUIRED
(NORMALLY AT LEAST 2000 RPM)
Carburetor Heat... AS REQUIRED
Mixture.....AS APPROPRIATE

FOR STEEP NOSE DOWN ATTITUDE:
Select a fuel tank with at least 5 U.S. Gal.
(a quarter of tank capacity)

APPROACHING AIRPORT

Seats.....ADJUSTED / SECURE
Seat Belts / Shoulder Harnesses...
.....ADJUSTED / SECURE
Fuel Pump.....ON
Fuel Selector.....FULLEST TANK

FOR PRONOUNCED OR LONG SIDE SLIP:
Select the fuel tank at the opposite side of the low
wing

Mixture.....FULL RICH
Carburetor Heat...AS REQUIRED
Heading Indicator.....CHECK
Brakes.....CHECK
Landing Light.....ON
Other Lights.....AS REQUIRED

LANDING

Flaps.....TAKE-OFF
Airspeed76 KIAS
On Final:
Flaps.....
LANDING

Airspeed...67 KIAS or AS COMPUTED

Touchdown.....MAIN WHEELS FIRST
Nose Wheel.....LOWER GENTLY
Brakes.....MINIMUM REQUIRED

GO-AROUND

Throttle.....SMOOTHLY TO FULL
Carburetor Heat.....
OFF

Flaps.....TAKE-OFF
Airspeed...73 KIAS or Vx / Vy if appropriate
Trim.....ADJUST
POSITIVE RATE OF CLIMB VERIFIED:
Flaps.....RETRACTED
Airspeed.....80 KIAS

AFTER LANDING

CLEAR RUNWAY, COME TO A STOP

Throttle.....1000 RPM
Fuel Pump.....OFF
Carburetor Heat.....
OFF

Flaps.....RETRACTED
Pitch Trim.....TAKE-OFF
Landing Light.....OFF
Other Lights.....AS REQUIRED
Pitot Heat.....OFF
Transponder.....STANDBY /
SQUAWK VFR
Radios.....AS REQUIRED

SHUT-DOWN

Throttle.....1000 RPM
Turn Coordinator.....OFF
Radio Master.....OFF
Landing Light.....OFF
Other Lights.....AS REQUIRED
Mixture.....IDLE CUT-OFF

After engine stops:

Magneto Switch.....OFF
Key.....REMOVED
Alternator Switch.....OFF
Main Switch.....OFF
All Lights.....OFF
Control Lock.....INSTALLED

SECURING AIRPLANE

After airplane is in parking spot:

Parking Brake.....AS REQUIRED
Air Scoop Vents.....CLOSED
Interior Area.....CLEAR of Personal Items
Tie Downs/Chocks.....INSTALLED
Static Port Covers.....INSTALLED
Towbar.....SECURED
Doors.....LOCKED

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USE OF THIS CHECKLIST DOES NOT RELIEVE THE PILOT OF THE RESPONSIBILITY OF READING AND UNDERSTANDING ALL INFORMATION IN THE AEROSPATIALE TB9 PILOT'S OPERATING HANDBOOK. THIS CHECKLIST IS FOR USE WITH PARKS COLLEGE AIRCRAFT ONLY.

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TAMPICO -- EMERGENCY PROCEDURES (page 1)

For use with Parks College aircraft only

AIRSPEDS FOR SAFE OPERATION

Engine failure after take-off.....70 KIAS
Maneuvering speed.....122 KIAS
Maximum glide.....86 KIAS
Precautionary landing with power.....65 KIAS

ENGINE FAILURE - TAKE-OFF ROLL

Throttle.....REDUCE
Brakes.....APPLY AS NEEDED
Mixture.....IDLE CUT-OFF
Magneto Switch.....OFF
Main Switch.....OFF
Fuel Selector.....OFF

ENGINE FAILURE IMMEDIATELY AFTER TAKE-OFF

Airspeed.....70 KIAS
Mixture.....FULL RICH
Fuel Pump.....ON
Fuel Selector.....SWITCH TANKS

If engine does not start:

Mixture.....IDLE CUT-OFF
Fuel Selector.....OFF
Fuel Pump.....OFF
Land.....STRAIGHT AHEAD
Magneto Switch.....OFF
Main Switch.....OFF

WARNING

LANDING STRAIGHT AHEAD IS
USUALLY ADVISABLE

ENGINE FAILURE IN FLIGHT

Glide Speed.....86
KIAS
Carb Heat.....ON
Main Switch.....ON
Fuel Pump.....ON
Fuel Selector.....SWITCH TANKS

If the engine does not start:

Mixture.....IDLE CUT-OFF
Throttle.....1/2 OPEN
Fuel Gauges.....CHECK
Magneto Switch.....L / R / BOTH
Starter.....

(IF PROPELLER HAS STOPPED)

.....ENGAGE

If Propeller Windmills.....SLOWLY
ENRICH MIXTURE UNTIL
ENGINE RE-STARTS

*If engine does not start, proceed to
Emergency Landing Without Engine Power*

ENGINE VIBRATION

Mixture.....RESET
Carburetor Heat.....ON

*Note: Pulling the carburetor heating control may cause
the power rating to drop and increase the vibration
level. After having pulled fully the carburetor heating
control, it is mandatory to adjust the mixture to
suppress vibration. The use of carb heat increases
appreciably the hourly fuel consumption.*

If vibration persists:

Throttle.....SET FOR MINIMUM VIBRATION
Land.....AS SOON AS POSSIBLE

LOW FUEL FLOW

Fuel Pump.....OPERATING
Fuel Gauges.....CHECKED
Fuel Selector.....SWITCH TANKS

LOW OIL PRESSURE

Oil Warning Light.....ON
Pressure Indicator.....IN RED LOW SECTOR
Throttle.....REDUCE AS FAR AS POSSIBLE
Oil Temperature.....CHECKED
If Oil Temperature In Red Sector.....
REDUCE THROTTLE

*Prepare for a forced landing and land
as soon as possible*

FORCED LANDINGS

EMERGENCY LANDING WITHOUT ENGINE POWER

Glide Speed.....86 KIAS
Radio.....TRANSMIT MAYDAY
on 121.5 MHz or on the appropriate
frequency giving location and intentions
Mixture.....IDLE CUT-OFF
Fuel Selector.....OFF
Magneto Switch.....OFF
Flaps.....LANDING
Seat/SeatBelts/ShoulderHarnesses.....
ADJUSTED / SECURE
Main Switch.....OFF

PRECAUTIONARY LANDING WITH ENGINE POWER

Flaps.....LANDING
Approach Speed.....65 / 70 KIAS
Radio.....ADVISE ATC OF INTENTIONS
Seat/SeatBelts/ShoulderHarnesses.....
ADJUSTED / SECURE
Field.....FLY OVER SELECTED FIELD
Main Switch.....OFF
Touch-Down...FLARE OUT AND KEEP NOSE HIGH
Mixture.....IDLE CUT-OFF
Magneto Switch.....OFF
Brakes.....AS REQUIRED

DITCHING

(See Manual)

TAMPICO -- EMERGENCY PROCEDURES (page 2)

For use with Parks College aircraft only

FIRES

ENGINE FIRE DURING START

Mixture.....IDLE CUT-OFF
Starter.....GO ON STARTING
(continue cranking)
Throttle.....FULL THROTTLE
Fuel Selector.....OFF

If fire continues:

Main Switch.....OFF
Magneto Switch.....OFF

*Evacuate passengers and extinguish fire
using all available means.*

ENGINE FIRE IN FLIGHT

Visual Detection.....SMOKE / FLAMES
Fuel Selector.....OFF
Mixture.....IDLE CUT-OFF
Fuel Pump.....OFF
Throttle.....FULL THROTTLE
Cabin Air Cooling & Demisting..... FIRE CUT-OFF

After engine has stopped:

Magneto Switch.....OFF
Alternator Switch.....OFF
Main Switch.....OFF
Forced Landing.....EXECUTE

(as described in "Emergency Landing
Without
Engine Power")

WARNING

**NO ATTEMPT SHOULD BE MADE TO
RESTART THE ENGINE AFTER A FIRE**

ELECTRICAL FIRE IN FLIGHT

*If fire is in Engine Compartment:

Main Switch.....OFF
Cabin Air Cooling & Demisting....FIRE CUT-OFF

LAND AS SOON AS POSSIBLE

*If fire is in Cabin:

Main Switch.....OFF
Alternator Switch.....OFF
All Electrical Switches (except magnetos).....OFF
Cabin Air Cooling & Demisting ...FIRE CUT-OFF

**If fire appears to be out and electrical
power is necessary to continue flight:**

Main Switch.....ON
Circuit Breakers.....CHECK FOR FAULTY CIRCUIT
(DO NOT RESET CIRCUIT BREAKER)
Radio/Electrical Switches....ON, ONE AT A TIME
Cabin Air Cooling.....OPEN WHEN FIRE IS OUT

LAND AS SOON AS POSSIBLE

CABIN FIRE

Main Switch.....OFF
Cabin Air Cooling & Demisting...FIRE CUT-OFF

LAND AS SOON AS POSSIBLE

WING FIRE

Navigation and Strobe Lights.....OFF
Taxi and Landing Lights.....OFF
Pitot Heat Switch.....OFF

LAND AS SOON AS POSSIBLE

ICING

**FLIGHT INTO KNOWN ICING
CONDITIONS IS PROHIBITED**

Carburetor Heating.....ON

Mixture.....ADJUST
to reduce vibration, if needed
Pitot Heating.....ON
Cabin Temperature.....FULL HOT
Demisting.....OPEN
Engine.....INCREASE POWER
and periodically change RPM to
minimize ice buildup on
propeller
Course.....TURN BACK
or change altitude to obtain
outside air conditions that are less
likely to cause icing.

When no longer in icing conditions:

Carburetor Heating.....OFF

*If icing continues, land at nearest airport. With
rapid ice build-up, select a suitable "off-airport"
landing site.*

Note: *With an ice accumulation on or near the
wing leading edges, a higher stalling speed may
be expected. Plan all maneuvers accordingly.*

SPINS

Intentional Spins are Prohibited

Review POH Section 3 for Spin Recovery
Procedure

OTHER EMERGENCIES

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Landing without Flaps.....3.15
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