TECHNICAL MANUAL

Operator's and Crewmember's Checklist

ARMY MODEL
U-21G
AIRCRAFT

Pilot's Checklist

This manual supersedes TM 55-1510-215-CL, 4 April 1977, including all changes.

HEADQUARTERS
DEPARTMENT OF THE ARMY

29 DECEMBER 1982

By Order of the Secretary of the Army:

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Chief of Staff

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CHANGE
NO. 7

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Operator's and Crewmember's Checklist

ARMY MODEL
U-21G
AIRCRAFT

Pilot's Checklist

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Operator's and Crewmember's Checklist

ARMY MODEL
U-21G
AIRCRAFT

Pilot's Checklist

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N-13 and N-14	N-13 and N-14
P-2C through P-2E/P-2F	P-2C through P-2E/P-2F

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Operator's and Crewmember's Checklist

ARMY MODEL
U-21G
AIRCRAFT

Pilot's Checklist

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Remove pages	Insert pages
N-17 through N-20	N-17 through N-20
E-5 through E-8	E-5 through E-8
E-11 and E-12	E-11 and E-12
E-15 through E-20	E-15 through E-20

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CHANGE
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Operator's and Crewmember's Checklist

ARMY MODEL U-21G AIRCRAFT

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Remove pages	Insert pages
i and ii	i and ii
N-1 and N-2	N-1 and N-2
N-5 through N-12	N-5 through N-12
N-15 through N-18	N-15 through N-18
E-1 through E-12	E-1 through E-12
E-15 and E-16	E-15 and E-16
P-3 through P-8	P-3 through P-8

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CHANGE
NO. 3

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Operator's and Crewmember's Checklist

ARMY MODEL U-21G AIRCRAFT

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N-5 through N-8	N-5 through N-8
P-1 and P-2	P-1 and P-2

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NO. 2

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Operator's and Crewmember's Checklist

ARMY MODEL U-21G AIRCRAFT

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Remove pages	Insert pages
i and ii*	i and ii*
N-1 and N-2	N-1 and N-2
N-3 through N-8*	N-3 through N-8*
N-9 through N-22	N-9 through N-22
E-1 and E-2	E-1 and E-2
E-3 through E-6*	E-3 through E-6*
E-7 and E-8	E-7 and E-8
E-9 through E-21/ E-22	E-9 through E-21/ E-22
P-1 and P-2	P-1 and P-2
- - -	P-2A through P-2E/ P-2F
- - -	P-3 through P-9/ P-10*
P-2 through P-9/ P-10*	

2. Pages listed above which are preceded by an asterisk (*) are being provided to replace unlaminated pages from previous change.

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TM 55-1510-215-CL
C1

CHANGE
NO. 1

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D.C., 30 October 1984

Operator's and Crewmember's Checklist

ARMY MODEL U-21G AIRCRAFT

TM 55-1510-215-CL, 29 December 1982, is changed as follows:

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E-7 and E-8	E-7 and E-8

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ROBERT M. JOYCE
Major General, United States Army
The Adjutant General

DISTRIBUTION:
To be distributed in accordance with DA Form 12-31, CL requirements for U-21G/RU-21E and H Fixed Wing Aircraft.

GENERAL INFORMATION AND SCOPE

SCOPE. This checklist contains the operator's and crewmember's checks to be accomplished during normal and emergency operations.

GENERAL INFORMATION. The checklist consists of three parts: normal procedures, emergency procedures, and performance data. Normal procedures consist of the procedures required for normal flight and those required for 'Before Landing'. The normal procedures portion will be subdivided to include the before landing checks of Chapter 8 of the Operator's Manual. Emergency procedures are subdivided into 8 classifications as follows: Engine, Propeller, Fire, Fuel, Electrical, Landing, Ditching and Bailout. Performance data consists of performance checks.

NOTE

This checklist does not replace the amplified version of the procedures in the operator's manual (TM 55-1510-215-10), but is a condensed version of each procedure.

NORMAL PROCEDURES PAGES. The contents of the normal procedures of this manual are a condensation of the amplified checklist appearing in the normal procedures or crew duties portion of the applicable operator's manual.

EMERGENCY PROCEDURES PAGES. The requirements in this section of the condensed checklist (CL) are identical to those for the normal procedures, except that the information is drawn from the amplified checks in the emergency procedures portion of the operator's manual. The emergency requirements are subdivided into the 8 classifications listed above. Immediate action items are underlined for your reference and shall be committed to memory.

Symbols Preceding Numbered Steps.

* - Indicates performance of steps is mandatory for all "Thru Flights".

N - Means performance of step is mandatory for "Night Flights".

★ - Indicates a detailed procedure for this step is included in the Performance Checks section, located at the back of the checklist.

| - Indicates mandatory check for "Instrument Flights".

O - Indicates if installed.

③ - Indicates Copilot's Duties

Immediate action emergency items are underlined.

REPORTING ERRORS AND RECOMMENDING IMPROVEMENTS

You can help improve this manual. If you find any mistakes or if you know of a way to improve the procedure, please let us know. Mail your letter, DA Form 2028 (Recommended Changes to Publications and Blank Forms), or DA form 2028-2 located in the back of the applicable Aircraft Operator's Manual direct to Commander, U.S. Army Aviation and Troop Command, ATTN; AMSAT-I-MTS, 4300 Goodfellow Blvd., St. Louis, MO 63120-1798. A reply will be furnished to you.

BEFORE EXTERIOR CHECK

*	1.	Publications - Check.
	2.	Oxygen cylinder pressure valves - As required.
*	3.	Oxygen system pressure - Check.
*	4.	Keylock switch - OFF.
	5.	Fuel firewall valves - OPEN and safetied.
*	6.	Flight controls - Unlocked.
*	7.	Parking brake - Set.
	8.	Trim tabs - Zero.
*	9.	Avionics master switch - OFF.
*	10.	Gear handle - DN.
	11.	Battery - ON (stabilized, 22 volts minimum).
	12.	Strobe beacons - Check illumination.
	13.	Lighting systems - Check as required.
*★	14.	Pitot, stall warning, fuel vent and battery vent heat system - Check.
	15.	Battery - OFF.
	16.	Safety belts, shoulder harnesses, inertia reels - Check condition and operation.
	17.	Fire extinguishers (2) - Check as required.
	18.	Fire axe - Secured.
	19.	First aid kits (5) - Check.

EXTERIOR CHECK

FUEL SAMPLE

* 1. Fuel sample - Check.

LEFT WING

1. Skin condition - Check.
2. Controls, flaps and trim tab - Check.
3. Static wicks - Check.
4. Wing tip and navigation light - Check.
5. Landing light - Check.
6. Tiedown - Released.
7. Fuel vent - Check.

* 8. Wing tank fuel and cap - Check.

9. Deicer boot - Check.
10. Wing ice light - Check.
11. Fuel vents (2) - Check.
12. Inverter air intake screen and exhaust port - Check.

LEFT MAIN LANDING GEAR

* 1. Tire - Check.

2. Brake assembly - Check.

* 3. Shock strut - Check.

4. Torque knee - Check.

5. Safety switch - Check.

6. Wheel well general condition - Check.

* 7. Doors and linkage - Check.

8. Air bypass and oil cooler (rear) - Check.

*(O) 9. Firewall fuel filter drain (at inertial separator duct) - Turn/ release.

LEFT ENGINE AND PROPELLER

1. Accessory section exhaust vent - Check.

2. Starter-generator air intake - Check.

3. Left cowl locks - Locked.

4. Left exhaust stub - Check.

* 5. Propeller blades and spinner - Check.

* 6. Nacelle air intake - Check.

7. Nacelle lip ice boot - Check.

* 8. Oil cooler air intake - Check.

9. Right cowl locks - Locked.

10. Right exhaust stub - Check.

* 11. Engine compartment - Check.

* 12. Nacelle tank fuel and cap - Check.

*(O) 13. Fuel filter drain ring - Pull/release.

* 14. Engine compartment access door - Locked. Visually check locking hooks.

FUSELAGE UNDERSIDE

1. General condition - Check.
2. Antennas - Check.
3. Strobe beacon - Check.

LEFT NOSE AVIONICS COMPARTMENT

(O) 1. Voice security computer - Installed/keyed.

(O) 2. Transponder computer - Installed/keyed.

(O) 3. Transponder - Set M-2 code.

4. Left nose avionics compartment access door - Secured.

NOSE SECTION

1. Wheel well general condition - Check.
2. Doors and linkage - Check.
3. Nose gear turning stop - Check condition.

* 4. Tire - Check.

5. Torque knee - Check.

* 6. Shock strut - Check.

7. Shimmy damper and attaching linkage - Check.
8. Taxi light - Check.
9. Radome - Check.
10. Windshield and wipers - Check.

11. Ram air intake - Check.
12. Ram air intake lip ice boot - Check.
13. Right nose avionics compartment access door - Secured.
14. Battery compartment access panel - Secured.

RIGHT ENGINE AND PROPELLER

1. Accessory section exhaust vent - Check.
2. Starter-generator air intake - Check.
3. Left cowl locks - Locked.
4. Left exhaust stub - Check.

* 5. Propeller blades and spinner - Check.

* 6. Nacelle air intake - Check.

7. Nacelle lip ice boot - Check.

* 8. Oil cooler air intake - Check.

9. Right cowl locks - Locked.
10. Right exhaust stub - Check.
11. Engine compartment - Check.

* 12. Nacelle tank fuel and cap - Check.

* 13. Fuel filter drain ring - Pull/release.

* 14. Engine compartment access door - Locked.

RIGHT MAIN LANDING GEAR

1. Tire - Check.
2. Brake assembly - Check.
3. Shock strut - Check.
4. Torque knee - Check.
5. Safety switch - Check.
6. Wheel well general condition - Check.
7. Doors and linkage - Check.
8. Air bypass and oil cooler (rear) - Check free of obstructions and oil leaks.
9. Firewall fuel filter drain (at inertial separator duct) -Turn release. Check for fuel drainage.

RIGHT WING

1. Inverter air intake screen and exhaust port - Check.
2. Fuel vents (2) - Check.
3. Heated battery vent - Check.
4. Wing ice light - Check.
5. Deicer boot - Check.

* 6. Wing tank fuel and cap - Check.

* 7. Tiedown - Released.

8. Fuel vent - Check.
9. Landing light - Check.
10. Wing tip and navigation light - Check.

11. Static wicks - Check.
12. Controls, flaps, and trim tabs - Check.
13. Skin condition - Check.

FUSELAGE RIGHT SIDE

1. Skin condition - Check.
2. Cabin air exhaust vents - Check.

* 3. Antennas - Check.

4. Static port - Check.

* 5. Tiedown - Released.

*(O) 6. Tail stand - Removed.

EMPENNAGE

1. Right horizontal stabilizer deicer boot - Check.
2. Right horizontal stabilizer - Check.
3. Static wicks - Check.
4. Right elevator and trim tab - Check.
5. Navigation and beacon lights - Check.
6. Rudder and trim tab - Check.
7. Vertical stabilizer - Check.
8. Left elevator and trim tab - Check.
9. Static wicks - Check.
10. Left horizontal stabilizer - Check.

11. Left horizontal stabilizer deicer boot - Check.

12. Vertical stabilizer deicer boot - Check.

FUSELAGE LEFT SIDE

1. Static port - Check.

2. Cabin air exhaust vent - Check.

3. Skin condition - Check.

4. Main entrance and cargo doors - Check.

5. Chocks - Removed.

INTERIOR CHECK

1. Ladder - Stowed.

* 2. Cargo/loose equipment - Secured.

* 3. Cargo door - LOCK.

* 4. Main entrance door - LOCK.

5. Cabin emergency exit hatch - Secured.

*★ 6. Crew/passenger briefing - As required.

BEFORE STARTING ENGINES

* 1. Seats, pedals, belts, harnesses - Adjust.

2. Cockpit emergency entrance/exit hatch - Secured.

3. Overhead control panel switches - Set.

4. Magnetic compass - Check.

5. Free air temperature gage - Note current reading.

6. Fire detection test switch - OFF.

* 7. Power levers - IDLE.

* 8. Propeller levers - HIGH RPM.

* 9. Condition levers - FUEL CUTOFF.

10. Flaps - UP.

11. Landing gear emergency clutch disengage lever - Stowed.

12. Landing gear emergency extension handle - Stowed.

13. Fuel system circuit breakers - Check in.

14. Auxiliary fuel pumps - OFF.

15. Transfer pumps - OFF.

16. Crossfeed - CLOSED.

17. (Deleted)

18. Engine instruments - Check.

19. (Deleted)

	20.	Emergency static air source - NORMAL.
	21.	Copilot's circuit breaker panel -- Check circuit breakers in.
	22.	Right subpanel circuit breakers - Check in.
	23.	Heater - OFF.
	24.	Gear handle - DN.
	25.	Windshield anti-ice switches - OFF.
	26.	Inlet air separator - OFF.
	27.	Left subpanel light switches (4) - OFF.
	28.	Deice cycle switch - Centered (off).
	29.	Autofeather switch - OFF.
	30.	Heat switches (9) - OFF.
	31.	Landing lights - OFF.
	32.	Engine ice vanes - As required.
	33.	Ignition/start switches (2) - OFF.
	34.	Engine autoigniton - OFF.
	35.	Inverters - OFF.
*	36.	DC GPU - Connect as required.
*	37.	Battery - ON.
*	38.	Voltage - Check (28 VDC maximum).
*	39.	Annunciator panel - Test.
*(N)	40.	Navigation lights - ON.

*	41.	Landing gear handle lights (2) - Test.
	42.	Landing gear down indicator lights (3) - Illuminated.
*	43.	Keylock switch - on.
*	44.	Fire detector system - Test.
	45.	Master warning button - Press.
*	46.	Generators - OFF.
*★	47.	Auxiliary fuel pumps and crossfeed - Check.

STARTING ENGINES (BATTERY/GPU)

START PROCEDURE

1. Strobe beacon switches (2) - As required.

(N) 2. Navigation lights - ON.

3. Propeller - Clear.

4. Ignition/start - On (check IGN ON light illuminated)

5. Condition lever - LO IDLE (after N1 stabilizes at or above 13% for 5 seconds).

6. ITT - Monitor (1090° C for two seconds maximum for engine being started. 750° C maximum for operating engine).

7. Ignition/start switch - OFF after ITT has stabilized. IGN ON light extinguished.

8. Condition lever - HIGH IDLE.

9. Generator (for battery start) - Reset, then ON. GEN OUT light extinguished.

10. Aircraft inverter - Check INV 2 light extinguished.

11. Deleted.

12. Oil pressure - Check (40 psi minimum).

13. Aircraft inverter - OFF.

14. GPU - Disconnect.

15. Generator - Reset then ON. Check GEN OUT light extinguished.

16. Loadmeter - Monitor (0.5 maximum).

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17. Second engine - Start (4) through (8) above.

18. Generator - ON. Check GEN OUT light extinguished.

19. Aircraft inverter - 1. Check INV 1 light extinguished (repeat steps 12 and 13).

20. Condition levers - LO IDLE.

21. Fuel control heat switches - ON (LEFT and RIGHT).

ABORT START

1. Condition lever - FUEL CUTOFF.

2. Ignition/start switch - STARTER ONLY

3. ITT - Monitor for drop in temperature.

4. Ignition/start switch - OFF.

ENGINE CLEARING

1. Condition lever - FUEL CUTOFF.

2. Ignition/start switch - OFF (allow 30 seconds delay).

3. Ignition/start switch - STARTER ONLY (for 30 to 40 seconds).

4. Ignition/start switch - OFF.

***BEFORE TAXIING**

	1.	Avionics master switch - ON.
	2.	Radios - ON./Set as required.
★(l)	3.	Windshield anti-ice operation - Check.
★	4.	Autopilot/electric trim system - Check.
★	4A.	Ground Proximity Altitude Advisory System - Check.
★	5.	Oxygen system - Check.
	6.	Radios - Check.
	7.	Taxi clearance - Check.
	8.	Clock - Set.
	9.	Altimeters - Set.
	10.	Parking brake - Release.

***TAXIING**

	1.	Brakes - Check.
	2.	Flight instruments - Check.

ENGINE RUNUP

*	1.	Nose wheel - Center.
*	2.	Parking brake - Set.
*	3.	Power levers - IDLE.
*	4.	Condition levers - LO IDLE.
*★	5.	Fuel transfer pumps - Check.
	6.	Flaps - Check.
★	7.	Propeller manual feather - Check.
*★	8.	Engine autoignition system - Check.
★	9.	Propeller autofeather system - Check.
★	10.	Overspeed governor - Check.
	11.	Engine ice vanes (left and right) - Pull to EXT.
★	12.	Primary governor - Check.
★	13.	Secondary idle stop - Check.
	14.	Instrument suction - Check.
	15.	Pneumatic pressure - Check.
	16.	Volt-loadmeters - Check.
(I)	17.	Propeller deice system - Check.
(I)	18.	Surface deice systems - Check.
★	19.	Inlet air separator system - Check.
	20.	Condition levers - LO IDLE
	21.	Deleted.

***BEFORE TAKEOFF**

1. Fuel panel - Check.
2. Auxiliary fuel pumps - ON.
3. Annunciator panel - Check.
4. Engine and flight instruments - Check.
5. Propeller levers - Check HIGH RPM.
6. Friction locks - Set.
7. Flaps - UP.
8. Autopilot/yaw damp - Disengaged.
9. Fight director - As required.
10. Trim - Set.
11. Engine ice vanes - Retracted.
12. Fuel control heat - Check ON.
13. Autofeather switch - Check ARM.

(I) 14. Navigation radios - Set.

15. Fight controls - Check.
16. Windows and doors - Secure.
17. Mirror - Retracted.

(I) 18. Anti-icing/deicing/pitot heat - As required.

***LINE UP**

1. Transponder - As required.
2. Gyro heading - Check.
3. Power - Stabilized (70-80% N_1).
4. Autoignition - As required.
5. Landing/taxi lights - As required.

AFTER TAKEOFF

1. Gear - UP.
2. Flaps - UP.
3. Climb power - Set.
4. Auxiliary fuel pumps - OFF.
5. Autofeather system - OFF.
6. Flight director/yaw damp - As required.
7. Wings and nacelles - Check.
8. Landing/taxi lights - As required.

DURING CRUISE

1. Power - Set.
2. Wings and nacelles - Check.
3. (Deleted)

DESCENT - MAX RATE (CLEAN)

1. Power - IDLE.
2. Propellers - HIGH RPM.
3. Gear- UP.
4. Flaps - UP.
5. Airspeed - 208 KCAS (208 KIAS) (maximum).

DESCENT - MAX ANGLE (LANDING CONFIGURATION)

1. Power - IDLE.
2. Propellers - HIGH RPM.
3. Flaps - APPROACH below 174 KCAS (173 KIAS).
4. Gear - DN below 156 KCAS (154 KIAS).
5. Flaps - DOWN (127 KIAS).
6. Airspeed - 118 KCAS (127 KIAS).

DESCENT-ARRIVAL CHECK

1. Seat belts and shoulder harnesses - Secure.
2. Fuel panel - Check.
3. Parking brake handle - In.
4. Inlet air separator - As required.
5. Engine ice vanes - As required.

BEFORE LANDING

1. Auxiliary fuel pumps - ON.
2. Autofeather - ARM.
3. Flaps - APPROACH below 174 KCAS (173 KIAS).
4. Gear - DN below 156 KCAS (154 KIAS). Check lights.
5. Autopilot/yaw damp - Disengage.
6. Landing lights - As required.

LANDING

1. Gear - Recheck DOWN.
2. Propellers - As required.

TOUCH AND GO LANDING

1. Flaps - As required.
2. Trim - Set.
3. Power - Max allowable.

GO-AROUND

1. Power - As required.
2. Gear - UP.
3. Flaps - UP.
4. Landing lights - OFF.

5. Climb power - Set.

6. Yaw damp - As required.

AFTER LANDING (CLEAR OF THE RUNWAY)

1. Landing/taxi lights - As required.

2. Propellers - HIGH RPM.

3. Flaps - UP.

4. Auxiliary fuel pumps - OFF.

5. Autoignition - OFF.

6. Anti-icing/deicing - OFF.

7. Inlet air separator - OFF.

8. Engine ice vanes - As required.

9. Radar/transponder - Standby.

(O) 10. Voice security - Zeroize.

ENGINE SHUTDOWN

1. Parking brake - Set.
2. Landing/taxi lights - OFF.
3. Heater - OFF.
4. Vent blower - OFF.
5. Avionics master switch - OFF.
6. Autofeather switches - OFF.
7. Heat switches (9) - OFF.
8. Inverters - OFF.
9. Propellers - FEATHER.
10. Condition levers - FUEL CUTOFF.
11. Transfer pumps - OFF.
12. Crossfeed - CLOSED.
13. Beacon/lighting systems - OFF.
14. Master switch - Down.
15. Oxygen regulator control levers - NORMAL, 100%, OFF.
16. Keylock switch - OFF.

BEFORE LEAVING AIRCRAFT

1. Wheels - Chocked.
2. Parking brake - As required.
3. Flight controls - Locked.

(O) 4. Voice security computer - Removed.

(O) 5. Transponder computer - Removed.

(O) 6. Transponder - Check zeroized.

7. Windows and doors - Closed.
8. Walk around inspection - Completed.
9. DA Form 2408-12 and -13 - Completed.
10. Aircraft - Secure.

NOTE

The urgency of certain emergencies requires immediate and instinctive action by the pilot. The most important single consideration is aircraft control. All procedures are subordinate to this requirement.

ENGINE MALFUNCTION

ENGINE MALFUNCTION DURING TAKEOFF RUN (ABORT)

1. POWER levers - IDLE.
2. Braking - As required.
3. CONDITION levers - FUEL CUTOFF.
4. Firewall Shutoff valves - CLOSED.
5. MASTER SWITCH - Down.

ENGINE MALFUNCTION AFTER LIFTOFF (ABORT)

1. POWER levers - REDUCE.
2. Gear - DOWN.
3. Complete normal landing.

ENGINE MALFUNCTION AFTER TAKEOFF

1. Power - Maximum allowable.
2. Gear - UP.
3. Flaps - UP.
4. Engine Clean up - Perform.

ENGINE MALFUNCTION DURING FLIGHT

1. Autopilot/yaw damp - Disengage.
2. Power - As required.
3. Dead engine - Identify.
4. Power lever (dead engine) - IDLE.
5. Propeller (dead engine) - FEATHER.
6. Condition lever (dead engine) - FUEL CUTOFF.
7. Gear- UP.
8. Flaps- UP.
9. Power - Set.
10. Engine clean up - Perform.

ENGINE CLEANUP

1. Auxiliary fuel pump (dead engine) - OFF.
2. Crossfeed - CLOSED (if no restart is to be attempted).
3. Fuel firewall valve (dead engine) - CLOSED (if no restart is to be attempted).
4. Generator (dead engine) - OFF.
5. Electrical load - Monitor.
6. Autoignition (dead engine) - OFF.
7. Fuel control heat (dead engine) - OFF. (if no restart is to be attempted).

ENGINE MALFUNCTION DURING FINAL APPROACH

1. Power - As required.
2. Gear - DN.

ENGINE RESTART DURING FLIGHT (USING STARTER)

1. Electrical load - Reduce to minimum.
2. Firewall shutoff valve - OPEN.
3. Power lever (dead engine) - IDLE.
4. Propeller (dead engine) - FEATHER.
5. Condition lever (dead engine) - FUEL CUT-OFF.
6. Auxiliary fuel pumps (2) - ON.
7. Crossfeed - OPEN.
8. Fuel control heat - ON.
9. Ignition/start switch - On (monitor IGN ON light illuminated, N_1 for 13% and stabilized for approximately 5 seconds).
10. ITT (live engine) - Monitor (750°C maximum).
11. Condition lever - LO IDLE.
12. ITT and N_1 - Monitor (1090°C maximum).
13. Ignition/start switch - OFF, (when N_1 is above 50%, or start attempt is discontinued).
14. Engine clean up - Perform (if restart is unsuccessful).
15. Oil pressure - Check.
16. Generator - RESET, then On.
17. Propeller - Synchronize.

18. Power - As required.

19. Electrical equipment - As required.

20. Auxiliary fuel pumps (2) - As required.

21. Crossfeed - As required.

ENGINE RESTART DURING FLIGHT (NO STARTER ASSIST, ENGINE AND PROPELLER WINDMILLING)

1. Electrical load - Reduce to minimum.
2. Firewall shutoff valve - OPEN.
3. Power lever (dead engine) - IDLE.
4. Propeller (dead engine) - HIGH RPM.
5. Condition lever (dead engine) - FUEL CUT-OFF.
6. Auxiliary fuel pumps (2) - ON.
7. Crossfeed - OPEN.
8. Generator (dead engine) - OFF.
9. Fuel control heat - ON.
10. Airspeed - 142 KCAS (140 KIAS) (minimum).
11. Altitude - Below 20,000 feet.
12. Autoignition - ARM.
13. Condition lever - LO IDLE.
14. ITT and N_1 - Monitor (1090^{o} C maximum).
15. Engine clean up - Perform (if restart is unsuccessful).
16. Oil pressure - Check (40 PSI minimum).
17. Generator - RESET, then ON (when N_1 is above 50%).
18. Propeller - Synchronize.
19. Power - As required.

20. Autoignition - As required.

21. Electrical equipment - As required.

22. Auxiliary fuel pumps (2) - As required.

23. Crossfeed - As required.

SINGLE-ENGINE DESCENT ARRIVAL CHECK

1. Seat belts and shoulder harnesses - Secure (passengers checked).

2. Fuel panel - Check.

3. Parking brake handle - In.

4. Inlet air separator - As required.

5. Engine ice vanes - As required.

SINGLE-ENGINE BEFORE LANDING CHECK

1. Auxiliary fuel pump (live engine) - ON.

2. Flaps - APPROACH below 174 KCAS (173 KIAS)

3. Gear - DN below 156 KCAS (154 KIAS). Check lights.

4. Landing lights - ON.

SINGLE-ENGINE LANDING CHECK

1. Gear - Recheck DN (check lights).

2. Propeller (live engine) - HIGH RPM.

SINGLE-ENGINE GO-AROUND

1. Power - Maximum allowable.
2. Gear - UP.
3. Flaps - UP.
4. Power - As required.
5. Landing/Taxi lights - OFF.

CHIP DETECTOR WARNING LIGHT ON

1. Engine instruments - Monitor.
2. Land as soon as practical.

PROPELLER

PROPELLER FAILURE

1. Power (failed propeller) - IDLE.
2. Propeller (failed propeller) - FEATHER.
3. Condition lever - As required.
4. Engine clean up - As required.

PRIMARY PITCH LIGHT ON

1. Propeller RPM and engine torque - Monitor.
2. The action to be taken depends on torque and propeller speed:
   (1) If propeller RPM increases and engine torque decreases - Secure engine as soon as practical.
   (2) If propeller RPM decreases and engine torque increases - Pull PROP GOV IDLE STOP circuit breaker immediately.
   (3) If propeller RPM and torque remain stable, reset the PROP GOV IDLE STOP circuit breaker.

FIRE

ENGINE/NACELLE FIRE DURING START OR GROUND OPERATION

1. Firewall shutoff valves - CLOSED.
2. Master switch - Down.
3. Propellers - FEATHER.

ENGINE FIRE DURING FLIGHT

1. Firewall shutoff valve - CLOSED.
2. Power - IDLE.
3. Propeller - FEATHER.
4. Condition lever - FUEL CUTOFF.
5. Auxiliary fuel pump - OFF.
6. Transfer pump - OFF.
7. Crossfeed - CLOSED.

FUSELAGE FIRE

1. Fight the fire.
2. Land immediately if fire continues.

ELECTRICAL FIRE

(O) 1. Crew oxygen masks - As required.

(O) 2. Passenger oxygen masks - As required.

3. Master switch - Down.
4. All electrical switches - OFF.
5. Battery - ON.
6. Generators - RESET, then ON.
7. Essential equipment - ON (individually until fire source is isolated).

SMOKE AND FUME ELIMINATION

(O) 1. Crew oxygen masks - ON.

(O) 2. Passenger masks - On. The copilot should confirm that all passengers are receiving supplemental oxygen.

3. Cockpit vent/storm windows - Open as required.

FUEL SYSTEM

BOOST PUMP FAILURE

1. Auxiliary fuel pump (affected engine) - ON.
2. Fuel fail light - Check extinguished.

FUEL FILLER CAP SYPHONING

1. Airspeed - 123 KCAS (120 KIAS).
2. Land as soon as practicable.

WING/NACELLE FUEL LEAKS

Deleted.

FUEL SYSTEM CROSSFEED

SINGLE-ENGINE OPERATION

1. Fuel firewall valve (dead engine) - CLOSED.
2. Auxiliary fuel pump (dead engine) - ON.
3. Crossfeed - OPEN.
4. Fuel crossfeed light - Check illuminated.
5. Transfer pump (dead engine) - ON.
6. Auxiliary fuel pump (live engine) - Check OFF (side receiving crossfeed).
7. Crossfeed and fuel quantity - Monitor.

ELECTRICAL SYSTEM

GROUND FAULT - GENERATOR FEEDER CABLE (ONE GEN OUT LIGHT ILLUMINATED, WITH FLASHING MASTER WARNING LIGHT)

1. Generator - Reset then ON.
2. Generator (GEN OUT light remains illuminate) - OFF.
3. Electrical equipment - OFF, as required to reduce generator load to 1.0 or less.

BUS OVERLOAD - GENERATOR BUSES (ONE GEN OUT LIGHT ILLUMINATED, GND FAULT CIRCUIT BREAKER TRIPPED, FLASHING MASTER WARNING LIGHTS)

1. Ground fault circuit breaker - Reset (one time).
2. Affected generator - RESET, then ON.

BOTH GEN OUT LIGHTS ILLUMINATED

1. Generators - RESET, then ON.
2. Generators (GEN OUT lights remain illuminated) - OFF.
3. All nonessential electrical equipment - OFF.
4. Land as soon as practicable.

INVERTER OUT LIGHT ILLUMINATED

1. Inverter - Select other inverter.
2. Inverter control circuit breakers - Reset.
3. Inverter lights remain illuminated - Return to original inverter.
4. Inverter lights still remain illuminated - Inverter OFF.
5. TACAN - OFF.
6. Land as soon as practicable.

BATTERY MONITOR LIGHT ILLUMINATED

1. Battery switch - OFF.
2. Loadmeter - Check.
3. Battery condition good - Battery switch ON.
4. Battery condition unsatisfactory - Battery ON for flap and landing gear extension only.
5. Battery - OFF.

FLIGHT CONTROLS MALFUNCTION

(Unscheduled Electric Elevator Trim)

1. AP DISC/INTER switch - Depress and hold.
2. ELEV TRIM circuit breaker - Pulled.

DOOR OPEN LIGHT ILLUMINATED

1. Do not attempt to close door.
2. Land as soon as practicable.

SPLIT FLAP CONDITION

1. Aileron/rudder - As required.
2. Power - Asymmetric power as required to maintain aircraft control.
3. Flaps - Extend/retract to symmetric configuration, if possible.

EMERGENCY DESCENT

1. Power-IDLE.
2. Propellers - HIGH RPM.
3. Gear - DN.
4. Flaps - Approach.
5. Airspeed - 156 KCAS (154 KIAS) (maximum).

LANDING EMERGENCIES

LANDING GEAR SYSTEM FAILURE

1. Gear control circuit breaker - Check.
2. Gear indicator circuit breaker - Check.
3. Gear power circuit breaker - Check.
4. Gear indicators - Check.
5. Gear handle - UP, then DN.
6. Gear position - Check (use air-to-air or air-to-ground fly-by method for visual landing gear position verification).

LANDING GEAR EMERGENCY EXTENSION

1. Airspeed - Below 156 KCAS (154 KIAS).
2. Gear power circuit breaker - Out (pulled).
3. Gear handle - DN.
4. Gear emergency clutch disengage lever - Pull up and turn clockwise.
5. Gear emergency extension handle - Pump the handle up and down until the three GEAR DOWN green lights illuminate. In the event of complete electrical failure, pump until resistance is felt.

GEAR-UP LANDING

1. Crew/passenger emergency briefing - Complete.
2. Loose equipment - Stow.
3. Seat belts and harnesses - Secure.
4. Gear emergency clutch disengage lever - Disengage.
5. Gear emergency extension handle - Stow.
6. Gear control breaker - In.
7. Gear handle - UP.
8. Flaps - As required.
9. Non-essential electrical equipment - OFF.
10. Condition levers - FUEL CUTOFF (on ground, when able).
11. Master switch - Down.

LANDING WITH MAIN GEAR DOWN, NOSE GEAR UP OR UNLOCKED

1. Crew/passenger emergency briefing - Complete.
2. Loose equipment - Stow.
3. Seat belts and harnesses - Secured.
4. Non-essential electrical equipment - OFF.
5. Condition levers - FUEL CUTOFF (on ground, when able).
6. Master switch - Down.

LANDING WITH ONE MAIN GEAR UP OR UNLOCKED

1. Crew/passenger emergency briefing - Complete.
2. Loose equipment - Stow.
3. Seat belts and harnesses - Secured.
4. Non-essential electrical equipment - OFF.
5. Condition levers - FUEL CUTOFF (aircraft on ground when able).
6. Master switch - Down.

LANDING WITH FLAT TIRE

1. Land on side of runway favoring good tire.
2. Brake - On good wheel only.
3. Flat nose tire - Use light braking.

DITCHING

DITCHING PROCEDURE WITH POWER

1. Announce intention to ditch and time to impact.
2. Distress message - Transmit.
3. Transponder - Emergency.
4. Life vest - Put on and adjust (do not inflate).
5. Seat belts/harnesses - Secure (passengers in braced position).
6. Gear - UP.
7. Flaps - Down.
8. Airspeed - 97 KCAS (100 KIAS).

DITCHING PROCEDURE WITHOUT POWER

1. Announce intention to ditch and time to impact.
2. Distress message - Transmit
3. Transponder - Emergency.
4. Life vest - Put on and adjust (do not inflate).
5. Seat belts/harnesses - Secure (passengers in braced position).
6. Gear- Up.
7. Flaps - APPROACH.
8. Airspeed - 100 KIAS.

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BAILOUT

1. Radio - Distress procedure (if time permits)
2. Voice security and transponder - ZEROIZE.
3. Airspeed - Reduce.
4. Flaps - DOWN.
5. Trim - As required.
6. Main entrance door - OPEN.
7. Abandon the aircraft.

PERFORMANCE CHECKS

PITOT, STALL WARNING, FUEL VENTS AND BATTERY VENT HEAT SYSTEMS.

1. Pitot heat switch - ON (check cover removed).
2. Stall warning heat switch - ON.
3. Fuel vent heat switches (2) - ON.
4. Pitot tube - Check by feel for heat and free of obstruction.
5. Stall warning vane - Check by feel for heat, condition and operation.
6. Fuel vents (2) - Check by feel for heat and obstructions.
7. Battery vents - Check by feel for heat and obstructions.
8. Pitot heat switch - OFF.
9. Stall warning heat switch - OFF.
10. Fuel vent heat switches (2) - OFF.

AUXILIARY FUEL PUMPS AND CROSSFEED

1. Fuel fail lights - Illuminated.
2. Crossfeed - CLOSED.
3. Auxiliary fuel pump - ON. Check FUEL FAIL light extinguishes.
4. Crossfeed - OPEN. Check that FUEL CROSSFEED light illuminates and the other FUEL FAIL light extinguishes.
5. Auxiliary fuel pump - OFF.

AUTOPILOT SYSTEM CHECK

1. Verify that all autopilot modes are disengaged.

2. Preflight TEST button (autopilot mode control panel) - Press and hold.

3. Autopilot mode annunciator panel displays - Check all illuminated. TRIM display should flash at least four times, but no more than six times.

4. Aural trim alert - Listen for sound.

5. Yaw damp indicator light (autopilot mode control panel) - Check illuminated.

6. ARM and ALERT display (altitude selector panel) - Check displayed.

7. Computer flag (pilot's flight director indicator) - Check in view.

8. Preflight TEST button (autopilot mode control panel) - Release.

9. Manual electric trim system - Check as follows:

   (1) PITCH TRIM switch (pilot's control wheel) - Move the left side of the trim switch to the forward and aft position, while moving the pitch-trim control wheel. The pitch-trim solenoid should engage making it more difficult to move the pitch-trim control wheel, but the electric trim motor should not run. Move the right side of the trim switch to the forward and aft positions. The pitch-trim solenoid should not engage and the electric trim motor should not run.

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(2) Overpower capability - Check by moving the pilot's PITCH TRIM switch to the forward and aft positions while holding the manual pitch-trim control wheel.

(3) TRIM TEST switch (pedestal extension) - Depress and hold while operating the electric trim up and down using the pilot's PITCH TRIM switch (control wheel).

(4) TRIM annunciator display (autopilot annunciator panel) - Check displayed.

(5) Aural trim alert - Listen for sound.

(6) TRIM TEST switch (pedestal extension) - Release.

(7) Autopilot AP DISC/TRIM INTER switch (control wheel) - Depress and hold. Attempt to run the electric trim up and down using the pilot's PITCH TRIM switch (control wheel). The trim system should not run either UP or DOWN.

(8) Repeat steps 1 through 6 - using the copilot's PITCH TRIM switch.

(9) Pilot's and copilot's PITCH TRIM switches - Simultaneously move the pilot's switch forward and the copilot's switch aft. The electric trim should run up.

10. Flight director switch (FD) (autopilot mode control panel) - Press on.

11. Autopilot switch (AP) (autopilot mode control panel) - ON.

12. Control wheel steering switch (CWS) (control wheel) - Depress and hold.

13. Control wheel - Manually move to neutral position.

14. Control wheel steering switch (CWS) - Release.

15. Control wheel - Apply force to all axes. Determine that autopilot can be overpowered.

16. Autopilot AP DISC/TRIM INTER (control wheel) - Depress to disconnect autopilot.

17. Manual trim - Set for takeoff.

18. Autopilot switch (AP) (autopilot mode control panel) - ON.

19. ROLL TEST switch (control pedestal) - Hold to LT position for approximately two seconds. Autopilot should disconnect and the aural alert should sound.

20. Autopilot switch (AP) (autopilot mode control panel) - ON.

21. ROLL TEST switch (control pedestal) - Hold to RT position for approximately two seconds. Autopilot should disconnect and the aural alert should sound.

22. Autopilot switch (AP) (autopilot mode control panel) - ON.

23. PITCH TEST switch (control pedestal) - Hold to UP position for approximately two seconds. Autopilot should disconnect and the aural alert should sound.

24. Autopilot switch (AP) (autopilot mode control panel) - ON.

25. PITCH TEST switch (control pedestal) - Hold to DN position for approximately two seconds. Autopilot should disconnect and the aural alert should sound.

26. Autopilot switch (AP) (autopilot mode control panel) - ON.

27. Vertical trim control (autopilot mode control panel) - Move to insert a pitch-up command.

28. Control wheel - Hold to keep from moving and observe that the trim wheel moves in the nose up direction after a three second delay.

29. Control wheel steering switch (CWS) (control wheel) - Depress momentarily.

30. Vertical trim control (autopilot mode control panel) - Move to insert a pitch-down command.

31. Control wheel - Hold to keep from moving and observe that the trim wheel moves in the nose down direction after a three second delay.

32. Control wheel steering switch (CWS) (control wheel) - Depress and center the control wheel about the roll axis, then release.

33. Heading switch (HDG) (autopilot mode control panel) - Press on.

34. Heading select bug (horizontal situation indicator) - Set bug to command a right turn. The control wheel should rotate clockwise.

35. Heading select bug (horizontal situation indicator) - Set bug to command a left turn. The control wheel should rotate counterclockwise.

36. Autopilot switch (AP) (autopilot mode control panel) - OFF.

37. Flight director switch (FD) (autopilot mode control panel) - Disengage.

38. PITCH TRIM switch (control wheel) - Move aft until a full nose-up trim position has been attained, then move switch forward and simultaneously begin timing. When the full nose-down trim position has been attained release switch and note time. The time required for trim system to run from full nose up to full nose down should be 45 ± 9 seconds.

39. If the autopilot fails the preflight test, the AUTOPILOT circuit breaker must be pulled. However, manual electric trim may still be used. If the electric trim system fails the preflight test the ELEC TRIM circuit breaker must be pulled and neither the electric trim nor the autopilot may be used.

GROUND PROXIMITY ALTITUDE ADVISORY SYSTEM

1. GPAAS voice advisory VOL control - Full clockwise.

2. VOICE OFF switch-indicator - Extinguished.

3. Audio control panel - Set listening audio level.

4. VA FAIL annunciator light - Extinguished.

5. Radio altimeter DH SET control - Set 200 feet.

6. Radio altimeter TEST switch - Press and hold. "Minimum, minimum" will be announced once followed by the illumination of the VA FAIL light.

7. Radio altimeter TEST switch - Release.

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OXYGEN SYSTEM

1. Cockpit oxygen supply valve (left cockpit sidewall) - As required.

2. Cabin oxygen supply valve (left cockpit sidewall) - As required.

3. Oxygen supply pressure gage (left cockpit sidewall) - Check.

4. Oxygen supply pressure gage (regulator control panel) - 300 to 400 PSI.

5. Supply control lever (green) - ON.

6. Diluter control lever (white) - 100% OXYGEN.

7. Emergency pressure control lever (red) - NORMAL.

8. Oxygen mask hose - Connect to mask hose connection.

9. Emergency pressure control lever (red) - Set to TEST MASK position while holding mask directly away from your face, then return lever to NORMAL.

10. Oxygen mask - Put on and adjust to face.

11. Emergency pressure control lever (red) - Set to TEST MASK position and check mask for leaks, then return lever to NORMAL.

12. Flow indicator - Check (during inhalation blinker appears, during exhalation blinker disappears). Repeat a minimum of 3 times.

FUEL TRANSFER PUMPS

1. Transfer test switch - Hold to "R".
2. Right transfer pump switch (while watching annunciator panel) - ON.
3. Monitor R FUEL XFR light - Check for momentary flash.
4. Repeat check procedure for left transfer pump system.

ENGINE AUTOIGNITION

1. Power levers - Advance to above 450 ft-lb torque.
2. Autoignition - ARM (check green IGNITION ARM lights illuminated).
3. Power levers - Retard to less than 350 ft-lb torque (annunciator L and R IGN ON lights illuminated, green IGNITION ARM lights extinguished).
4. Autoignition - OFF.
5. Power levers - IDLE.

PROPELLER MANUAL FEATHERING CHECK

Propeller manual feathering - Check by pulling propeller levers aft through detent to FEATHER. Check that propeller will feather, then advance to HIGH RPM.

PROPELLER AUTOFEATHER SYSTEM

1. Power levers - IDLE.

2. Autofeather test switch - TEST. Check AUTOFEATHER lights do not illuminate. If switch is held in TEST position, propellers will gradually feather.

3. Power levers - Advance to 500 ft-lb torque.

4. Autofeather test switch - TEST. Hold to test position and check both AUTOFEATHER lights illuminated; retard one power lever. At 350 to 450 ft-lb torque, check opposite AUTOFEATHER light extinguished. At 160 to 290 ft-lb torque, check both AUTOFEATHER lights extinguished; check propeller starts to feather.

5. Power lever - Return to 500 ft-lb torque.

6. Repeat steps 4 and 5 using the other power lever.

7. Propeller autofeather test switch - ARM.

8. Both power levers - Advance to 88% to 92% N_1 (observe ITT and torque limits). Check both AUTOFEATHER lights illuminated. Retard each power lever individually below 88% to 92% N_1. Check both AUTOFEATHER lights extinguished.

OVERSPEED GOVERNOR

Check by setting RPM to 2100. Hold PROP GOV TEST switches UP. RPM should decrease TO 1980 to 2060. Release test switches. RPM should return to 2100.

PRIMARY GOVERNOR

Set 1900 RPM with power levers. Retard propeller levers to detent position. Check for 1725 to 1775 RPM then advance propeller levers to HIGH RPM.

SECONDARY IDLE STOP

Check with condition levers in HIGH IDLE and power levers at IDLE, then while holding the secondary idle stop test switches down, move power levers slowly toward REVERSE in one continuous movement, while observing that the SECONDARY LOW PITCH STOP lights illuminate and an RPM rise of 170 to 250 is obtained. Release the test switch and RPM should increase. Return power levers to normal idle position and cancel lights in annunciator panel by actuating secondary flight idle test switch if they remain illuminated.

INLET AIR SEPARATOR

1. Inlet air separator switch - AUTO. Observe the following:

   (1) Torque should decrease on both engines.

   (2) ITT should increase on both engines.

   (3) MASTER CAUTION lights will flash, and the PARTICLE SEPARATOR light will illuminate.

2. Inlet air separator switch - OFF. Monitor for deactivation of both left and right systems. The torque and ITT should return to initial values, the PARTICLE SEPARATOR light should extinguish, and the MASTER CAUTION lights should stop flashing after reset.

HEALTH INDICATOR TEST (HIT)

Deleted.

CREW/PASSENGER BRIEFING

CREW INTRODUCTION

EQUIPMENT

1. Personal to include ID tags.
2. Professional.
3. Survival.

FLIGHT DATA

1. Route.
2. Altitude.
3. Time en route.
4. Weather.

NORMAL PROCEDURES

1. Entry and exit of aircraft.
2. Seating.
3. Seat belts.
4. Movement in aircraft.
5. Internal communications.
6. Security of equipment.
7. Smoking.
8. Oxygen.
9. Refueling.
10. Weapons.

11. Protective masks.

12. Parachutes.

EMERGENCY PROCEDURES

1. Emergency exits

2. Emergency equipment.

3. Emergency landing/ditching procedures.

4. Bail out.

☆ U.S.G.P.O. 1989 654-126/80111

The Metric System and Equivalents

Linear Measure

1 centimeter = 10 millimeters = .39 inch
1 decimeter = 10 centimeters = 3.94 inches
1 meter = 10 decimeters = 39.37 inches
1 dekameter = 10 meters = 32.8 feet
1 hectometer = 10 dekameters = 328.08 feet
1 kilometer = 10 hectometers = 3,280.8 feet

Weights

1 centigram = 10 milligrams = .15 grain
1 decigram = 10 centigrams = 1.54 grains
1 gram = 10 decigrams = .035 ounce
1 dekagram = 10 grams = .35 ounce
1 hectogram = 10 dekagrams = 3.52 ounces
1 kilogram = 10 hectograms = 2.2 pounds
1 quintal = 100 kilograms = 220.46 pounds
1 metric ton = 10 quintals = 1.1 short tons

Liquid Measure

1 centiliter = 10 milliliters = .34 fl. ounce
1 deciliter = 10 centiliters = 3.38 fl. ounces
1 liter = 10 deciliters = 33.81 fl. ounces
1 dekaliter = 10 liters = 2.64 gallons
1 hectoliter = 10 dekaliters = 26.42 gallons
1 kiloliter = 10 hectoliters = 264.18 gallons

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