OPERATIONAL CHECKLIST – N7770G

BEFORE STARTING ENGINE

Preflight Inspection – COMPLETE
Flight Log – RECORD HOBBS TIME
ATIS Broadcast – COPIED
Seats, Belts, Shoulder Harnesses – ADJUST / SECURE
Fuel Selector – set to BOTH
Circuit Breakers – check IN
Avionics Master Switch – OFF

STARTING ENGINE

Ignition Key – INSERT in ignition switch
Carburetor Heat – COLD (push in)
Mixture – RICH (push in)
Beacon Light – ON (can be left on at all times)
Prime – AS REQUIRED
Throttle – open 1/8 inch
Electrical Master Switch – ON
Brakes – SET
Propeller Area – CLEAR
Ignition Switch – START, then idle at 800 – 1000 RPM
Oil Pressure – CHECK
Ammeter – NORMAL CHARGE

BEFORE TAXI

Avionics Master Switch – ON
GPS Radio– ON
Nav. Lights – ON (if required)
Altimeter – SET
Heading Indicator – SET
Audio Panel – SET SWITCHES
Radios – CHECK FREQUENCY & VOLUME
Taxi Clearance – RECEIVED
Brakes – CHECK OPERATION

BEFORE TAKEOFF

Brakes – SET
Flight Controls – FREE & CORRECT
Elevator Trim – set for TAKEOFF
Fuel Selector – set to BOTH
Engine Run-Up @ 1700 RPM
- magnetos – CHECK (drop should be < 125 RPM)
- carb heat – CHECK (for RPM drop)
- suction gage – CHECK
- engine instruments & ammeter – CHECK
- reduce throttle to 1000 RPM

Fuel Gages – CHECK FUEL QUANTITY
Flaps – AS REQ'D (up for normal takeoff)
(10º for short or soft field)
Avionics – CHECK & SET
Transponder – set to "ALT", CHECK CODE
Heading Indicator & Altimeter – CHECK / RE-SET IF REQ'D.
Doors & Window – CLOSED & LATCHED
Takeoff Clearance – RECEIVED
Runway Traffic & Wind Direction – CHECKED

NORMAL TAKEOFF & CLIMB

Rotate @ 65 mph
Climb @ 80 - 85 mph

CRUISE

Power – 65%
Mixture – LEANED to obtain maximum RPM

PRE-LANDING

Gas – Fuel selector set to BOTH
Mixture – RICH
Carb Heat – ON @ mid-point of runway on downwind
Reduce Power to 1500 RPM opposite landing threshold on downwind
Flaps - as required
Airspeed – 75 mph on final approach with 20° flaps
– 70 mph on final approach with full flaps

AFTER LANDING

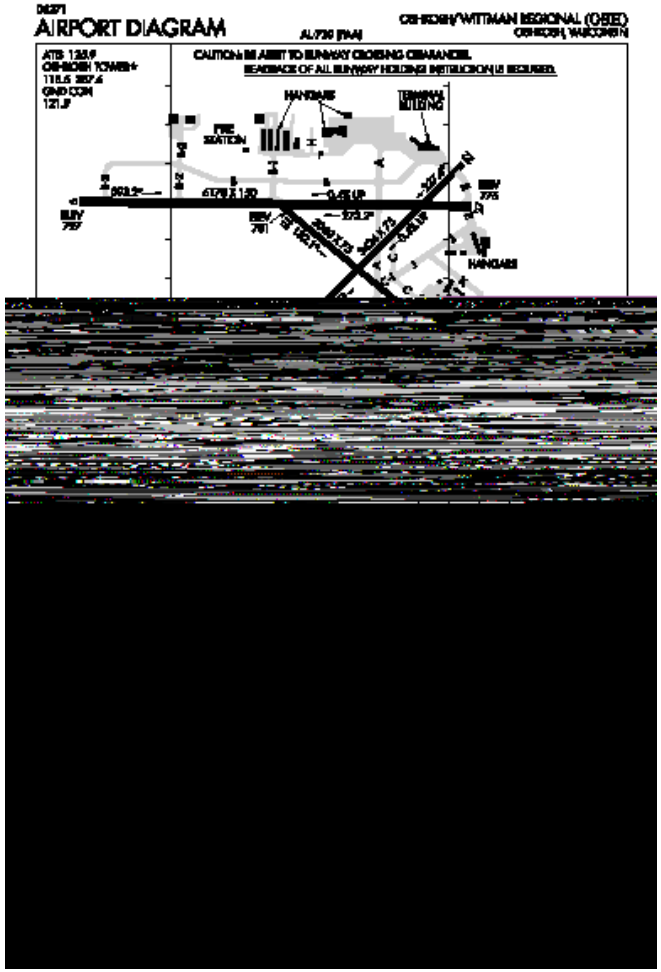
Carb Heat – COLD
Wing Flaps – UP
Transponder – STANDBY

SHUT DOWN

Avionics Master Switch – OFF
Throttle to 1000 RPM
Mixture – FULL LEAN (pull out fully)
Ignition Switch – OFF & KEYS REMOVED
All Lights (except beacon) – OFF
GPS Radio – OFF
Electrical Master Switch – OFF
Control Lock – INSTALL IF REQ'D
Parking Brake – SET IF REQ'D, or CHOCK WHEELS
Flight Log – RECORD HOBBS TIME

N7770G
PERFORMANCE DATA

V_X = 68 MPH
V_Y = 82 – 79 MPH (varies from S.L. to 10,000')
V_A = 122 MPH @ 2300 lbs.
V_{NE} = 174 MPH
V_{NO} = 140 MPH
V_{FE} = 100 MPH
V_{SO} = 49 MPH
V_S = 57 MPH
Best Glide Speed = 80 MPH
Approach Speed, Normal, 20 ° flaps = 75 MPH
Approach Speed, Short Field, 40º flaps = 69 MPH
Gross Weight = 2300 lbs.



ATIS Information

	Time (Zulu)
	Wind (direction & speed)
	Visibility (statute miles)
	Clouds, Ceiling
	Temp/Dew Point
	Altimeter Setting
	Runway(s) in Use
	Notams

OSH ATIS 125.90
OSH Grnd 121.90 OSH Tower 118.50
Basler's 122.95 Orion 130.52

When ready to taxi:
Oshkosh Ground, Cessna 7770 Golf at the north tees with _____ (ATIS identifier)
ready to taxi for a _____ (direction of flight) departure .

When ready for takeoff:
Oshkosh Tower, Cessna 7770 Golf at runway ____ , ready for takeoff.

When inbound for landing:
Oshkosh Tower, Cessna 7770 Golf _____ (distance & direction from OSH)
with _____ (ATIS identifier) inbound for landing.

When clear of the runway:
Oshkosh Tower, 7770 Golf, clear of runway _____ , taxi to the north tees.