

GROUND

Micco
2003 SP26A
SN 260013

Micco
N585SK

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CABIN INSPECTION

- (1) "A•R•(R)•O•W•S," Annual, 100-hour, transponder, altimeter, static system, VOR test, GPS databases, parachutes, W&B, fire extinguisher security. CHECKED
 - (2) Magnetic compass FLUID & FREE SWINGING
 - (3) Windscreen air vents OPENED as desired
 - (4) Landing gear lever DOWN
 - (5) Altimeter SET TO FIELD ELEVATION
 - (6) HSI CONFIRM 3 FLAGS & SLAVED
 - (7) ELT switch NOTE LOCATION & ARMED
 - (8) Circuit breakers CHECK IN (LDG/TAXI pulled)
 - (9) Avionics and Ground Master OFF
 - (10) Mags / key OFF
 - (11) Electrical switches and autopilot OFF
 - (12) Static pressure alternate source valve ON, then OFF
 - (13) Battery Master ON
 - [-a] Voltmeter CHECK 24v
 - [-b] Annunciator lights DAY or NIGHT & PUSH to TEST
 - [-c] Red gear warning light & Horn PUSH to TEST
 - [-d] Green gear down indicator lights (3) CHECK
 - [-e] Logged Tach time CHECK ACCURATE
 - [-f] Clock CHECK ACCURATE
 - [-g] Fuel quantity indicators CHECK BOTH TANKS
 - [-h] Fuel selector valve FULLEST TANK
 - [-i] Fuel flow gauge PROGRAMMED for fuel load
 - [-j] Flap indicator CHECK function; then FLAPS 0°
- [Night Flight and IFR -k thru -n]
- [-k] All external and internal lights ON
 - [-l] Pitot heat (cover off?) ON
 - [-m] CHECK LIGHTS & HEAT AROUND AIRCRAFT
 - [-n] All lights and pitot heat OFF

- (14) Battery Master OFF
- (15) Control stick RELEASED
- (16) Elevator trim SET for takeoff
- (17) Gear manual override switch DOWN (forward)

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EXTERIOR INSPECTION

- (1) Empennage CHECK
 - [-a] Canopy CLEAN
 - [-b] Fuselage fuel sump SUMP
 - [-c] Static drain DRAIN
 - [-d] Left side static port CHECK
 - [-e] Left horizontal stabilizer, elevator and trim tab CHECK
 - [-f] Vertical stabilizer and rudder CHECK
 - [-g] Tailwheel, doors and bay CHECK, tiedown DISCONNECT
 - [-h] Right horizontal stabilizer, elevator and trim tab CHECK
 - [-i] Right side static port CHECK
- (2) Right wing CHECK
 - [-a] Flap underside CHECK
 - [-b] Main wheel tire, brakes, gear door CHECK
 - [-c] Fuel tank quick drain valves SUMP 2 (MAIN & AUX)
 - [-d] Aileron and tab CHECK
 - [-e] Wing tip CHECK
 - [-f] Fuel tank vent CHECK
 - [-g] Leading edge, landing and taxi light CHECK
 - [-h] Wing tie down DISCONNECT
 - [-i] Main wheel tire, brakes, gear door and gear bay CHECK
- (3) Nose CHECK
 - [-a] Cabin fresh air intake CLEAR
 - [-b] Right side fuel gascolator quick drain SUMP
 - [-c] Underside air intake CHECK
 - [-d] Right exhaust stack CHECK SECURE
 - [-e] Engine cooling air inlets UNOBSTRUCTED
 - [-f] Propeller and spinner **CONFIRM MAGS OFF!** CHECK
 - [-g] Engine oil CHECK (6 to 7 quarts), SECURE
 - [-h] Cabin fresh air intake CLEAR
 - [-i] Windshield CLEAN
 - [-j] Left side fuel gascolator quick drain SUMP
 - [-k] Left exhaust stack CHECK SECURE
- (4) Left wing CHECK
 - [-a] Main wheel tire, brakes, gear door and gear bay CHECK
 - [-b] OAT probe and pitot tube CHECK
 - [-c] Wing tie down DISCONNECT
 - [-d] Stall warning vane CHECK
 - [-e] Leading edge, landing and taxi light CHECK
 - [-f] Fuel tank vent CHECK
 - [-g] Wing tip CHECK
 - [-h] Aileron and tab CHECK
 - [-i] Fuel tank quick drain valves SUMP 2 (MAIN & AUX)
 - [-j] Main wheel tire, brakes, gear door CHECK
 - [-k] Flap underside CHECK

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FLIGHT

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STARTING ENGINE (normal)

(with no changes from CABIN INSPECTION)

- (1) Seats, belts, harnesses, parachutes ADJUST & LOCK
- (2) Passenger SECURE & BRIEFED
- (3) Battery & Alternator Masters ON
- (4) Fuel flow gauge PROGRAMMED for load, SET TO FLOW
- (5) Lights AS APPROPRIATE
- (6) Key IN
- (7) Engine alternate air OFF
- (8) Brakes SET Control stick BACK
- (9) Engine fire during start Emergency Checklist REVIEWED
- (10) Throttle ADVANCE 1/2 INCH
- (11) Propeller HIGH
- (12) Mixture IDLE CUT-OFF (lean)
- (13) Friction Lock ADJUST

COMPLETE ITEMS 14 –21 WITHOUT PAUSE

- (14) Fuel pump momentarily ON
- (15) Mixture momentarily FULL RICH, 3-5 seconds, then
..... — Mixture IDLE CUT-OFF
- (16) Fuel pump OFF
- (17) **CLEAR PROP!** **START**
— Advance MIXTURE while cranking until start (~ 3/4 travel)
- (18) Throttle IDLE 1,000 RPM
- (19) Mixture LEAN
- (20) Oil pressure CHECK
- (21) Avionics Master ON

- (22) Clock fuel timer START
- (23) Intercom and headset volume ADJUST
- (24) Communications AS REQUIRED (see checks next page)

INSTRUMENTS & RADIOS

- (1) Audio selector panel TEST and SET as appropriate
 - [-a] INTERCOM VOLUME & ISO, ALL or CREW
 - [-b] MKR LIGHTS TEST & LO or HI, AUDIO as desired
 - [-c] XMT SELECTOR COM 1 or COM 2
- (2) Garmin 530 GPS/Comm TEST and SET as appropriate
 - [-a] Self test [enter] COMPLETE [enter]
 - [-b] Com frequencies SET, audio TEST
 - [-c] GPS PROGRAMMED
 - [-d] View page SELECTED
 - [-e] Nav frequencies SET, audio TEST
 - [-f] HSI CDI CDI to VLOC, TEST and record
 - [-g] HSI CDI VLOC or GPS, LEG or OBS, SET for departure
- (3) Garmin 430 GPS/Comm TEST and SET as appropriate
 - [-a] Self test [enter] COMPLETE [enter]
 - [-b] Com frequencies SET, audio TEST
 - [-c] GPS CROSSFED or PROGRAMMED
 - [-d] View page SELECTED
 - [-e] Nav frequencies SET, audio TEST
 - [-f] Nav #2 CDI CDI to VLOC, TEST and record
 - [-g] Nav #2 OBS VLOC or GPS, LEG or OBS, SET
- (4) Transponder 1200 or as assigned
- (5) Autopilot TEST , then OFF
- (6) ASI (airspeed indicator) ZERO
- (7) AI (attitude indicator) UNFLAGGED, SET re horizon
- (8) Altimeter SET, accuracy ± 75'
- (9) VSI (vertical speed indicator) ZERO
- (10) HSI SLAVING ACCURATE, SET BUG

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ON TAXI

- (1) Control stick BACK
- (2) Brakes TEST
- (3) TC UNFLAGGED, PROPER RESPONSE
- (4) AI TIP 5° MAX.

BEFORE TAKEOFF

- (1) Canopy AS DESIRED
- (2) Seats, belts, harnesses, passenger SECURE, BRIEFED
- (3) Gear manual override switch NORMAL (aft)
- (4) Fuel selector valve RECHECK FULLEST TANK
- (5) Elevator trim SET FOR TAKEOFF
- (6) Flaps UP [0°–15°]
- (7) Mixture RICH
- (8) Flight controls FREE and CORRECT
- (9) Toe brakes SET
- (10) **RUNUP** 2,000 RPM (lean for smoothness)
 - [-a] PROPELLER Cycle 2x – 3x
 - [-b] MAGS 175 on either; no more than 50 difference
 - [-c] ENGINE ALT AIR Check for function then OFF
 - [-d] EGT/CHT Temp Problem lights not illuminated
 - [-e] OIL PRESS. 55–95 psi OIL TEMP. 100°–200°F
 - [-f] INTERCOM Adjust VOL, balance headset volumes
 - [-g] ANNUNCIATOR LIGHTS Check (not illuminated)
 - [-h] VACUUM Check (4.5" to 5.2" Hg)
 - [-i] VOLTMETER Check 28v+
 - [-j] MIXTURE Rich or As Required
 - [-k] THROTTLE IDLE 1,000 RPM
- (11) Throttle friction lock ADJUST
- (12) Landing light breaker IN
- (13) Radio AS REQUIRED

Memorize **BOXED** items. • For Training Purposes Only.

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CLEARED FOR TAKEOFF

FINAL ACTION ITEMS

- (14) Canopy CLOSED and LATCHED
- (15) Time off / Clock fuel timer NOTE AS NEEDED
- (16) Fuel pump ON
- (17) Strobes, nav, taxi/landing lights, pitot heat AS NEEDED
- (18) HSI ... SET (bug & nav) Autopilot ... OFF

TAKEOFF & CLIMBOUT

- (1) Mixture LEAN as appropriate for DA
 - [-a] Normal / Vy Flaps 0°, climb @ 90-100 KIAS
 - [-b] Max Perf. / Vx Flaps 0° [to 15°], climb @ 80 KIAS
 - [-c] Gear @ positive rate, BRAKES, then UP
- (2) At 500' or 1,000' AGL Cruise Climb 90 to 100 KIAS
 - [-a] Gear and flaps CONFIRM UP
 - [-b] Propeller 2500 to 2650 RPM
 - [-c] Throttle 20" to FULL POWER
 - [-d] Mixture LEAN until drop in fuel flow
 - [-e] Fuel pump OFF

CRUISE

(PITCH • POWER • TRIM • FUEL • LIGHTS)

- (1) Fuel pump confirm OFF
- (2) Propeller AS APPROPRIATE (~ 2100 to 2500 RPM)
- (3) Throttle AS APPROPRIATE (~18" to 25")
- (4) Mixture LEAN
- (5) Trim —
- (6) Fuel selector Max Δ Mains 15 gals. or Acros 5 gals.
- (7) Lights OFF or as appropriate (pull breaker?)
- (8) A/S Indicator ... TAS calculated as needed (set OAT °C to PA)

EGT (°F).....	— 1475	Max. 1650
CHT (°F).....	275 – 435	Max. 500
OIL PRESS. (psi).....	Min. 25 .. 55 – 95	Max. 115
OIL TEMP (°F).....	Min. 65 .. 100 – 200	Max. 245
FUEL PRESS (psi).....	Min. 14 ..	Max. 34

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DESCENT

- (1) Seats, belts, harnesses BACKS UP, SECURED, LOCK
- (2) Pitot heat AS NEEDED
- (3) Landing/Taxi/other lights AS NEEDED / BREAKER IN
- (4) Mixture ENRICHEN
- (5) Fuel selector valve FULLEST TANK
- (6) Pitch DESCENT (~ 145 KIAS)
— TARGET . @ TPA Gear & Flaps UP, 17" & 2100 (~ 115 KIAS)

INSTRUMENT APPROACH

TIME • TURN • THROTTLE • TIRES • TUNE • TWIST • TALK

- (1) Approach / Holding 17" & 2100, flaps 0° (~115 KIAS)
- (2) Approach Descent / On GS capture Gear DOWN,
..... Pump ON, 14" MP, Mixture, flaps 15° (about 100 KIAS)
- (3) Non-precision descent Gear DOWN, Fuel pump ON,
.... 14" MP, Mixture, flaps 15°-30°, DESCEND 750-1,000 fpm
- (4) Missed Approach .. TOGA, Gear UP, Flaps 0°, climb 80 KIAS
- (5) Circling 19" (w/Gear DOWN, prop FULL, flaps 15°; ~ 85 KIAS)

PATTERN & LANDING

- (1) TARGET .. @ TPA GEAR & FLAPS UP, 17" MP & 2100 RPM
(-a) Autopilot OFF
- (2) APPROACHING DESCENT Gear DOWN, **CONFIRM**
— Fuel pump ON
— Throttle 14" MP
— Mixture ENRICHEN
— Flaps DOWN 1/2 (~ 15°)
— TARGET DESCEND & slow to 100 KIAS
- (3) BASE TARGET 90 KIAS, **PROP OK, GEAR 3 GREEN**
- (4) FINAL Flaps FULL (30°), TARGET 80 KIAS,
..... **PROP FORWARD / GEAR 3 GREEN**

CAUTION! FULL STALL LANDINGS HIT TAILWHEEL FIRST.

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AFTER LANDING

- (1) Radios FREQS and XMT COM 1 or 2 as desired.
- (2) Fuel pump OFF
- (3) Strobe and/or other lights, pitot heat AS APPROPRIATE
- (4) Mixture LEAN as appropriate for DA
- (5) Wing flaps UP
- (6) Elevator trim SET for takeoff
- (7) Gear manual override switch DOWN (forward)
- (8) TIME DOWN CLOSE PLAN or CANCEL CLEARANCE
- (9) Canopy OPEN as desired

SHUT DOWN & SECURING

- (1) Mags ground test OFF, then ON
- (2) Shut down MIXTURE and MAGS

- (3) Garmin 530 flight time RECORD
(-a) Avionics power switch OFF
- (4) Tach time RECORD
- (5) Fuel load RECORD (main, auxiliary & rem / used)
- (6) Acrobatic time & spins RECORD, RESET G-METER

- (7) Lights & other electrical OFF
- (8) Alternator & Battery Master OFF
- (9) COMPLETE LOG BOOKS, SECURE STICK,
..... PITOT COVER, CHAIN DOWN

CONFIRM BATTERY MASTER OFF

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EMERGENCIES

Micco

MAYDAY 121.5 mHz*
XPONDER 7700
LOST COMM 7600

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121.5 mHz* — 7700 — 7600

ENGINE POWER LOSS IN FLIGHT

- (1) **AVIATE:** Airspeed CLEAN, TRIM FOR GLIDE (82 KIAS)
- (2) Fuel selector valve SWITCH
- (3) Mixture and Throttle FULL FORWARD
- (4) Engine alternate air pull ON
- (5) Ignition Switch BOTH or test L & R (START if necessary)
- (6) Auxiliary fuel pump ON
- (7) Engine gauges CHECK FOR INDICATION OF CAUSE
- (8) Mixture and Throttle TRY DIFFERENT SETTINGS
- (9) **NAVIGATE:** TO LANDING FIELD (F•L•O•W•S)
- (10) **COMMUNICATE:** RADIOS & 7700

COMMITTING TO EMERGENCY LANDING

- (11) Airspeed Consider 100+ KIAS (needed for flare)
- (12) Fuel selector valve OFF
- (13) Mixture and Throttle FULL BACK (IDLE & LEAN)
- (14) Auxiliary fuel pump OFF
- (15) Ignition Switch OFF
- (16) Landing gear DOWN (consider WHEEL landing or UP)
- (17) Wing flaps AS REQUIRED
- (18) Master switch (*After communications & gear Down*) OFF
- (19) Seat belts and harnesses TIGHT
- (20) Passenger BRIEFED

ENGINE DRIVEN FUEL PUMP FAILURE

- (1) Fuel flow toggle to CHECK
- (2) Throttle REDUCE
- (3) Auxiliary fuel pump ON
- (4) Throttle AS REQUIRED
- (5) Mixture AS REQUIRED
- (6) Fuel flow CHECK, if Ø, pump OFF & SWITCH TANK
- (7) POH CONSULT page 37 of 53

ENGINE FIRE DURING START

- (1) Starter CONTINUE CRANKING ENGINE
- (2) Mixture IDLE CUT-OFF
- (3) Throttle OPEN
- (4) Auxiliary fuel pump confirm OFF
- (5) **If Engine STARTS KEEP ENGINE RUNNING**
 - [-a] Mixture RICH
 - [-b] Aircraft TAXI CLEAR OF TIE-DOWN
 - [-c] Throttle 1,500 RPM for a few minutes, then
 - [-d] SHUT DOWN INSPECT for damage
- (6) **If Engine DOES NOT START PREPARE TO ABANDON**
 - [-a] Passenger EXIT
(CAUTION! REMAIN BEHIND WING; AWAY FROM PROP!)
 - [-b] Fire extinguisher RETRIEVE from between seats
 - [-c] Fuel selector valve OFF
 - [-d] Ignition switch OFF
 - [-e] Master switch OFF
 - [-f] **ABANDON AIRCRAFT FIGHT FIRE EXTERNALLY**

ENGINE FIRE IN FLIGHT

- (1) Fuel selector valve OFF
- (2) Throttle CLOSED
- (3) Mixture IDLE CUT-OFF
- (4) Cabin Heat and Defrost OFF
- (5) Mags / Ignition switch OFF
- (6) Auxiliary Fuel Pump confirm OFF
- (7) Master switch OFF
Pilot might keep ON for communications & transponder
- (8) **TO EXTINGUISH DIVE**
- (9) **PREPARE FOR POWER OFF LANDING**

* Garmin 530/430: Press & hold Comm toggle for 2 seconds for 121.5.

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* Garmin 530/430: Press & hold Comm toggle for 2 seconds for 121.5.

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121.5 MHz* — 7700 — 7600

PROP OVERSPEED

- (1) Throttle..... REDUCE
- (2) Airspeed..... REDUCE
- (3) Prop Control FULL DECREASE RPM, then set if any control available
- (4) Oil pressure CHECK
- (5) Throttle..... AS REQUIRED TO REMAIN BELOW RED LINE RPM
- (6) POH.....CONSULT page 38 of 53

AUTOPILOT FAILURE

- (1) **AVIATE** MAINTAIN CONTROL OF AIRCRAFT
- (2) Autopilot OFF / DISABLE
 - Autopilot OFF switch, OR
 - Stick DISCONNECT BUTTON, OR
 - Pull CIRCUIT BREAKER, OR
 - Master switch OFF

LOSS OF OIL PRESSURE

- (1) NOTE OFF-AIRPORT LANDING SITES (F•L•O•W•S)
- (2) Oil temperature CHECK
- (3) **If oil temperature is rapidly increasing:**
 - [–a] Power REDUCE
 - [–b] Mixture FULL RICH
 - [–c] Airspeed INCREASE
 - [–d] **LAND AS SOON AS POSSIBLE AND INVESTIGATE**
 - [–e] **PREPARE FOR POWER OFF LANDING**
- (4) **If oil temp is stable:** **LAND AS SOON AS PRACTICAL**
- (5) ANTICIPATE POSSIBLE POWER OFF LANDING

* Garmin 530/430: Press & hold Comm toggle for 2 seconds for 121.5.

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121.5 MHz* — 7700 — 7600

ENGINE ROUGHNESS

- (1) Mixture RICH
- (2) Alternate air control..... PULL OUT / OPEN
- (3) Throttle..... AS REQUIRED
- (4) POH.....CONSULT page 31 of 53

EMERGENCY DESCENT

- (1) Throttle..... 15" MP
- (2) Propeller control FULL FORWARD
- (3) Pitch..... SLOW to < 116 KIAS (Vlo)
- (4) Landing gear..... DOWN
- (5) Wing flaps..... < 111 KIAS (Vfe) FULL DOWN (30°)
- (6) Airspeed..... PITCH to maintain 110 KIAS
- (7) Mixture ENRICHEN or adjust as necessary
- (8) Throttle..... IDLE if steeper descent required
- (9) Bank 30°– 45° if steeper descent required

GEAR EXTENSION FAILURE

- (1) Green gear down lights Switch to DAY, PUSH to TEST
- (2) LDG GEAR circuit breaker CHECK IN
 - If popped..... GEAR HANDLE UP
 - GEAR circuit breaker..... PUSH to RESET
 - Gear handle DOWN
 - If again popped..... LEAVE GEAR HANDLE DOWN
 - GEAR circuit breaker... PUSH to RESET (DO NOT HOLD IN)
- (3) Manual Gear Extension SLOW to 100 KIAS or less
 - Gear circuit breaker confirm PULLED / POPPED
 - Gear handle DOWN
 - Emergency gear extension control DOWN (full forward)
- (4) POH.....CONSULT page 35 of 53

* Garmin 530/430: Press & hold Comm toggle for 2 seconds for 121.5.

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OPERATING

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SPEEDS & LIMITS

X-wind	20	KNOTS (Demonstrated).....	[17 of 53]
Vr	(72	to 80 KIAS, no speed posted)	[48 & 49 of 53]
Vso	56	KIAS	[13 of 53]
Vs1	62	KIAS	[13 of 53]
Vx	80	KIAS (@ 2,850# GW).....	[40 of 53]
Vy	90	KIAS (@ 2,850# GW).....	[48 of 53]
Vfe	111	KIAS	[13 of 53]
Vlo	116	KIAS (Gear Operating Extend/Retract)	[13 of 53]
Va	121	KIAS (Chandelles 150 kias per 17 of 53) ..	[13 of 53]
Vle	126	KIAS (Max Gear Extended Speed)	[13 of 53]
→	160	KIAS Max. autopilot speed.....	[2/S-1: pg. 3 of 5]
Vc	166	KIAS (also top of green arc, or Vno)	[13 of 53]
Vne	195	KIAS	[13 of 53]

PATTERN PROCEDURES

Go-Around	72 KIAS, gear UP, flaps UP, Vx or Vy	[49 of 53]
Takeoff	0°, liftoff 72-80 kts, climb 80-90 kts.	[48 of 53]
Short T.O.	[0°, 72 KIAS & gear UP	No published procedure]
Soft T.O.	[15° & tail low liftoff.....	No published procedure]
Best Glide	0° & 82 [or: 100 KIAS or land gear UP]....	[32 of 53]
Landing	30° flaps & 70-85 KIAS (3-pt. or wheel) ...	[49 of 53]
Short/Obst.	[30° & ~90 KIAS, wheel.....	No published procedure]
Soft Ldg	[20° & 85 KIAS, 3-pt.....	No published procedure]

GENERAL SPECIFICATIONS

POWERPLANT	MAX LVL TAS & ALTITUDE.....
...Lycoming IO-540-T4B5 165 kts. @ SL
HP PER ENG. 260	CRUISE TAS @ % PWR & ALT.
OIL SUMP QTS. 8	155 kts. 75% @ SL
FUEL 100/130	GPH..... est. 14.0
GALS. Tot/Usbl..... 72 / 34.0 x 2	SERVICE CEILING 14,000
GALS. Acro Tot/Usbl.. 32 / 14 x 2	FLAP SETTINGS..... var. to 30°

-- FOR WEIGHTS & LOADING SEE W&B TABLE NEXT PAGE. --

WEIGHT & BALANCE TABLE

BASIC EMPTY AIRCRAFT	MOMENT	WEIGHT	ARM
(w/unusable fuel and full oil)	220,282.6	= 2187	x 100.7
Fuel, Main; Gals:___ x 6 lbs.:			117.0
Fuel, Aux; Gals:___ x 6 lbs.:			119.9
Pilot			117.8
Passenger			117.8
Baggage Area (max 100#)			150.0
GROSS WEIGHT:	TOT. MOM	TOT. WGT	C.G. ARM
2,850# utility / 2,650# acro.			
MAXIMUM USEFUL LOAD:			
663# utility / 463# acrobatic			

FORE C.G. (UTILITY):
102.5" to 2,500#, then
straight line variation
to 103.5" at 2,850#
max Utility GW.

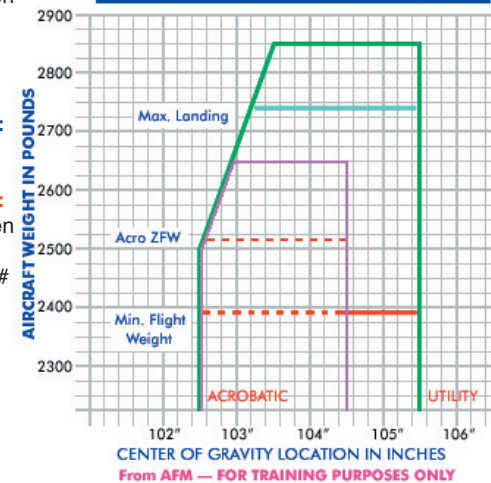
AFT C.G. (UTILITY):
105.5" all weights.

FORE C.G. (ACRO):
102.5" to 2,500#, then
straight line variation
to ~102.95" at 2,650#
max Acrobatic GW.

AFT C.G. (ACRO):
104.5" all weights .

(From A/C W&B
papers 23 Feb 04)

C.G. INCHES ENVELOPE 2003 Micco SP26A (MAC-145B)

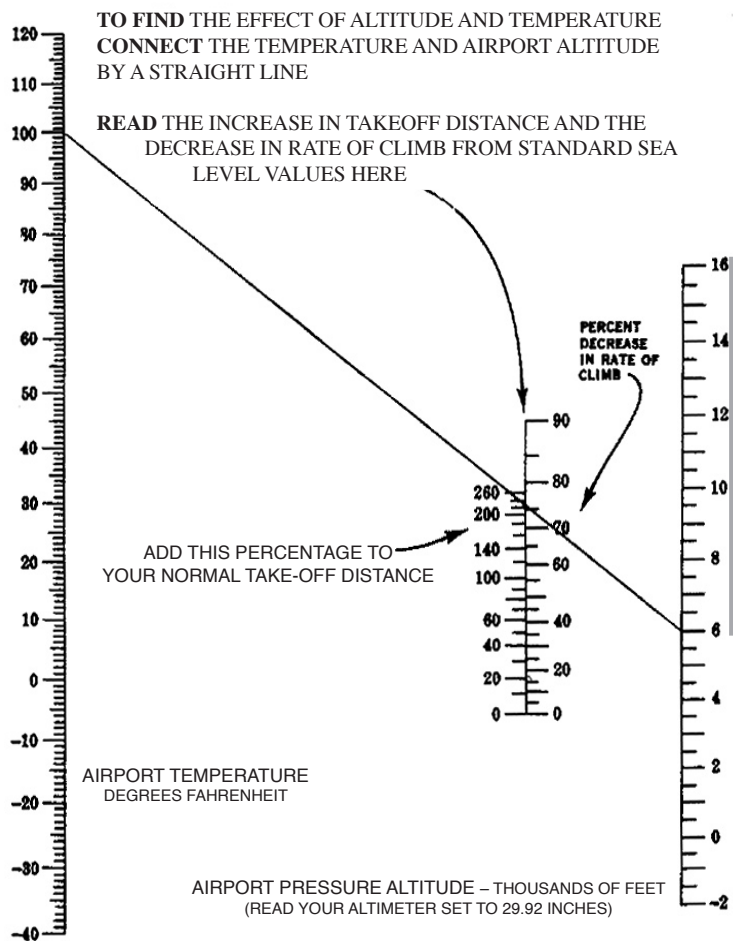


EQUIPMENT LIST & NOTES

- Equipment Code: File as **SP20/G** (AIM table 5-1-2)
- Inadvertent canopy opening in flight: Slow to 75 kias [39 of 53]



KOCH CHART



This chart indicates typical representative values for “personal” airplanes. For exact values consult your airplane flight manual. The chart may be conservative for airplanes with supercharged engines. **Also remember** that long grass, sand, mud or deep snow can easily double your takeoff distance.

Source: FAA Safety Pamphlet: *Density Altitude, P-8740-2*

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TAKEOFF & LANDING TABLE













	TAKEOFF		LANDING
	GROUND ROLL	OVER 50' OBSTACLE	OVER 50' OBSTACLE
ADD	Vx 80 KIAS	Vy 90 KIAS	w/30° flaps
0%	1,150	1,917	1,750
10%	1,265	2,109	1,925
20%	1,380	2,300	2,100
30%	1,495	2,492	2,275
40%	1,610	2,684	2,450
50%	1,725	2,876	2,625
60%	1,840	3,067	2,800
70%	1,955	3,259	2,975
80%	2,070	3,451	3,150
90%	2,185	3,642	3,325
100%	2,300	3,834	3,500
110%	2,415	4,026	3,675
120%	2,530	4,217	3,850
130%	2,645	4,409	4,025
140%	2,760	4,601	4,200
150%	2,875	4,793	4,375
160%	2,990	4,984	4,550
170%	3,105	5,176	4,725
180%	3,220	5,368	4,900
190%	3,335	5,559	5,075
200%	3,450	5,751	5,250
210%	3,565	5,943	5,425
220%	3,680	6,134	5,600
230%	3,795	6,326	5,775
240%	3,910	6,518	5,950
250%	4,025	6,710	6,125
260%	4,140	6,901	6,300

Based on Koch Chart and information from AFM: Takeoff at 2,850 lbs. Landing at maximum weight of 2,742 lbs. **For Training Purposes Only.**

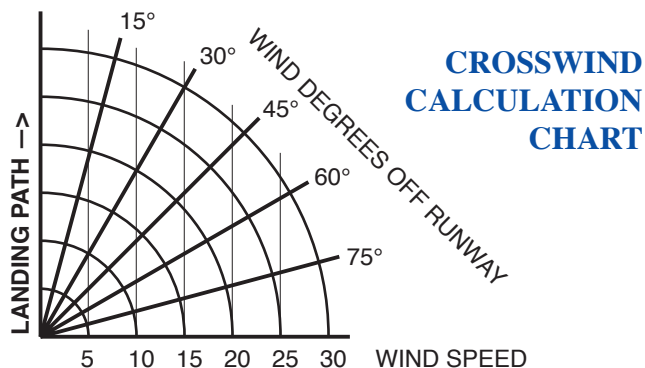
ATC LIGHT GUN SIGNALS

(re: 14 CFR 91.125)



ON THE GROUND	COLOR AND TYPE OF SIGNAL	IN FLIGHT
Cleared for Takeoff	 STEADY GREEN 	Cleared to Land
Cleared to Taxi	 Flashing GREEN 	Return for Landing
STOP	 STEADY RED 	Give way to other A/C
Taxi Clear of Landing Area	 Flashing RED 	Airport Unsafe DO NOT LAND
Return to Starting Point on Airport	 Flashing WHITE 	(N/A)
General Warning CAUTION!	 Alternating RED and GREEN 	General Warning CAUTION!

AIM 4-2-13. Communications with Tower when Transmitter/Receiver Inoperative. Remain outside or above the Class D surface area until the direction and flow of traffic has been determined; then join the airport traffic pattern. Look for a light signal which may be addressed to your aircraft. During hours of daylight, acknowledge tower light signals by rocking your wings. At night, acknowledge by blinking the landing or navigation lights.



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MICCO PASSENGER BRIEFING



- (1) NO SMOKING IN OR AROUND AIRCRAFT.
- (2) BELTS & HARNESSES FOR ENTIRE FLIGHT. SEAT BACKS UPRIGHT DURING TAKEOFF & LANDING. **(Explain proper operation)**
- (3) CAUTION: CAMERAS / CAMCORDERS / BINOCULARS. (Airsickness and scratched windows.)
- (4) MISCELLANEOUS: HEADSET-INTERCOM VOLUME / AIR VENTS / HEAT / EAR PLUGS / SICK SACKS / INNER EAR PRESSURE / TRAFFIC REPORTS.
- (5) STERILE COCKPIT AND DISTRACTIONS.
- (6) ADVISE IF DISCOMFORT, PROBLEMS, CONCERNS.
- (7) EMERGENCY:
 - (a) EXIT: **(Explain operation.)**
 - (b) FIRE EXTINGUISHER: **(Location & operation)**
 - (c) ELT: **(General location & operation)**
 - (d) MISC.: First Aid Kit? Survival Kit? Flares? Cell phone?
- (8) COMMUNICATIONS:
 - (a) POSITIVE EXCHANGE OF CONTROLS:
 - (b) ACRO MANEUVER FLOOR: +1,500 or +3,500' AGL
 - (b) DISCONTINUE MANEUVER: **BREAK-OFF!**
 - (b) TRAFFIC REPORTS:
 - (c) DISCOMFORT / VETO POWER:
 - (d) ABANDON SHIP: **ABORT! ABORT! ABORT!**
- (9) EMERGENCY EGRESS & PARACHUTE USE

14 CFR REFERENCES:

91.11	Prohibition against interference with crewmembers.	91.303	Aerobatic flight.
91.15	Dropping objects.	91.307	Parachutes and parachuting.
91.17(b)	[Passengers under the influence of] Alcohol or drugs.	91.519	[Large & Turbine-Powered Multi-engine Airplanes] Passenger briefing.
91.21	Portable electronic devices.	91.1035	[Fractional Operations] Passenger awareness [briefing].
91.105	Flight crewmembers at stations.	135.117(a)	Briefing of passengers before flight.
91.107(a)	Use of safety belts, shoulder harnesses, and child restraint systems.		

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ACROBTICS QUICK CHECK

- (1) Seats, Belts, Harnesses, Parachutes. Loose Objects SECURE
- (2) Main Outboard Tanks EMPTY
- (3) Auxiliary Fuel Pump ON
- (4) Fuel Selector LEFT or RIGHT ACRO TANK, Δ 5 GALS.
- (5) Fuel Timer SET
- (6) Airspace and Traffic CLEAR
- (7) Entry Altitude (1,500' -) 3,500' AGL, SPINS +5,000' AGL
- (8) RECALL ACRO COMM & EMERGENCY BRIEF

ALPHABETICALLY

<u>MANEUVER</u>	<u>ENTRY</u>	<u>EXIT</u>
Aileron Rolls	140 kias	130 kias
Barrel Rolls	150 kias	140 kias
Chandelles	150 kias	65 kias
Clover Leafs	140 kias	140 kias
Cuban Eights	140 kias	140 kias
Hammer Heads	140 kias	65 kias
Immelmans	160 kias	65 kias
Lazy Eights	120 kias	120 kias
Loops	150 kias	130 kias
Spins	Slow Decel.	Aircraft Limits
Split S	90 kias	140 kias
Steep Turns	120 kias	120 kias
Vertical Rolls	160 kias	Stall Speed
Wing Overs	140 kias	65 kias

BY ENTRY SPEED

<u>MANEUVER</u>	<u>ENTRY</u>	<u>EXIT</u>
Spins	Slow Decel.	Aircraft Limits
Split S	90 kias	140 kias
Lazy Eights	120 kias	120 kias
Steep Turns	120 kias	120 kias
Aileron Rolls	140 kias	130 kias
Clover Leafs	140 kias	140 kias
Cuban Eights	140 kias	140 kias
Hammer Heads	140 kias	65 kias
Wing Overs	140 kias	65 kias
Barrel Rolls	150 kias	140 kias
Chandelles	150 kias	65 kias
Loops	150 kias	130 kias
Immelmans	160 kias	65 kias
Vertical Rolls	160 kias	Stall Speed