

GROUND PROCEDURES**Cub Crafters Top Cub – Alaskan Bushwheel 26 HT****CABIN**

1. Engine PreheatIf oil temp below 50 deg
2. Required Documents..... A.R.O.W.
3. Flight Controls Check correct movement
4. Trim Check ops; Set for takeoff
5. Fuel Selector..... BOTH
6. Flaps Proper operation; FULL DOWN
7. Fuel GaugesSufficient fuel for flight
8. Mixture..... Idle cut-off
9. Carburetor Heat OFF
10. KeysHang on OBS knob – not in ignition
11. Electrical Switches..... OFF
12. Avionics Master Switch OFF
13. Master Switch ON
14. Avionics Master Switch ON
15. Avionics Cooling FanAUDIBLE
16. Avionics Master Switch OFF
17. All Exterior Lights ON
18. Pitot CoverREMOVED
19. Pitot Heat ON
20. Check Operation of :
..... Nav/Strobe, Beacon, and Landing Light
21. Stall Warning CHECKED
22. Pitot Tube..... CLEAR / WARM
23. Exterior LightsAll OFF, BEACON ON
24. Pitot Heat OFF
25. Circuit Breakers CHECK IN
26. Master Switch OFF
27. Windows CLEAR
28. Night visors..... For night operations
Installed, secure and do not interfere
with controls
29. If passenger seat unoccupied
Passenger seat harness SECURE

NOSE

1. Right Static Port..... CHECK
2. Right Cowling OPEN
3. Engine Oil/Filler Cap.....CHECK (6qts min)
4. Engine conditionCHECK
5. Right Cowling CLOSE
6. Alternator Belt..... Condition and Tension
7. Air Filter..... CHECK
8. Prop and Spinner.....CHECK
9. Engine Cooling Air Inlets CLEAR
10. Left Cowling..... OPEN
11. Engine conditionCHECK
12. Left Cowling..... CLOSE
13. Fuel Strainer Drain
14. Left Static Source Opening CHECK

LEFT WING

1. Left Fuselage CHECK
2. Wing surfaces (fabric) CHECK
3. Wing struts CHECK
4. Flap SurfaceCHECK CONDITION
5. Flap Hinges CHECK
6. Flap Actuator Rod CHECK
7. Aileron SurfaceCHECK CONDITION
8. Aileron Hinges..... CHECK
9. Aileron Cables CHECK
10. Wing Tip..... CHECK
11. Leading Edge CHECK
12. Trailing EdgeCHECK DRAIN HOLES
13. Wing Tie-DownREMOVE
14. Fuel Quick Drain Valve CHECK
15. Fuel Quantity CHECK VISUALLY
.....Gauges - 3 gal less than actual w/26" tires
16. Fuel Vent..... CHECK
17. Filler Cap vent unobstructed SECURE
18. Main Gear Bungee Cover..... CHECK
19. Brakes and Lines CHECK
20. Tire Pressure CHECK – 15±3PSI
21. Vortex Generators CHECK
Not more than three missing on aircraft
Not more than two missing on a side
Missing VG's cannot be adjacent
If any VG's missing max takeoff wt 2100 lbs

EMPENNAGE

1. Tail Tie-Down DISCONNECT
2. Bracing Wires..... Check for tension
3. Hinges CHECK
4. Gap Seals None Missing
5. Surfaces (fabric) CHECK
6. Tail wheel and springs CHECK
7. H-stab Strake/Fabric CHECK
8. Elevator..... CHECK
9. Rudder CHECK
10. Airplane Antennas CHECK

RIGHT WING

1. See Left Wing Checks
2. Baggage Door..... CLOSED
3. Accessory Door CLOSED
4. Stall Warning VaneCHECK CONDITION

GROUND PROCEDURES**Cub Crafters Top Cub – Alaskan Bushwheel 26 HT****BEFORE STARTING ENGINE**

1. Preflight Inspection..... COMPLETE
2. Seats/SeatBelts ADJUST, LOCK
3. Passenger Briefing COMPLETE
4. Brakes TEST; SET/HOLD
5. Door CLOSED
6. Fuel selector valve BOTH
7. Av. Pwr Switch, Elect. Equip..... OFF
8. Circuit Breakers..... CHECK IN
9. Flaps Retract

STARTING ENGINE (With Battery)

1. Beacon ON
2. Throttle OPEN 1/2"
3. Mixture FULL RICH
NOTE: if engine is warm, omit priming
4. Carburetor Heat..... COLD
5. Prime..... As REQ'D (2-6 strokes)
If engine is warm, omit priming
6. Master switch ON
7. Oil Pressure..... DISPLAY (click S on CGR-30P)
8. Propeller area CLEAR
9. Ignition switch..... START
10. Oil pressure CHECK
11. Throttle 1000 RPM or LESS
12. Nav, strobe lights ON, as REQ'd
13. Avionics power switch & radios ON
14. Transponder..... ALT
15. GPS..... Initial fuel; Runway diagram
16. ATIS / Altimeter SET
17. Taxi Lights ON as REQ'd

FIRE DURING START

1. Cranking CONTINUE
- If engine starts:**
2. Power 1,700 RPM for a few minutes
3. Engine SHUTDOWN
- If engine fails to start:**
4. Throttle FULL OPEN
5. Mixture IDLE CUT OFF
6. Cranking CONTINUE
7. Fuel Selector OFF
8. Master Switch OFF
9. Ignition Switch OFF
10. Fire Extinguisher ACTIVATE
11. Airplane..... EVACUATE

RUNUP

1. Parking Brake(s)..... SET or HOLD
2. Seat & Seat Belts SET and SECURE
3. Doors & WindowsCLOSED/LOCKED
4. Flight controls..... FREE and CORRECT
5. Flight InstrumentsCHECK & SET
6. Fuel Quantity.....CHECK
7. Fuel Selector Valve BOTH
8. Mixture..... RICH
9. Primer..... In and Locked
10. Oil temp..... 70 degrees - CHECK
11. Throttle..... 1700 RPM
 - a. Magnetos CHECK BOTH (175/50)
 - b. Carburetor Heat CHECK then COLD
 - c. Engine instruments CHECK
 - d. Voltage CHECK
12. Throttle..... CHECK IDLE W/CARB-HEAT ON
13. Throttle..... 1000 RPM
14. Elevator Trim SET for TAKEOFF
15. Radios, Avionics, GPS, Nav SET
16. Wing flaps..... First notch (takeoff 22 deg)
17. Lights as REQ'D

**INFLIGHT CHECKS
CONTINUED ON SECOND CARD****SECURING AIRPLANE**

1. Brakes HOLD
2. Throttle..... 1500 RPM
3. Mixture LEANED, 20 seconds
4. Avionics CHECK 121.5
5. Throttle..... REDUCE as REQ'd
6. Exterior Lights (except Beacon) OFF
7. Power IDLE
8. Avionics Power Switch, Elect. Equip OFF
9. Interior & Panel Lights..... OFF
10. Magneto Ground CHECK
11. Mixture IDLE CUT OFF
12. Ignition Switch OFF
13. Keys ...Remove from ignition; Hang on OBS
14. Tach time/Hobbs time..... RECORD
15. Master Switch OFF
16. Beacon OFF
17. Fuel Selector RIGHT TANK
18. Flaps EXTENDED
19. Pitot Cover..... INSTALLED
20. Wheel Chocks INSTALLED
21. Tie Downs INSTALLED
22. Tires and Aircraft INSPECTED
23. Covers INSTALLED
24. Front seat stick.. HOLD BACK W/SEAT BELT
..... AVOID PTT SWITCH

FLIGHT NORMAL PROCEDURES Cub Crafters Top Cub – Alaskan Bushwheel 26HT

BEFORE TAKEOFF

1. Doors & WindowsCLOSED/LOCKED
2. TransponderALT
3. Elevator Trim.....SET for takeoff
4. Fuel Selector..... BOTH
5. Mixture..... RICH (LEAN max RPM > 3000')
6. Primer..... IN AND LOCKED
7. Carb Heat OFF
8. Wing flaps..... First notch
9. Lights as REQ'd
10. GPS ZoomSET

NORMAL TAKEOFF

1. ElevatorFORWARD
2. ThrottleSmoothly apply to FULL OPEN
3. Engine Instruments CHECK
4. Attitude RAISE TAIL – Level Attitude
5. Lift-Off 55 – **60 MPH**
6. FlapsRETRACT
7. Climb Vx→60 MPH; Vy→74 MPH

SHORT FIELD/OBSTACLE TAKEOFF

Normal Takeoff Procedure except:

1. Lift-Off58 MPH
2. Climb (Vx)60 MPH

SOFT FIELD TAKEOFF

Normal Takeoff Procedure except:

1. Tail..... LOW, but clear of ground
2. Lift-off..... AS SOON AS POSSIBLE
3. Level Flight to safe speed, then climb

NORMAL CLIMB

1. Mixture.....FULL RICH (below 3000ft)
2. Airspeed Vx→60 MPH; Vy→74 MPH

CRUISE

1. Power AS REQ'D
2. Mixture..... LEAN (Above 3000 ft)
3. Carburetor Heat AS REQ'D
4. Pitot Heat AS REQ'D

DESCENT

1. Mixture..... FULL RICH
2. Carburetor Heat AS REQ'D

BEFORE LANDING

1. Fuel SelectorBOTH
2. MixtureFULL RICH
3. Primer In and locked
4. Carburetor Heat.....ON
5. Seat Belts, Harnesses..... SECURE
6. Lights.....AS REQ'D
7. Flaps.....Max Speed First Notch: **98 MPH**
Max Speed Full Flaps..... **89 MPH**
8. Heels off brakes

NORMAL LANDING

1. Airspeed (3 point – full flaps)..... **55 MPH**
2. Airspeed (wheel – full flaps) **60 MPH**

CROSS-WIND LANDING

1. Ailerons.....Keep upwind wing low
2. Rudder Hold runway alignment
3. Landing Roll
Ailerons to keep upwind wing down
Rudder/Brakes for directional control
4. Do Not Drop Tail until below flying speed

STOP & GO

1. Elevator Trim SET for TAKEOFF
2. MixtureFULL RICH
3. Carburetor Heat.....OFF
4. Flaps.....First notch
5. Cabin Door & Window CLOSED
6. Lights..... SET

BALKED LANDING

1. Throttle Full Power
2. Carburetor Heat.....OFF
3. Climb Speed 60 MPH
4. Flaps..... Retract Slowly
5. Trim.....AS REQ'D
6. Clear of Obstacles 75-80 MPH

SHORT FIELD/OBSTACLE LANDING

Normal landing procedures and:

1. Airspeed 55 MPH

SOFT FIELD LANDING

Normal FULL STALL (3 PT) landing procedures:

1. Elevator..... FULL AFT after touchdown
2. DO NOT USE BRAKES
3. Power.....AS REQ'D to not get stuck

AFTER LANDING

1. Flaps..... Retract
2. Lights.....AS REQ'D
3. Carburetor Heat.....OFF
4. StickSet for prevailing wind

FLIGHT EMERGENCY PROCEDURES Cub Crafters Top Cub - Alaskan Bushwheel

ENGINE FIRE IN FLIGHT

1. Mixture IDLE CUT-OFF
2. Fuel SelectorOFF
3. Electrical and Ignition Switch..... ALL OFF
4. Cabin Heat OFF
5. Airspeed... FLAPS 50⁰/89 MPH; 22⁰/98 MPH
0⁰ Smooth air/152 MPH; Rough air/102 MPH
6. Fire ExtinguisherACTIVATE (As Req'd)
7. Landuse "Forced Landing Procedures"

ENGINE FAILURE ON TAKE-OFF

If sufficient runway remains:

1. Throttle CLOSED
2. Land using maximum braking

If altitude permits, Attempt an engine restart:

3. Fuel Selector BOTH
4. MixtureFULL RICH
5. Carburetor Heat..... FULL HOT
6. Ignition Switch BOTH/THEN ENGAGE

If no restart is possible:

7. Select most favorable landing area ahead

ENGINE AIR START

1. Maintain Airspeed68 MPH, minimum
2. Fuel Selector BOTH
3. Mixture Full Rich
4. Carburetor Heat..... FULL HOT
5. Ignition Switch BOTH
6. Engine Instruments..... CHECK
7. Ignition Switch ENGAGE
8. No Start ... Run "Forced Landing Procedure"

FORCED LANDING (Complete Power Failure)

1. Airspeed Maintain 68 MPH
2. Mixture IDLE CUT-OFF
3. Fuel SelectorOFF
4. Master SwitchON
5. Radio MAYDAY 121.5 MHz
6. Attempt to position the aircraft:
Over point of landing - 1000 ft (AGL)
Downwind and abeam – 500 ft (AGL)
7. Master SwitchOFF
8. On Final Approach Flaps down – 53 MPH
9. Touchdown with minimum airspeed (three point full stall) if landing on rough terrain.

PARTIAL POWER LOSS I ROUGH RUNNING

1. Follow the engine air restart procedure.

INFLIGHT OVERSTRESS

Fly at a reduced airspeed, (60 - 70 MPH) to a suitable landing point. Maintain level flight as much as possible and limit forces on aircraft.

ELECTRICAL FIRE

1. Electrical Switches.. ALL OFF (Ignition BOTH)
2. Air Vents/Windows . OPEN as Req'd for vent
3. Use hand fire extinguisher if available
4. If fire continues, land immediately.

ALTERNATOR/ELECTRICAL FAILURE

An alternator failure is indicated by a steady discharge on the ammeter.

1. Master Switch OFF
2. Circuit Breakers IN
3. Master Switch 10 sec delay, then ON
4. If excessive battery discharge continues, turn OFF all nonessential electrical equipment to conserve battery power.
5. Land as soon as practical

OVERVOLTAGE

If the bus voltage rises above 15.3 volts

Red "VOLTS" light at top of engine monitor

1. Master Switch OFF
2. Wait time..... 1 Minute
3. Master Switch ON
4. If red "VOLTS" light comes on again:
Pull alternator and field circuit breakers
Land as soon as practical

EMERGENCY DESCENT

1. Max airspeed flaps up smooth air ..152 MPH
2. Max airspeed flaps up rough air.....102 MPH
3. Max airspeed flaps down89 MPH
4. Throttle..... IDLE

INADVERTENT ICING ENCOUNTER

1. Pitot Heat ON
2. Carburetor Heat ON
3. Altitude..... WARMER AIR

DITCHING

1. Cabin Door..... OPEN
2. Land into wind if high winds are evident, or parallel to swells with calm winds.
3. Contact the water with nose high attitude.
4. DO NOT STALL prior to touchdown.
5. After coming to complete stopEXIT

V-SPEEDS

VNE – 152 MPH

Vo – 2300 lb, 102 MPH; 1800lb, 90 MPH

VFE – 1st notch, 98 MPH; 2nd notch, 89 MPH

Vs1 – 54 MPH

Vso – 48 MPH

Vx – 60 MPH

Vy – 74 MPH