



Slingsby T67M Mk II G-BNSR Checklist



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Normal VFR 7000	Aerobatics 7004	London Info 1177	Stansted & Luton 0013	Radio Fail 7600	Mayday 7700
Redhill		Farnborough			London
Tower 119.600	ATIS 136.125	West 125.250	East 123.225	North 132.800	Information 124.600
Initial	Weight & Balance Remove covers Parking brake Mags Master Alternator Pitot heat Nav & strobe lights Landing lights Stall warner Structural Temperature Master	Within limits Pitot, 2 static vent plugs ON (Pump Brakes) Off, Key out ON Cancel warning ON 20 sec max, Off, check Check Check both positions Check light and beeper > 50° C No aeros > 55° C No flight Off	Start Cold & Hot	Fuel Throttle Mixture Fuel pump ON for Fuel pump Mixture Mags Safety Throttle	Select lowest tank COLD ½" open Full rich 2s after pressure HOT Closed Idle/Cut-off 30 secs Off Idle/Cut-off Left only Call 'Clear' and check ½" open Full, retard slowly while cranking
				Suspect flooding	Repeat hot start but mags off
Walk-Round	Pitot & static ports Control surfaces Gear/tyres/brakes Oleos Fuel Caps Drains Vents Antennae Engine Prop & spinner Air intakes Canopy Baggage Ground equipment	Visual inspection Visual inspection – Do not move rudder to port Check Check – level Dip & drain Secure, correct way round No leaks Clear & clean Check Check oil – 4-8 qts, 6 nominal Check Unobstructed Clear & clean Compartment secure Chocks, towbar & tiedowns	During start	Starter Releasing starter Mixture Throttle Mags Starter light Oil pressure Alternator	Press until engine fires Max 10s, then 2 mins cooling Throttle less than ¼ Full rich SLOWLY Hold 1200 RPM as prop fines Both Out Green within 30 seconds ON, check light and charge
				After start	Fuel pressure Mags Avionics and lights Suction Horizon/HSI/RMI
Pre-start Cockpit Checks	Cockpit Passenger Mobile phones Tacho start time Rudder pedals Solo flight Harness Flying controls Accelerometer Instruments Emergency static Throttle Propellor Mixture Fuel Parking brake Flaps Trim Canopy Circuit Breakers Avionics & electrics Master Alternator	Secure loose articles Brief – harness, exits & controls Off Noted down Adjusted & locked Secure & lock right harness Secure – 5 points Full and free (not rudder) Reset Check Closed Check closed – do not cycle Full and Free – set fully fine Check idle/cut-off – do not cycle Select lowest tank ON (pump brakes) Up Full range – set neutral Closed and secure All in All off ON Cancel warning	Taxying	Throttle Brakes Mixture Rudder Steering Tight turns Instruments Taxi canopy open	<1200 RPM until oil temp green Check as soon as safe Lean hard (engine smooth) Check full travel at slow speed Nose-wheel steering Light braking with full rudder Check in turns <1500 RPM, smooth ground only NOT on grass
				Power checks	Canopy Parking brake Safety Mixture Fuel cock T's & P's Throttle Suction Cycle prop ONCE 1 st flight of the day 1 st 2 nd 3 rd Check L/R Mags Throttle closed Throttle

Power	Regime	% Power	MP inches Hg	Prop RPM	Fuel PSlg	IAS kts	Fuel L/Hr
	Aeros Cruise	Varies 74	Full 25	2650 2300	6 2	110 104	46 30
Manifold Pressure should be < 100's of prop RPM plus 4 (2100 RPM = Max MP of 25.0")							
Rotate 55/60	Best Climb 77	Approach 65-70	Glide (T/O) 80	Max Abrupt 140	VNE 180		
Notes	ATIS	QFE	QNH	Runway/Hold			
	Start Fuel				Landing		
	Start Tach				Brakes On		
	Brakes Off				End Tach		
	Take Off				End Fuel		
Pre Take-Off	Trim	Neutral	Speeds (Kias)	V _r	Raise nosewheel	45 kts	
	Throttle friction	Set		V _x – T/O flap	Rotate speed	55 kts	
Mixture	Full rich	V _y – flap up		Best Angle climb	70 kts		
Mags	BOTH	V _{fe}		Best Rate climb	77 kts		
Prop	Fully forward	V _{so}		Flap extension (T/O)	120 kts		
Fuel & Fuel pump	Sufficient & ON	V _s		(Land)	98 kts		
Flaps	Take off or Up	V _a		Stall with flap	51 kts		
Flying controls	Full and free (not rudder)	V _{no}		Stall without flap	57 kts		
Instruments	Checked and set	V _{ne}		Max abrupt	140 kts		
Gauges	T's & P's check	V _{glide} – T/O		Max structural cruise	140 kts		
Canopy & harness	Closed and secure	V _{approach}		Never exceed	180 kts		
Abort Plan	Ready			Glide	80 kts		
Line-Up	Fuel pump	ON	After Landing	Airframe	Flaps up		
	Align	HSI, RMI, Compass, Runway		Transponder & Trim	Standby		
Take-Off	Strobes	ON	Shut Down	Pump & Pitot heat	Off		
	Transponder	ALT (7000 for VFR)		Lights	Off as required		
Climb	Engine	Check > 2550 RPM	Pre Landing	Parking brake	ON		
	Airspeed	T's and P's in limits		Throttle	1800 for 20secs max		
Aeros	Nosewheel	Increasing	Tidy-up	Avionics	Off		
	Brakes	Raise at 45kias		Alternator	Off		
Pre Landing	Flaps	Dab at 200'	Shut Down	Throttle	Closed		
	Fuel pump	Up at safe height		Mixture	Cut off		
Pre Landing	Power	Off at 1000'	Tidy-up	Mags	Off when engine stops		
	Before aerobatics	As appropriate		Master	Off		
Pre Landing	HSI	Free	Tidy-up	Fuel cock	Off		
	After aerobatics			Flaps	Down		
Pre Landing	Fuel pressure	Check both tanks feeding	Tidy-up	Parking brake	Off if going into hangar		
	T's and P's	Check green		Cockpit & baggage	Remove ALL personal items		
Pre Landing	Artificial Horizon	Erect	Tidy-up	Controls	Secure with harness		
	HSI	Slave and check alignment		Tow bar	Full right to lock rudder		
Pre Landing	Brakes	Off, pedals firm	Tidy-up	Clean Aircraft	Sponge down, clean oleos		
	Undercarriage	Fixed		Covers	De-bug windscreen		
Pre Landing	Mixture	Full rich	Tidy-up		Canopy, pitot, 2 static vent		
	Propellor	RPM as required					
Pre Landing	Fuel	Fullest tank, pump ON					
	Instruments	Check Alt, check T's and P's					
Pre Landing	Carburettor heat	Not used					
	Hatches/Harnesses	Secure					

Emergency Procedures

Electrical Fire	Extinguisher Fresh air vents Master Alternator Circuit breakers Battery Critical CBs ONLY Alternator	Minimum to put out fire Open all Off Off Manually trip all CBs ON Reset – unless excessive discharge, then trip ON Land as soon as possible	Engine Failure	Restarting the engine in a dive will use 600-800'. Consider Emergency Landing before a restart attempt		
Engine Fire	Throttle Propellor Mixture Fuel Cock Magnetos Fuel Pump Cockpit heater Radio Master Alternator	Closed Minimum RPM Cut-off Off Off Off Off Off Mayday Off Off Emergency Landing Do not attempt re-start			If no oil pressure or engine stopped with unusual noise, do not attempt re-start!	
Cabin Fumes	Cockpit heater Fresh air vents Electrical smell? Petrol smell?	Off Open Electrical Fire drill Make no electrical selections (minimise spark risk) Land as soon as possible			Propellor Turning	
Comms Failure	Stuck Mic Switches Volume Circuit breakers Headset Radios Transponder	Check Check ON Check Check Switch side, use other PTT Off for 5 minutes, retry Squawk 7600			Fuel cock Mixture Throttle Fuel Pump Cycle Mags Both Right Left Both If no improvement	Change (check tank contents) Adjust ¼ open ON, check pressure Select best position Emergency Landing
Propellor Governor Failure	RPM will not Increase Oil pressure Manifold pressure RPM control No RPM response	Check Check 15"+, open throttle if reqd Exercise slowly through range Leave mid-range and use throttle only Land as soon as possible	Oil Pressure	Propellor Stopped		
Propellor Governor Failure	RPM Overspeeds or will not Decrease Throttle RPM control Airspeed	Keep RPM in limits Leave mid-range Reduce to 80kias Land as soon as possible			Throttle Propellor Mixture Fuel cock Mags Fuel pump Fuel pressure Master Alternator Either: Starter Or: Dive to turn prop On Engine start: Alternator Throttle	¼ open Max RPM Adjust Change (check tank contents) Both ON >0 PSiG ON Off Press to start 115 kts ON Increase slowly
Emergency Landing	Maintain Best Glide Radio Transponder Harness Throttle Propellor Mixture Fuel Fuel pump Magnetos Master Alternator	Clean 80kias T/O flap 70kias Mayday Squawk 7700 Tight Closed Min RPM Cut-off Off Off Off Off Off	Pitot Static	Prolonged use of power after engine oil pressure failure will lead to engine mechanical failure. If oil pressure fails, propellor will revert to minimum RPM. Full throttle may be used in emergency, but engine failure is likely to follow loss of oil pressure.		
					RPM Throttle	Control with throttle Closed unless emergency Emergency Landing
			Distress Call	OAT below 0° C OR flight in precipitation? Static blockage suspected? When on Emergency Static	Switch on Pitot Heat Open Emergency Static (LH side instrument panel) Allow for altitude errors: +180'@130kts, +350'@180kts	
					C A T N I P P	Call Sign Aircraft Type Nature of emergency Intentions Position People on board



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Emergency and Interception Procedures



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Morse Code	0 -----	5	A .-	H	O ---	V ...-
1 .----	6 -....	B -...	I ..	P .---	W .--	
2 ..---	7 ---..	C -..	J .---	Q ---.-	X --.-	
3 ...--	8 ----.	D -..	K -.-	R .-.	Y -.-.	
4-	9 -----	E .	L	S ...	Z ---.	
		F	M --	T -		
		G --.	N -.	U .-.		

UK Quadrantal Rule	Semi-Circular Rule		
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VFR 3,000'+ / IFR outside CAS	IFR	VFR
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Magnetic track	Flight Level	Magnetic track	Flight Level	Magnetic track	Flight Level
000-089	Odd	000-179	Odd	000-179	Odd + 5
090-179	Odd + 5	180-359	Even	180-359	Even + 5
180-269	Even		(UK: only inside CAS)		(UK: not applicable)
270-359	Even + 5				

Marshalling Signals

Move Ahead	Turn to port	Next marshaller	Slow Down	Park Here	Stop

Interception Procedures

If intercepted by another aircraft, you must:

- Follow the instructions given (meanings of visual signals below)
- Notify ATC if possible
- Attempt communication on 121.5 with intercepting aircraft, giving identity and nature of flight
- Select code 7700 and mode C unless otherwise instructed
- If ATC verbal instructions conflict with visual instructions, comply with visual and request clarification from ATC

Visual Signals to You from Intercepting Aircraft

Action	Meaning	Response	Meaning
Rocks wings	You have been intercepted	Rocks wings and follows	I understand and will
Abrupt break and climbing turn 900+	You may proceed	Rocks wings	I understand and will
Circles aerodrome, lowers gear,	Land here	Lower gear (if possible)	I understand and will

Visual Signals from You to Intercepted Aircraft

Meaning	Action	Response	Meaning
I am in distress	Flash all available lights	Breaks away	I understand
I cannot comply	Switch all lights on and off, slowly (not flashing)	Breaks away	I understand
Aerodrome is inadequate	Raise gear (if possible)	Will either indicate new aerodrome or allow	

Radio Communication with Intercepting Aircraft

Interceptor	Call Sign	Meaning	Intercepted	Call Sign	Meaning
	KOL SA-IN	What is your call sign		KOL SA-IN	My call sign is (call sign)
	FOL-LO	Follow me		VILL-CO	Understand and will comply
	DEE-SEND	Descend for landing		KANN-NOT	Unable to comply
	YOU LAAND	Land at this A/D		REE-PEET	Repeat your instruction
	PRO-SEED	You may proceed		AM LOSST	Position unknown
				MAYDAY	I am in distress
				HIJACK	I have been hijacked
				LAAND (place name)	I request landing at (place name)
				DEE-SEND	I require descent