



- 1** (a) Check master and ignition switch "off."  
 (b) Check fuel quantity indicators.  
 (c) Check fuel valve handle "on."  
 (d) Remove control wheel lock, if installed.  
 (e) Check baggage for proper storage and security.  
 (f) Check that required papers are in order and in the aircraft.
- 2** (a) Check for external damage, operational interference of control surfaces or hinges.  
 (b) Remove rudder gust lock, if installed.  
 (c) Disconnect tail tie-down.
- 3** (a) Remove gust lock, if installed.  
 (b) Check for external damage, operational interference of control surfaces.
- 4** (a) Check main wheel tire for proper inflation.  
 (b) Visually check fuel supply, secure cap.  
 (c) Disconnect wing tie-down.  
 (d) On first flight-of day and after each refueling open wing tank fuel drain for 2-3 seconds.
- 5** (a) Check oil level. Do not operate with less than 4 quarts. Fill for extended flights.  
 (b) Check propeller and spinner for nicks and security.

- (c) Check carburetor air filter for restrictions by dust or other foreign matter.  
 (d) On first flight of day and after each refueling open fuselage tank fuel drain and gasolator drain for 2-3 seconds.  
 (e) Check nosewheel tire for proper inflation.  
 (f) Check for obvious fuel or oil leaks.  
 (g) Inspect cowling and inspection cover for security.  
 (h) Visually check fuel supply, secure cap.  
 (i) Check fuel tank gauge for free movement.  
 (j) Inspect windshield for cleanliness.
- 6** (a) Check main wheel tire for proper inflation.  
 (b) Visually check fuel supply, secure cap.  
 (c) Disconnect wing tie-down.  
 (d) On first flight of day and after each refueling open wing tank fuel drain for 2-3 seconds.
- 7** (a) Remove pitot tube cover, if installed, and check pitot tube opening for stoppage.
- 8** (a) Remove gust lock, if installed.  
 (b) Check for external damage, operational interference of control surfaces.

**NOTE**

If night flight is planned, check operation of all lights, and make sure a flashlight is available.