

# CESSNA 337G CHECKLISTS

## BEFORE STARTING ENGINE.

- (1) Preflight Inspection -- Complete.
- (2) Prop Lock -- Removed.
- (3) Door -- Properly Closed.
- (4) Seats & Belts -- Adjust & Lock.
- (5) Fuel Selectors -- On green.
- (6) Strobe & Nav Lights -- ON.
- (7) **Avionics Switch -- OFF.**
- (8) Master & Alternators Switches -- ON  
(both "ALT NOT CHARGING" lights & the "BAT DIS" light should come on).
- (9) Cowl Flaps -- OPEN.

## STARTING ENGINES.

- (1) Mixture -- Rich.
- (2) Propeller -- High RPM (full fwd).
- (3) Throttle -- Full Open.
- (4) Brakes -- Set.
- (6) Propeller Area -- Clear.
- (7) Aux. Fuel Pump Switch -- On HI to get steady 36 pph, then OFF.
- (8) Throttle -- Reduce to cracked (1/4 inch).
- (9) Ignition Switch -- START (if it won't start in 15 sec., put pump switch on HI for 2-4 turns; if still won't start, turn pump off, put mixture on idle cut-off and crank until it starts or 15 sec.; repeat (1)-(9) if needed).
- (10) Aux. Fuel Pump Switch -- Check it is OFF.
- (11) Oil Pressure and Ammeter -- Check.
- (12) Second Engine -- Repeat (1)-(11).
- (13) Avionics Switch -- ON.
- (14) Radios/Transponder -- check ALT/1200.
- (15) GPS -- Set as needed.

## BEFORE TAKE-OFF.

- (1) Brakes -- Set. **[Review spin/stall recoveries]**
- (2) Cowl Flaps -- OPEN.
- (3) Flight Controls -- Free & correct movement.
- (4) Elevator & Rudder Trim -- Take-off setting.
- (5) Mixture / Aux. Fuel Pumps -- Rich / OFF.
- (6) Throttle Setting -- 1800 RPM.
- (7) •Engine Gages & Alternators -- Check.
- (8) •Suction Gage -- Check 5-5.4 in. Hg, no red.

- (9) •Magnetos -- Check (50 RPM max.diff between mags, 150 RPM max. drop).
- (10) •Propeller -- Check feathering to 1200 RPM, return to high RPM (full fwd).
- (11) Throttle Setting -- Closed (idle speed).
- (12) Second Engine -- Repeat (6)-(11).
- (13) Flaps -- 1/3 down.
- (14) Altimeter, Hor. Ind. & Radios -- Set.
- (15) Autopilot & Electric Trim -- OFF.
- (16) Cabin Door & Window -- Closed, **Locked.**
- (17) Shoulder Harness -- Buckled.
- (18) Transponder -- Correct squawk.
- (19) Before-roll Reminders:
  - Check flaps are at 1/3.
  - Lead w/ rear eng. (check MP & RPM).**
  - Rotate @ ~75MPH **after** MP/RPM check.
  - Climb speed 85 then 100 MPH.
  - Retract gear/flaps when no runway left.  
(check that yellow gear light comes on)
  - Throttle & props back to 25/25 at 400 ft.

## APPROACH TO LANDING.

- (1) Mixture -- Rich (near full-fwd).
- (2) Fuel Selectors -- On green.
- (3) Throttle -- 16 in. of Hg.
- (4) Flaps -- 1/3 (below 150 MPH).
- (5) Landing Gear -- Down (<130MPH).
- (6) LG Confirm -- ●**Light**, Handle, Visual.
- (7) Airspeed -- 90-100 MPH (85 short final).
- (8) On Final: Flaps -- 2/3 or Full (<120 MPH).
- (9) **Props -- Full forward.**

## AFTER LANDING.

- (1) Flaps -- UP.
- (2) Cowl Flaps -- OPEN (before taxiing).

## SECURING AIRCRAFT.

- (1) **Avionics Switch -- OFF.**
- (2) Mixture -- Idle cut-off.
- (3) All Switches -- OFF (Master last - Confirm).
- (4) Parking Brake -- Engaged.
- (5) Yoke and Prop Locks -- Installed.
- (6) Aircraft -- Locked, tied, covered.

### SPEEDS (MPH)

	LAND CONF	TK-OFF CONF	CLEAN CONF	ONE ENG
Stall	70	75	80	
Vx	72	80	90	90
Vy	82	95	110	100
Vfe	125	160		
Vge	160			
Va			155	
Vno/ne			190/225	
Glide			110-115*	

\* You go 2.5 miles per 1000 ft. drop in alt. (clean configuration, props feathered).  
At 500 ft/min **descent**, you drop 4000 ft in 8 min & cover ~20 mi. (@150 MPH).

### CRUISE SETTINGS

ALT	MP	RPM	HP
6000	22	2500	68%
±500	22	2400	64%
	21	2400	60%
<hr/>			
8000	21	2500	67%
±500	20	2400	59%
	19	2400	54%
<hr/>			
10000	19	2400	56%
±500	18	2400	52%
	17	2300	44%

### ENGINE-OUT AT CRUISE

- Adjust yoke to get 100 MPH
- Mix, props, throttles full fwd
- Identify & verify bad engine (gauges & throttle response)
- Open good engine cowl flap
- Cross-feed, turn pump to HI
- Check ignition switch
- If engine won't start, secure it:
  - Mixture -- Idle cut-off
  - Propeller -- Feather
  - Ign., alt., pump -- OFF
  - Fuel Selector -- OFF
  - Cowl Flaps -- Closed
- To re-start secured engine, read manual p.3-5

### PREFLIGHT INSPECTION

- Remove yoke lock, prop lock, R engine duct cover
- Master sw. on, check fuel, master sw. off
- Check fuel sel. switches (Frt→LM, Rr→RM); all electrical switches off
- Inspect right tire and brake
- Draw and check fuel from right wing tank
- Inspect both right wing tank vent openings
- Inspect right aileron and **wing tip**
- (intentionally left blank) --
- Check rear engine oil level (>7 qts)
- Pull rear engine strainer drain knob for 4 seconds
- Check propeller for nicks, security and oil leaks
- Inspect elevator and trim
- Inspect both tails and rudders
- Inspect static ports on both sides of left boom
- Repeat steps d. - g. on left side
- Repeat steps i. - k. on front engine
- Inspect nose wheel strut and tire
- To be sure, climb on **both** wings to check fuel

### ENGINE FIRE

Mixture ctrl to idle/cutoff  
Feather prop  
Close fuel ctrl valve  
Ignition switch off  
Alternator switch off  
Close cowl flap  
Reduce electrical loads

### ELECTRICAL FIRE

Master switch off  
Alternator switches off  
Vent air closed  
All eqpt. switches off  
Check circuit breakers  
More: read manual p.3-16

### RADIO FREQUENCIES

Emergency	121.5 (lost, DF steer)
Flight Watch	122.0 (weather)
Most FSS	122.2
Multicom	122.9 (+IMM)
Miami Radio	118.4 126.7 126.9
Miami App.	128.6 (above 2000')
TMB A/T/G	124.0 118.9 121.7
X51, MTH	122.8 (+Bahamas)
Air-to-Air	122.75
Military VHF	126.2

### TRANSPONDER CODES

7600	Lost communications
7700	Emergency

**Stall Recovery:** Yoke forward. Add power. Wings level (no aileron or rudder inputs unless needed, then softly and **more rudder** than aileron).

**Spin Recovery:** Kill throttle. Ailerons neutral. Full opposite rudder. Hold anti-spin controls until rotation stops. Recover from dive.

### PHONETIC ALPHABET

Alpha Bravo Charlie Delta Echo  
Foxtrot Golf Hotel India Juliet  
Kilo Lima Mike November  
Oscar Papa Quebec Romeo  
Sierra Tango Uniform Victor  
Whisky X-ray Yankee Zulu