

## Taylorcraft L-2 CHECK-LIST

### Starting the Engine

**NO HAND PROPPING UNLESS BOTH WINGS TIED DOWN, TAIL TIED DOWN, AND CHOCKS UNDER BOTH WHEELS. HAND PROPPING REQUIRES A CHECKOUT !!! DO NOT ATTEMPT TO HAND PROP WITHOUT GETTING INSTRUCTION FIRST !!! SEVERE INJURY (OR WORSE) MAY OCCUR!**

- 1) Fuel selector valve – ON
- 2) Carburetor Heat – Cold
- 3) Ignition switches off
- 4) Brakes set
- 5) Throttle – closed
- 6) If priming is required, pull prop through
- 7) Magnetos - ON
- 8) Throttle closed
- 9) Brakes set
- 10) Stick back
- 11) Hand prop
- 12) Oil Pressure, in 30 seconds – Check
- 13) Warm Up – 600-800 RPM.
- 14) Fill out flight log (clock time)
- 15) ATIS (RHV- 125.2)
- 16) Ground (RHV-121.65)

### Run-up

- 1) Brakes – Set
- 2) Flight Controls – Check
- 3) Instruments – Check & Set, Altimeter set to field elevation
- 4) Fuel - quantity check, primer locked, fuel valve ON
- 5) Elevator Trim “Take-Off” setting
- 6) Throttle setting 1500 RPM

- 7) Engine Instruments check
- 8) Magnetos – Check (100 RPM maximum drop)
- 9) Carburetor Heat – Check Operation
- 10) Close Throttle to Idling (600-800 RPM)
- 11) Radio– Set, Tower (RHV–119.8),
- 12) Cabin Doors and Windows – Closed & latched
- 13) Seat belts - FASTENED

### Before Take-off (if not accomplished at Run-up)

- 1) Trim to “Take-Off” position
- 2) Carburetor Heat – Cold
- 3) Radio - Set

### In Flight

- 1) Cruise – 2150 RPM
- 2) Climb – Full Power – 65 mph
- 3) Glide – Idling- 60-65 mph

### Before Landing

- 1) Carburetor Heat – As needed

### After Landing

- 1) Trim to “Take-Off” position
- 2) Carburetor Heat – Cold
- 3) Radio – Set (RHV Ground is 121.65)

### Shutdown

- 1) Radio - OFF
- 2) Engine – idle
- 3) Magnetos – OFF

### Securing Aircraft

- 1) Wheels chocked
- 2) Wings and tail tied down
- 3) Controls – secure lap belt around fwd control stick only
- 4) Fill out flight log (clock time)