

COZY MKIV - N83MZ

PRE-FLIGHT CHECKLIST

Cockpit

- Aircraft Cover - REMOVE / STOW
- Cockpit Access Lock - UNLOCKED, KEY OUT
- Canopy - OPEN
- Fuel Tank Drains - CHECK – NO WATER
- Ignition Switches - OFF
- Battery #1 & #2 - ON
- Nose Gear - EXTEND 2/3
- Landing Brake - EXTEND
- Pitch / Roll Trim - CHECK OPERATION
- Battery #1 & #2 - OFF
- Stick - FREE & CLEAR
- Rudder Pedals - CLEAR / ADJUSTED
- Ballast Areas - ADJUST AS REQ.

Canard & Nose Section

- Elevator - HINGES, WEIGHTS
- Elevator - FREE
- Static Ports - CLEAR (Left & Right)
- Pitot Tube - CLEAR
- Nose Bumper - INTACT
- Land. Light Windows - CHECK CLARITY

Right Fuselage and Wing

- Canopy Hinges** - CHECK
- Fuel Quantity** - MIN. 10 GALLONS
- Fuel Cap** - SECURE
- Wing and Winglet** - CHECK CONDITION
- Tie Down** - REMOVE
- Rudder Gust Lock** - REMOVE
- Rudder** - FREE, CHECK HINGES,
DRAIN HOLE
- Rudder Spring** - SECURE, WORKING
- Aileron Gust Lock** - REMOVE
- Aileron** - FREE, CHECK HINGES
- Mag. Access Panel** - SECURE
- Fuel Tank Vents** - CLEAR

Aft Fuselage and Engine

- Exhaust Pipe Covers** - REMOVE / STOW
- Main Gear Strut** - SECURE
- Wheel Pants / Tires** - GOOD CONDITION
- Brakes** - ADEQUATE PADS
- NACA Scoop** - CLEAR, CLEAN
- Cowling** - FASTENERS SECURE
- Propeller** - CONDITION
- Propeller Bellevilles** - COMPRESSION
- Spinner** - REMOVE / CHECK
- Exhaust Pipes** - CHECK
- Engine Area** - CHECK
- Alternator Belt** - CHECK TENSION
- Oil Level** - > 5 QT, DOOR SECURE

Left Fuselage and Wing

- Fuel Tank Vents** - CLEAR
- Mag. Access Panel** - SECURE
- Aileron Gust Lock** - REMOVE
- Aileron** - FREE, CHECK HINGES
- Rudder Gust Lock** - REMOVE
- Rudder Spring** - SECURE, WORKING
- Rudder** - FREE, CHECK HINGES,
DRAIN HOLE
- Tie Down** - REMOVE
- Wing and Winglet** - CHECK CONDITION
- Fuel Cap** - SECURE
- Fuel Quantity** - MIN. 10 GALLONS

Nose Gear and Landing Brake

- Nose Strut / Pivot** - CONDITION / PLAY
- Shimmy Damper** - > 2 - 4 LB. TO ROTATE
- Wheel Well Area** - CHECK FOD / CLEAR
- Nose Tire** - CHECK INFLATION
- Nose Wheel** - NO FREE PLAY
- Nose Gear Doors** - CHECK HINGE / SPRING
- Landing Brake** - HINGES / ACTUATOR OK

December 23rd, 2023

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N83MZ FLIGHT CHECKLISTS

Engine Start

Preflight	-	COMPLETE
Cell Phones	-	OFF (Airplane Mode)
Fuel Caps	-	SECURED
Step	-	RETRACT
Fuel Selector	-	FULLEST TANK
Brakes	-	ON
Batteries #1 & #2	-	ON (Wait for EMS)
Ignitions #1 & #2	-	ON
ECU	-	#1 ON
Fuel Pump #1	-	ON
Throttle	-	PUMP 3 TIMES
Mixture Knob	-	0%
Propeller	-	CLEAR
Starter Switch	-	START
Idle	-	750 - 1100 RPM
Oil Pressure	-	GREEN (55 – 100 psi)
Alternator #1	-	ON / POSITIVE CHARGE
Alternator #2	-	ON / POSITIVE CHARGE

Before Taxi

Seat / Shoulder Belt	-	ON / LATCHED
COM Switch	-	LEFT SIDE DOWN
Radio	-	ON / SET
Transponder	-	ON / SET
ANR Headsets	-	ON
Strobe	-	ON
Nav. / Taxi Lights	-	ON (Night ops.)
Brakes	-	LEFT / RIGHT

EMERGENCY CHECKLISTS – PAGE 14

Flight Instruments

- EFIS #1** - CHECK / SETUP
- EFIS #2** - CHECK / SETUP
- G5** - CHECK
- Altimeters** - BAROMETERS SET
- Autopilot Switch** - OFF (For Takeoff)
- APRS Light** - STEADY GREEN

Before Runup

- Fuel Selector** - FULLEST TANK
- Controls** - FREE / CORRECT
- Trim** - TAKEOFF
- Landing Brake** - UP

Engine Runup

- Oil Temperature** - > 90° F
- Throttle** - 1900 - 2000 RPM
- Ignition #2 (Bottom)** - 50 - 100 RPM drop
- Ignition #1 (Top)** - 50 - 100 RPM drop
- Bus Cross-Tie** - ON
- Battery / Alternator #2** - OFF / ON (No Change)
- Battery / Alternator #1** - OFF / ON (No Change)
- Cross-Tie** - OFF
- Fuel Pumps** - #2 ON, #1 OFF
- ECU** - #2 ON (No Change)
- ECU** - #1 ON (No Change)
- Both Fuel Pumps** - ON
- Engine Instruments** - ALL GREEN / YELLOW

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Takeoff

- Canopy** - LOCKED AND CHECKED
- Landing Brake** - RETRACTED
- Throttle** - FULL OPEN
- Elevator** - LIFT NOSE 65 - 75 KIAS
- Rotate** - 75 - 85 KIAS (per DA)

Climb

- Climb** - $V_y = 90$ KIAS ($V_x = 80$ kts)
- Nose Gear** - UP (after climb stabilized)
- Cruise Climb** - 100 - 130 KIAS (cooling / vis.)
- #1 or #2 Fuel Pump** - OFF (above 1.5K ft. AGL)
- Autopilot Switch** - ON (as desired)

Cruise

- Pitch / Roll Trim** - AS REQUIRED
- Mixture** - LOP ON (above 6K ft DA)
- Taxi Lights** - OFF (night ops.)
- Engage Autopilot** - AS DESIRED
- Fuel Selector** - SWITCH (every 10 gal.)

Descent / Landing

- Fuel Selector** - **FULLEST TANK**
- Mixture** - **LOP OFF** (or best power)
- Mixture Knob** - **ADJUST**
- Both Fuel Pumps** - **ON** (below 1500 ft. AGL)
- Autopilot Switch** - **OFF** (in vicinity of airport)
- Landing Lights** - **ON** (night operations)
- Nose Gear** - **DOWN** (downwind)
- Slips** - **TANK IN USE - UP** (if req'd.)
- Landing Brake** - **DOWN** (< 100 KIAS)

After Landing / Engine Shut Down

- Landing Brake** - **UP**
- Both Fuel Pumps** - **OFF (engine stop)**
- Ignitions #1 & #2** - **OFF**
- All Lights** - **OFF**
- Fuel Selector** - **OFF**
- ANR Headset(s)** - **OFF**
- Nose Gear** - **RETRACT AS REQUIRED**
- Battery / Alt. #2** - **OFF**
- Hobbs Time** - **NOTE**
- Battery / Alt. #1** - **OFF**

EMERGENCY CHECKLISTS – PAGE 14

IFR - ENROUTE CHECKLIST

- | | |
|------------------------------|-----------------------------|
| 1. Lean Mixture | 4. During Visible Moisture: |
| 2. Periodically check OAT | a) Check Canopy Icing |
| 3. Reset Barometric Pressure | b) Check Structural Icing |
| | c) Enable Pitot Heat |

**IFR COMPULSORY REPORTS:
RADAR and NON-RADAR**

Changing assigned altitudes	-	<i>“83 Mike Zulu, leaving 7,000, climbing 10,000.”</i>
Changing altitudes – VFR on Top	-	<i>“83 Mike Zulu, VFR on top, climbing 10,000.”</i>
Unable to climb/descend 500’/min	-	<i>“83 Mike Zulu, maximum climb rate 400’/minute.”</i>
Missed Approach	-	<i>“83 Mike Zulu, missed approach, request clearance to Omaha.”</i>
TAS variation of 5% or 10 kts, whichever greater	-	<i>“83 Mike Zulu, advises TAS decrease to 150 kts.”</i>
Place + time + altitude when reaching holding fix or clearance point	-	<i>“83 Mike Zulu, Fargo Intersection at :05, 10,000, holding west.”</i>
Leaving any assigned holding fix or point	-	<i>“83 Mike Zulu, leaving Fargo Intersection.”</i>
Loss of GPS and state impacts to operations	-	<i>“83 Mike Zulu, GPS receiver inoperative. Request ASR / PAR approach.”</i>
Unforeseen weather conditions, or any safety of flight issue	-	<i>“83 Mike Zulu, moderate turbulence, 10,000 ft.”</i>

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IFR STANDARD POSITION REPORT: NON-RADAR	
ID	- <i>“COZY 83 Mike Zulu,”</i>
Position	- <i>“Shreveport”</i>
Time	- <i>“:15”</i>
Altitude	- <i>“11,000”</i>
(IFR or VFR for report to FSS only)	- <i>“IFR” or “VFR on Top”</i>
ETA at next report fix	- <i>“Quitman at :40”</i>
Succeeding reporting points	- <i>“Scurry next.”</i>
Pertinent Remarks	- <i>(Infrequently used)</i>

IFR ADDITIONAL REPORTS: NON-RADAR	
Leaving FAF or OM inbound on final approach	- <i>“83 Mike Zulu, outer marker inbound, leaving 2,000.”</i>
Revised ETA more than 3 minutes	- <i>“83 Mike Zulu, revising Scurry for :55.”</i>

EMERGENCY CHECKLISTS – PAGE 14

IFR - APPROACH CHECKLIST
<i>TIME - TURN - TWIST - THROTTLE - TALK</i>
<ol style="list-style-type: none">1. Verify proper procedure2. Listen to ATIS or AWOS3. Determine Wind Direction; Make Runway Decision4. Examine Visibility Criteria5. Can I make this approach? Should I try this approach?
EQUIPMENT SET-UP
<ol style="list-style-type: none">1. Tune in COM Frequencies2. Load / Activate GPS Approach3. Twist in track4. Reset Altimeter
PROCEDURE REVIEW
<ol style="list-style-type: none">1. Verify proper procedure (again)2. Review route & transition3. Review stepdowns & minimums4. Review Missed Approach5. Twist in Missed Approach bearing6. Review Notes and Constraints7. Review Airport Diagram<ul style="list-style-type: none">● Approach angle● Lighting system● Airport elevation
<i>REMEMBER THE LANDING CHECKLIST!!!</i>

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IFR LOST COMMUNICATION PROCEDURES

If VFR Conditions:

1. Squawk 1200
2. Continue flight under VFR
3. Land when practical

If IMC Conditions:

1. Squawk 7600 (Lost Com)
2. Fly highest altitude for each route segment being flown:
 - Altitude last assigned
 - MEA
 - Altitude advised to expect
3. Fly Route in this order:
 - Route assigned in last clearance
 - If being radar vectored:
 - Direct to fix, route, or airway from vector clearance
 - Direct to route specified in radar vector clearance
 - Route advised to expect in further clearance
 - Route filed in flight plan

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Leaving Holding Fix/Clearance Limit:

1. If an EFC time has been received:
 - leave holding fix/clearance limit at EFC time, thence
 - proceed to, and hold at published hold pattern for IAP, or
 - proceed to, and hold at IAF if no hold pattern depicted (pilot's choice of IAF)
 - leave at Flight Plan ETA

2. If no EFC received:
 - proceed to, and hold at published hold pattern for IAP, or
 - proceed to, and hold at IAF if no hold pattern depicted (pilot's choice of IAF)
 - leave at Flight Plan ETA

Descent for Approach:

1. Begin descent from enroute altitude at the flight plan ETA or ETA amended by ATC
2. If hold necessary at radio fix used for approach, hold and descend to initial altitude in accordance with pattern depicted on chart.
3. If no hold pattern depicted, hold and descend in a hold pattern on side of final course on which procedure turn is depicted

Selection of Approach:

1. Use what ATC advised to expect
2. If no advice, use any approach pilot chooses

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Engine Failure

- Trim** - **BEST GLIDE: 75 - 85 kts**
- GPS** - **NEAREST AIRPORT**
- Mixture Knob** - **0%**
- Mixture** - **LOP OFF**
- All Lights** - **OFF**
- Battery #1 & #2** - **BATTERY ON**
- Fuel Selector** - **FULLEST TANK**
- Both Fuel Pumps** - **ON**
- Ignitions #1 & #2** - **ON**
- Attempt Re-Start** - **STARTER ON**
- ECU #2** - **ON (if no restart)**
- Attempt Re-Start** - **STARTER ON**
- Alternator #1 & #2** - **ON (if restart)**

IF NO RESTART:

- Fuel Selector** - **OFF**
- Ignitions #1 & #2** - **OFF**
- Both Fuel Pumps** - **OFF**
- Electrical Equipment** - **ON (as req.)**
- Transponder** - **7700 (Emergency)**
- Radio** - **ON – Set to 121.5 or ATC**
- Forced Landing** - **EXECUTE**

Engine Fire In Flight

Mixture Knob	-	-50%	(lowest)
Fuel Selector	-	OFF	
Ignitions #1 & #2	-	OFF	
Fuel Pumps #1 & #2	-	OFF	
Cabin Heat Valve	-	CLOSED	
Airspeed	-	100 KIAS	(or as necessary to extinguish fire)
Forced Landing	-	EXECUTE	
Transponder	-	7700	(Emergency)
Radio	-	ON – Set to 121.5 or ATC	

Cabin Fire In Flight

Battery / Alt. #1 & #2	-	ALTERNATE – FIND FIRE SOURCE	
Cabin Heat Valve	-	CLOSED	
Cabin Air Vents	-	CLOSED	
Fire Extinguisher	-	ACTIVATE	
Cabin Air Vents	-	OPEN	(If fire out)
Landing	-	ASAP	
Transponder	-	7700	(Emergency)
Radio	-	ON – Set to 121.5 or ATC	

Electrical Fire In Flight

- Battery / Alt. #1 & #2** - **ALTERNATE – FIND FIRE SOURCE**
- Cabin Heat Valve** - **CLOSED**
- Cabin Air Vents** - **CLOSED**
- Fire Extinguisher** - **ACTIVATE** (if req.)
- Cabin Air Vents** - **OPEN** (If Fire Out)

If fire is out and electrical power is necessary for continued flight:

- Bat. / Alt. #1 & #2** - **ON (per fire source)**
ON - ONE AT A TIME
- All Electrical Items** - **WITH DELAY UNTIL ISSUE LOCALIZED**
- Landing** - **AS REQ.**

Emergency Squawks / Frequencies

- Transponder** - **7500** (Hijack)
- Transponder** - **7600** (Lost COM)
- Transponder** - **7700** (Emergency)
- Radio** - **ON – Set to 121.5 or ATC**