



Slingsby T67M Mk II G-BNSR Checklist



Important: Although this checklist is prepared from official sources, only manufacturer's publications and the Approved Aircraft Flight Manual for G-BNSR should be regarded as complete, authoritative, and up-to-date.

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| Normal VFR 7000 | Aerobatics 7004 | London Info 1177 | Stansted & Luton 0013 | Radio Fail 7600 | Mayday 7700 | | |
|---------------------------------|--|---|-----------------------------|--|---|------------------|----------------------------------|
| Redhill Tower 119.600 | | ATIS 136.125 | West 125.250 | Farnborough East 123.225 | | North 132.800 | London 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 1/2" open Full rich 2s after pressure HOT Closed Idle/Cut-off 30 secs Off Idle/Cut-off Left only Call 'Clear' and check 1/2" 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 1/4 Full rich SLOWLY Hold 1200 RPM as prop fines Both Out Green within 30 seconds ON, check light and charge | | |
| | | | | After start | Check 0-1 PSIg Check for dead cut ON as required (Txpdr STBY) Green Erecting, adjust as necessary | | |
| 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 | Taxiing | 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 | Closed and secure ON Clear all round Full rich Change tanks All green (or >5 mins after start) Set 1800 RPM Green Max 500 RPM drop Three additional prop cycles Oil pressure constant No oil spray from prop Smooth speed control < 175 RPM drop (max diff 50 RPM) ~800 RPM Set 1200 RPM | | |

| 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 | | |
| Strobes | ON | Pump & Pitot heat | | Neutral | | | |
| Transponder | ALT (7000 for VFR) | Lights | | Off | | | |
| Take-Off | Engine | Check > 2550 RPM | | Shut Down | Parking brake | ON | |
| | Airspeed | T's and P's in limits | | | Throttle | 1800 for 20secs max | |
| Nosewheel | Increasing | Avionics | | | Off | | |
| Climb | Brakes | Dab at 200' | | | Lights | Off | |
| | Flaps | Up at safe height | | | Alternator | Off | |
| | Fuel pump | Off at 1000' | | | Throttle | Closed | |
| Aeros | Power | As appropriate | | | Mixture | Cut off | |
| | Before aerobatics | | Mags | | Off when engine stops | | |
| | HSI | Free | Master | | Off | | |
| | After aerobatics | | Fuel cock | | Off | | |
| Pre Landing | Fuel pressure | Check both tanks feeding | Tidy-up | | Flaps | Down | |
| | T's and P's | Check green | | Parking brake | Off if going into hangar | | |
| | Artificial Horizon | Erect | | Cockpit & baggage | Remove ALL personal items | | |
| | HSI | Slave and check alignment | | Controls | Secure with harness | | |
| | Brakes | Off, pedals firm | | Tow bar | Full right to lock rudder | | |
| | Undercarriage | Fixed | | Clean Aircraft | Sponge down, clean oleos | | |
| Mixture | Full rich | Covers | De-bug windscreen | | | | |
| Propellor | RPM as required | | Canopy, pitot, 2 static vent | | | | |
| Fuel | Fulllest tank, pump ON | | | | | | |
| Instruments | Check Alt, check T's and P's | | | | | | |
| 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 |
|--------------------|--------------------|
|--------------------|--------------------|

| | | |
|-------------------------------|-----|-----|
| VFR 3,000'+ / IFR outside CAS | IFR | VFR |
|-------------------------------|-----|-----|

| 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 | | Intercepted | |
|-------------|------------------------|--------------------|-----------------------------------|
| 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 |