

LUSCOMBE 8E NORMAL PROCEDURES

Continental O-200 · No Flaps · Training aid, not the approved AFM

Vx **65** · Vy **72** · Glide **75** · App **65** · Ldg **55-60** · Va **100** · Vne **145** · Vs **48** · XW **20kt**

PREFLIGHT · COCKPIT

DO FIRST

Required documents	ABOARD (ARROW)
Control lock	REMOVE
Ignition / Mags	OFF
Master / Battery	ON
Fuel quantity	CHECK
Fuel selector	CHECK / FULLEST
Throttle	IDLE (closed)
Exterior lights	CHECK NAV & LANDING
Master / Battery	OFF

PREFLIGHT · WALK-AROUND

Windshield	CONDITION / clean
Fuel	DRAIN & SAMPLE (gascolator)
Engine / cowl	OIL LEVEL, leaks, wires
Exhaust / heat muffs	SECURE, no cracks
Gear / tires / brakes	CHECK
Wings / ailerons / tips	COND, FREE, ties OFF
Empennage / trim	FREE, hinges, cotter pins
Tailwheel / spring	CHECK, tie OFF
Pitot / static / antennas	CLEAR / SECURE
Prop & spinner	CHECK
Fuel	CHECK QTY, SECURE CAPS

BEFORE STARTING ENGINE

Preflight	COMPLETE
Seats / belts / harness	ADJUST & SECURE
Brakes	TEST & SET
Doors	CLOSED & LATCHED
Controls	FREE & CORRECT
Fuel selector	FULLEST tank
Circuit breakers	IN
Avionics / electrical	OFF

STARTING ENGINE

COLD

Master / Battery	ON
Ignition	BOTH
Mixture	FULL RICH
Primer	3-5 STROKES, then LOCKED
Throttle	OPEN ~1/2 inch
Prop area	CLEAR
Starter	ENGAGE, release at start
Throttle	1000-1200 RPM warm-up
Oil pressure	CHECK RISING IN 30 SEC

NOTE Hot engine: little or no prime. Flooded: throttle OPEN, mixture IDLE CUT-OFF, crank; at start set 1200 RPM then mixture RICH.

BEFORE TAKEOFF · RUN-UP

CIGAR @ 1700 RPM

C CONTROLS	free & correct, full travel
I INSTRUMENTS	altimeter SET; oil T/P green; ammeter CHG; turn coord. CHECK
G GAS	selector FULLEST; qty CHECK; mixture RICH; primer LOCKED
A ATTITUDE	trim SET takeoff; seat & harness SECURE
R RUN-UP	mags L/R (max drop 150, split <75); carb heat CHECK (~100 drop); idle CHECK
Doors & windows	CLOSED & LATCHED
Carb heat	COLD (IN)
Radios / lights	SET / as required
Flight controls	FREE, full deflection

TAKEOFF BRIEF · CHORRD

C CONDITIONS	runway, wind, density alt, surface
H HAZARDS	terrain, obstacles, traffic, wildlife
O OPERATIONAL CHG	short/soft field, weight; how will we mitigate the hazards above?
R RUNWAY	confirm runway length & takeoff distance
R RETURN	engine-out plan: land ahead vs. turn-back
D DEPARTURE ROUTE	initial heading, altitude, first fix/freq

NORMAL TAKEOFF & CLIMB

Carb heat	COLD (IN)
Mixture	FULL RICH
Throttle	FULL (smooth)
Tail	FLY OFF / tail-low
Climb	Vy 72 (Vx 65 obstacle)
Oil temp / press	MONITOR

WARNING Do not take off with a rough engine, instruments out of limits, or crosswind beyond limits/your ability.

CRUISE

Power	SET (max cruise 2550 RPM SL-3000)
Mixture	RICH; lean >5,000 ft for max RPM only
Engine T / P	MONITOR
Trim	SET

CAUTION Lean only if it raises RPM. Excessively lean mixture overheats and can damage the engine.

DESCENT & BEFORE LANDING GUMPS

G GAS selector FULLEST/proper; qty CHECK

U UNDERCARRIAGE FIXED - down & welded (no action)

M MIXTURE FULL RICH

P PROP FIXED PITCH (no action)

S SWITCHES/SEATBELTS carb heat ON; harness TIGHT; light as req

NOTE Carb heat ON before closing throttle. On a long glide, add power briefly at intervals to keep cylinders warm.

APPROACH & LANDING NO FLAPS

Approach speed	65 IAS (70-75 gusty)
Carb heat	ON
Mixture	FULL RICH
Trim	ADJUST
Touchdown	3-POINT, 55-60 IAS
Landing roll	STICK BACK, brakes MIN

NOTE Crosswind: wing-low or crab; straighten just before touchdown and hold the upwind wing low.

BALKED LANDING / GO-AROUND

Throttle	FULL OPEN
Carb heat	COLD (IN)
Climb	Vy 72
Trim / airspeed	ESTABLISH

AFTER LANDING

Carb heat	COLD (IN)
Transponder	SBY / as required
Lights	as required
Trim	SET

SHUTDOWN & SECURING

Throttle	IDLE
Check ignition switch	OFF briefly, then BOTH
Radios / avionics	OFF
Lights	OFF
Mixture	IDLE CUT-OFF (pull)
Mags (prop stopped)	OFF, key on dash
Master / Battery	OFF
Fuel selector	OFF / as required
Control lock	INSTALL; stick TIED BACK
Chocks / tie-downs	SET