

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

BEFORE STARTING ENGINE

BEFORE TAKEOFF · RUN-UP CIGAR @ 1700 RPM

Required documents	ABOARD (ARROW)	Preflight	COMPLETE	CONTROLS	free & correct, full travel
Control lock	REMOVE	Seats / belts /	ADJUST & SECURE	INSTRUMENTS	altimeter SET; oil T/P green; ammeter
Ignition / Mags	OFF	harness		CHG; turn coord.	CHECK
Master / Battery	ON	Brakes	TEST & SET	GAS	selector FULLEST; qty CHECK; mixture RICH;
Fuel quantity	CHECK	Doors	CLOSED & LATCHED	primer	LOCKED
Fuel selector	CHECK / FULLEST	Controls	FREE & CORRECT	ATTITUDE	trim SET takeoff; seat & harness SECURE
Throttle	IDLE (closed)	Fuel selector	FULLEST tank	RUN-UP	mags L/R (max drop 150, split <75); carb
Exterior lights	CHECK NAV &	Circuit breakers	IN	heat	CHECK (~100 drop); idle CHECK
Master / Battery	LANDING	Avionics /	OFF		
	OFF	electrical			

Doors & windows	CLOSED & LATCHED
Carb heat	COLD (IN)
Radios / lights	SET / as required
Flight controls	FREE, full deflection

PREFLIGHT · WALK-AROUND

STARTING ENGINE COLD

Windshield	CONDITION / clean	Master / Battery	ON
Fuel	DRAIN & SAMPLE (gascolator)	Ignition	BOTH
Engine / cowl	OIL LEVEL, leaks, wires	Mixture	FULL RICH
Exhaust / heat muffs	SECURE, no cracks	Primer	3-5 STROKES, then LOCKED
Gear / tires / brakes	CHECK	Throttle	OPEN ~1/2 inch
Wings / ailerons / tips	COND, FREE, ties OFF	Prop area	CLEAR
Empennage / trim	FREE, hinges, cotter pins	Starter	ENGAGE, release at start
Tailwheel / spring	CHECK, tie OFF	Throttle	1000-1200 RPM
Pitot / static / antennas	CLEAR / SECURE	Oil pressure	warm-up
Prop & spinner	CHECK		CHECK RISING IN 30 SEC
Fuel	CHECK QTY, SECURE CAPS		

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

TAKEOFF BRIEF CHORRD

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

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NORMAL TAKEOFF & CLIMB

DESCENT & BEFORE LANDING

GUMPS

BALKED LANDING / GO-AROUND

Carb heat
Mixture
Throttle
Tail
Climb

Oil temp / press

COLD (IN)
FULL RICH
FULL (smooth)
FLY OFF / tail-low
Vy 72 (Vx 65 obstacle)
MONITOR

GAS selector FULLEST/proper; qty CHECK
UNDERCARRIAGE FIXED - down & welded (no action)
MIXTURE FULL RICH
PROP FIXED PITCH (no action)
SWITCHES/SEATBELTS carb heat ON; harness TIGHT; light as req

Throttle
Carb heat
Climb
Trim / airspeed

FULL OPEN
COLD (IN)
Vy 72
ESTABLISH

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

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

CRUISE

APPROACH & LANDING

NO FLAPS

Power

Mixture

Engine T / P
Trim

SET (max cruise 2550 RPM SL-3000)
RICH; lean >5,000 ft for max RPM only
MONITOR
SET

Approach speed

Carb heat
Mixture
Trim
Touchdown
Landing roll

65 IAS (70-75 gusty)
ON
FULL RICH
ADJUST
3-POINT, 55-60 IAS
STICK BACK, brakes
MIN

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

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

AFTER LANDING

Carb heat
Transponder
Lights
Trim

COLD (IN)
SBY / as required as required
SET

SHUTDOWN & SECURING

Throttle
Check ignition switch
Radios / avionics
Lights
Mixture

Mags (prop stopped)
Master / Battery
Fuel selector
Control lock

Chocks / tie-downs

IDLE
OFF briefly, then BOTH
OFF
OFF
IDLE CUT-OFF (pull)
OFF, key on dash
OFF
OFF / as required
INSTALL; stick TIED BACK
SET