



SLINGSBY T67M MK II G-BNSR CHECKLIST



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VFR 7000	Aerobatics 7004	Gatwick / Thames (126.825 / 132.700) 0012		Radio Fail 7600	Mayday 7700
Redhill (3767)					
Tower 119.600	ATIS 125.300	West (4572) 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 - especially aeros Pitot , 2 static vent plugs ON (Pump Brakes) Off, Key out ON - check avionics master off Master off, cancel warning ON 20 sec max, Off, check Check Check both positions Check light and beeper > 42° C No aeros > 45° C No flight Off	PRIMING	Fuel Throttle friction Throttle Mixture Fuel pump ON for Fuel pump Mixture Mags Throttle	Select lowest tank Set ½" (1cm) open Full rich (cold only) 2s after pressure (cold only) Off Idle/Cut-off Left only ½" open
	WALK-ROUND	Pitot & static ports Control surfaces Gear/tyres/brakes Oleos Fuel Caps Drains Vents Antennas Engine Prop, spinner, air intakes Canopy Baggage Ground equipment Spinning preparation		Visual inspection Visual inspection – Do not move rudder to port Check, inc torque links Check - aircraft level Dip & drain Secure, correct way round No leaks Clear & clean Check Check oil – 4-8 qts, 6 nominal, min 5 IFR Check Clear & clean Compartment secure, sick-bag reachable Chocks, towbar & tie-downs Parachutes, CofG, T67M recoveries	START
PRE-START IN-COCKPIT		Cockpit Passenger brief Mobile phones Tacho start time Rudder pedals Solo flight Harness Accelerometer Emergency static Flying controls Throttle Propellor Mixture Fuel Parking brake Flaps Trim Canopy Circuit breakers Avionics master Batter master Alternator Engine instruments	Secure loose articles. Check sick bag Harness, exits & controls. Aeros pre-brief Off or flight mode Noted down Adjusted & locked Secure & lock right harness Secure – 5 points Reset Closed Full & free, left aileron @ full throttle Check closed 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 Check OFF ON Cancel warning Check oil pressure zero, temps and fuel quantity as expected	AFTER TAXIING	Fuel pressure Mags Suction Horizon/HSI/RMI Avionics master Avionics and lights
	POWER CHECKS			POWER CHECKS	Throttle Brakes Mixture Fuel cock T's & P's Oil temperature Throttle Brakes Suction Cycle prop

POWER	REGIME	%POWER	MP INCHES HG	PROP RPM	FUEL PSIG	IAS KTS	FUEL L/HR
	Aeros Cruise	Varies 74	Full 25	2650 2300	6 2	110 104	46 30
Manifold Pressure in inches must be < 100's of prop RPM plus 4 (eg 2100 RPM = Max MP of 25.0")							
ROTATE	BEST CLIMB	APPROACH	GLIDE (T/O)	MAX ABRUPT	VNE		
55/60	77	65-70	80	140	180		
NOTES	ATIS	QFE	QNH	RUNWAY/HOLD			
	START FUEL	START TACH	BRAKES OFF	TAKE OFF			
PRE TAKE-OFF	LANDING	BRAKES ON	END TACH	END FUEL			
	Trim Throttle friction Mixture Mags Prop Fuel & Fuel pump Flaps Flying controls Instruments Gauges Canopy & harness Abort Plan	Neutral Set Full rich BOTH Fully forward Sufficient & ON Take off or Up Full and free, correct sense (not rudder) Checked and set T's & P's check Closed and secure (inc windows) Briefed	SPEEDS (KIAS)	V _r V _x – T/O flap V _y – flap up V _{fe} V _{s0} V _s V _a V _{no} V _{ne} V _{glide} – T/O V _{approach}	Raise nosewheel Rotate speed Best Angle climb Best Rate climb Flap extension (T/O) (Land) Stall with flap Stall without flap Max abrupt Max structural cruise Never exceed Glide Approach Short Final Demonstrated X-wind	45 kts 55 kts 70 kts 77 kts 120 kts 98 kts 51 kts 57 kts 140 kts 140 kts 180 kts 80 kts 70 kts 65 kts 25 kts	
Align Strobe + Nav lights Transponder	HSI, RMI, Compass, Runway ON ALT (7000 for VFR)	AFTER LANDING		Airframe Transponder & Trim Pump & Pitot heat Lights Mixture	Flaps up Standby Neutral Off Off as required Lean for taxi		
ROLL	Engine Airspeed Nosewheel	Check > 2550 RPM, Ts and Ps in limits Increasing Raise at 45kias					
CLIMB	Brakes Flaps Fuel pump Power	Dab at 200' Up at safe height and speed Off at 1000' As appropriate					
AEROS	BEFORE AEROBATICS	ON	SHUT DOWN	Parking brake Mixture Throttle Avionics & Altern. Throttle Mixture Mags Master Fuel cock Flaps Parking brake	ON Full rich Check for dead cut at idle 1800 for 20secs max Off (2 switches) Closed Cut off Off when engine stops Off Down Off if going into hangar		
	Passenger brief Parachutes Change tanks HASELL/HELL check	Complete - recommend holding seatbelts Should be worn if spinning intended HSI free, FLTA off, 7004, PAW as req. Complete - seatbelts locked					
PRE LDG	AFTER AEROBATICS	Fuel pressure T's and P's Avionics Seatbelts					
	Brakes Undercarriage Mixture Propellor Fuel Instruments Hatches and Harnesses	Off, pedals firm Fixed Full rich RPM as required Fullest tank, pump ON Check Altimeter, Ts and Ps Canopy locked, belts secure	TIDY-UP	Cockpit & baggage Controls Tow bar Clean Aircraft Cover Pitot & Static	Remove ALL personal items Secure with harness if needed Full right to lock rudder Sponge down, clean oleos De-bug windscreen Canopy Cover and plug		



SLINGSBY T67M MK II G-BNSR EMERGENCY PROCEDURES

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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 Land as soon as possible	ENGINE FAILURE	Restarting the engine in a dive will use 600-800'. Consider Emergency Landing before a restart attempt If no oil pressure or engine stopped with unusual noise, do not attempt re-start!	
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		Propellor Turning Fuel cock Mixture Throttle Fuel Pump Cycle Mags Both Right Left Both If no improvement Propellor Stopped Throttle Propellor Mixture Fuel cock Mags Fuel pump Fuel pressure Master Alternator Starter Or: Dive to turn prop On Engine start: Alternator Throttle	Change (check tank contents) Adjust ¼ open ON, check pressure Select best position Emergency Landing ¼ open Max RPM Adjust Change (check tank contents) Both ON >0 PSig ON Off Press to start 115 kts ON Increase slowly
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		OIL PRESSURE 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.	
RADIO	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		PITOT STATIC OAT below 0° C OR flight in Static blockage suspected? When on Emergency Static	
PROP SPEED	RPM will not Increase Oil pressure Manifold pressure RPM control No RPM response RPM Overspeeds or will not Decrease Throttle RPM control Airspeed	Check Check 15"+, open throttle if reqd Exercise slowly through range Leave mid-range and use throttle Land as soon as possible Keep RPM in limits Leave mid-range Reduce to 80kias Land as soon as possible		DISTRESS CALL C A T N I P P	Call Sign Aircraft Type Nature of emergency Intentions Position People on board
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 (fully out - not for PFL) Cut-off Off Off Off Off			



SLINGSBY T67M MK II G-BNSR 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 - - .		

CLOUD CLEARANCE	SEMI-CIRCULAR RULE
VFR: 5km visibility, 1500m H or 1000' V from cloud SPVR: 1.5km vis, clear of cloud, surface in sight (clearance needed)	IFR
UK only Class G <3000' and <140kias : 1.5km vis, clear of cloud UK only Class D <3000' and <140kias : 5km vis, clear of cloud, surface in sight	VFR
	Magnetic track Flight Level Magnetic track Flight Level
	000-179 Odd 000-179 Odd + 5 180-359 Even 180-359 Even + 5

MARSHALLING SIGNALS					
Move Ahead	Turn to port	Cut engine	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 Slow level turn left onto desired heading (Night: flashing nav lights)	You have been intercepted	Rocks wings and follows (Night: irregular flashing nav lights)	I understand and will comply
Abrupt break and climbing turn 900+	You may proceed	Rocks wings	I understand and will comply
Circles aerodrome, lowers gear, overflies runway in landing direction (Night: steady nav lights)	Land here	Lower gear (if possible) Overfly runway, land if safe (Night: steady nav lights)	I understand and will comply

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) Overfly runway at 1,000-2,000' and circle A/D (Night: flash landing lights)	Will either indicate new aerodrome or allow you to proceed	

RADIO COMMUNICATION WITH INTERCEPTING AIRCRAFT

INTERCEPTOR	KOL SA-IN FOL-LO DEE-SEND YOU LAAND PRO-SEED	What is your call sign Follow me Descend for landing Land at this A/D You may proceed	INTERCEPTED	KOL SA-IN VILL-CO KANN-NOT REE-PEET AM LOSST MAYDAY HIJACK LAAND (place name) DEE-SEND	My call sign is (call sign) Understand and will comply Unable to comply Repeat your instruction Position unknown I am in distress I have been hijacked I request landing at (place name) I require descent
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