

TL-2000 STING CHECKLIST-N346ST

INTERIOR

ALL SWITCHES OFF
FUEL OFF
MAIN SWITCH ON
FUEL QUANTITY SUFFICIENT
ELT PANEL ARMED
FLAPS 40
TRIM CENTERED
FLIGHT CONTROLS FREE AND CLEAR
REQUIRED DOCUMENTATION ONBOARD
BAGGAGE SECURED
SEATS SECURE
LIGHTS (TEST THEN SWITCH OFF) WORKING
FLAPS UP
MAIN SWITCH OFF

EXTERIOR

WINDSHIELD CLEAN
COWLING SECURE
PROP/SPINNER SECURE, NO DAMAGE
AIR INLETS CLEAR
OIL (AFTER BURPING ENGINE) SUFFICIENT
COOLANT SUFFICIENT
NOSE STRUT SECURE AND NO DAMAGE
NOSE WHEEL/TIRE INFLATED NO DAMAGE
CHOCKS REMOVED
FIREWALL FUEL SUMP DRAINED AND CHECKED
FUEL AND OIL VENTS CLEAR
TRANSPONDER AND ADSB ANTENNA SECURE
FUSELAGE FUEL SUMP DRAINED AND CHECKED

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WINGS

MAIN FUEL TANK.....SUFFICIENT AND CORRECT TYPE OF FUEL
MAIN FUEL CAP..... SECURE
ELT..... SECURE AND WORKING (BATTERY IN DATE)
GEAR LEG & BRAKE LINE.....NOP DAMAGE AND NO LEAKS
WHEEL PANT AND WHEEL/TIRE..... NO DAMAGE AND TIRE INFLATED
BRAKE PADS..... CHECK FOR WEAR
CHOCK..... REMOVE
WING AUX TANK.....SUFFICIENT AND CORRECT TYPE OF FUEL
WING TANK CAP..... SECURE
UNDER WING INSPECTION PORT..... SECURE
TIE DOWN..... REMOVED
WING TIP COVER AND LIGHTS..... SECURE
AILERON, TAB, HINGES..... SECURE
FLAP AND HINGES..... SECURE

AFT FUSELAGE

ENTRY STEP..... SECURE
CHUTE LINES AND WINDOW..... FREE FROM INTERFERENCE AND SECURE
CHUTE PLACARD..... VISIBLE AND IN DATE
VHF ANTENNA/GPS ANTENNA..... SECURE NO DAMAGE
AFT TIE DOWN..... REMOVE
RIGHT HORIZONTAL STABILIZER..... SECURE
ELEVATOR, TRIM TAB, HINGES..... FREE AND SECURE
LINKAGES AND TAIL CONE..... LINKAGES SECURE AND NO DEBRIS OR DAMAGE
LEFT HORIZONTAL STABILIZER..... SECURE
AFT INSPECTION COVER..... SECURE
AFT STROBE/POSITION LIGHT..... SECURE
LEFT STEP..... SECURE
STATIC PORTS (BOTH SIDES)..... CLEAR AND OPEN

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BEFORE ENGINE START

CANOPY LOCKED AND SECURE
HARNESSES SECURE
HEADSETS ON AND ADJUSTED

MASTER AND INSTRUMENTS ON
FUEL ON
THROTTLE IDLE
CHOKE AS NEEDED
STROBES ON
AUX FUEL PUMP ON FOR 3 SECONDS
MAGNETOS ON
BRAKES HOLD
STARTER ENGAGE
THROTTLE 2300 RPM
OIL PRESSURE, FUEL PRESSURE GREEN
CHOKE OFF AS WARMS UP

NAV LIGHTS ON
RADIOS ON
FLAPS TAKEOFF

TAXI

OIL PRESSURE GREEN
TRANSPONDER SET
RADIOS ON
GPS ON
AVIONICS ON
TURN COORDINATOR LEVEL
ALTIMETER SET
BRS PIN REMOVED AND STOWED
WARM UP AS REQUIRED
SURROUNDING AREA CLEAR
BRAKES CHECKED (BOTH SIDES)
STEERING CHECKED
COMPASS CORRECT
ATTITUDE INDICATOR LEVEL AND CORRECT

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RUN UP

BRAKES HOLD
OIL TEMP 120°F MINIMUM
OIL PRESSURE 29-73 PSI
CYLINDER HEAD TEMPERATURE 120°F MINIMUM
THROTTLE 4000 RPM
MAG CHECK 300 DROP, 120 DIFFERENCE
THROTTLE IDLE
FUEL PRESSURE GREEN

BEFORE TAKE-OFF

HARNESSES, CANOPY SECURE
LOOSE ITEMS STOWED
INSTRUMENTS SET AND CHECKED
EMS DATA CHECKED
HEADING BUG RUNWAY HEADING
TRANSPONDER ON ALT (MODE C)
TRIM AFT
CONTROLS FREE AND CLEAR
BRS PIN REMOVED

TAKE-OFF

FLAPS TAKEOFF
THROTTLE FULL
AIRSPEED ALIVE
ROTATE 52 MPH
THROTTLE MONITOR 5800 RPM MAX
FLAPS RETRACT AT 500' AGL

CLIMB

THROTTLE 5500 RPM/AS REQUIRED
CLIMB 83 MPH
TRIM AS NECESSARY
FUEL PUMP OFF
LANDING LIGHTS OFF
V_x = 59 MPH V_y = 62 MPH V_A 99 MPH

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CRUISE

THROTTLE 4900-5200
TRIM FOR LEVEL FLIGHT
FUEL MONITOR

BEFORE LANDING / ARRIVAL

BRIEFING COMPLETE
HARNESSES SECURE
AIRSPEED 83 MPH
FUEL SUFFICIENT
LOOSE ITEMS SECURED
FUEL PUMP AS REQUIRED

LANDING

DOWNWIND LEG

THROTTLE IDLE
AIRSPEED 83 MPH
FLAPS TAKEOFF

BASE LEG

AIRSPEED 75 MPH
TRIM AFT

FINAL APPROACH

AIRSPEED 63 MPH
FLAPS FULL
TRIM AFT AS REQUIRED
THROTTLE AS REQUIRED

AFTER LANDING

FLAPS UP
LANDING LIGHTS OFF
FUEL PUMP OFF

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SHUTDOWN

THROTTLE IDLE
 GPS OFF
 TRANSPONDER OFF
 AVIONICS OFF
 STROBES AND OTHER LIGHTS OFF
 MAGNETOS OFF (ONE AT A TIME)
 MAIN SWITCH OFF
 FUEL VALVE OFF
 PARKING BRAKE AS REQUIRED
 CHUTE PIN REINSERTED IF REMOVED

SECURING THE PLANE

VENTS CLOSED AND TURNED DOWN
 CANOPY CLOSED AND LOCKED
 WHEELS CHOCKED
 TIE-DOWNS SECURE
 PITOT COVER ON
 AIRCRAFT COVER AS REQUIRED

MARKING	KIAS (kts)	SIGNIFICANCE
White arc	43 - 65	Full-Flap Operating Range. Lower limit is maximum weight V_{S0} in landing configuration. Upper limit is maximum speed permissible with flaps extended to stage one (Takeoff) (Approach) setting.
Green arc	49 - 118	Normal Operating Range. Lower limit is maximum weight V_S at most forward CG with flaps retracted. Upper limit is maximum structural cruising speed. VCMN
Yellow arc	118 - 153	Caution Range. Operations must be conducted with caution and only in smooth air
Red line	153	Never Exceed Speed. Maximum speed for all operations.

V	SPEED	KIAS (kts)	REMARKS
V_S	Stall speed (no flaps)	49	Do not attempt to fly slower than this speed at full gross weight when operating without flaps.
V_{S0}	Stall speed (full flaps)	43	Do not attempt to fly slower than this speed when operating with full (Landing) flaps.
V	SPEED	KIAS (kts)	REMARKS
V_{FE}	Maximum flap extended speed: Half (takeoff) flaps: Full (landing) flaps:	75 65	Do not exceed these speeds with the given flap settings. Damage to the flap mechanism may occur due to excessive air loads.
V_{S0}	Stall speed (full flaps)	43	Do not attempt to fly slower than this speed when operating with full (Landing) flaps.

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ENGINE FIRE DURING START

STARTER CONTINUE CRANKING
POWER 2000 RPM
FUEL OFF
ENGINE SHUTDOWN

IF ENGINE FAILS TO START

THROTTLE FULL OPEN
STARTER CONTINUE CRANKING
IGNITION OFF
FUEL OFF
MAIN SWITCH OFF

REJECTED TAKEOFF

THROTTLE IDLE
BRAKES AS REQUIRED

ENGINE FAILURE AFTER TAKEOFF

AIRSPEED 70 KIAS
FUEL ON
FUEL PUMP ON
MAGNETOS ON
STARTER CRANK

IF RESTART FAILS EXECUTE EMERGENCY LANDING

POWER OFF EMERGENCY LANDING

AIRSPEED 70 KIAS
LANDING ZONE IDENTIFY AND HEAD TOWARDS
FUEL PUMP OFF
FUEL FALVE OFF
MAYDAY CALL AND TRANSPONDER 121.5 / 7700

BEFORE LANDING

SWITCHES AND HARNESSSES OFF AND SECURED
FLAPS AS REQUIRED ONCE FIELD IS MADE

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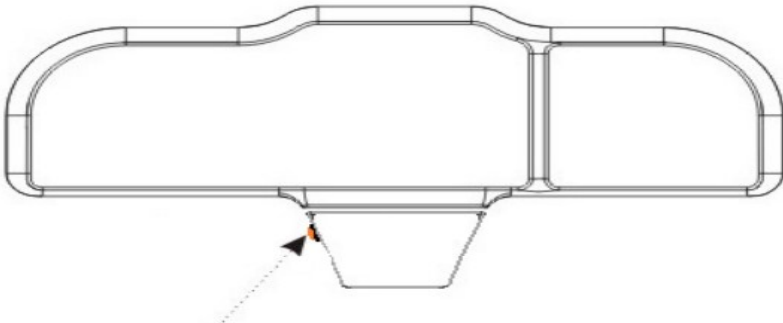
ENGINE FIRE IN FLIGHT

DURING AN IN-FLIGHT FIRE DO NOT DEPLOY THE AIRCRAFT PARACHUTE SYSTEM AT HIGH ALTITUDE. IF THE DECISION IS MADE TO USE THE PARACHUTE SYSTEM AND CONDITIONS PERMIT, ATTEMPT TO FLY (DIVE) THE AIRCRAFT TO A LOWER ALTITUDE TO MINIMIZE THE TIME FOR THE FIRE TO SPREAD WITHIN THE COCKPIT

FUEL VALVE	OFF
THROTTLE	FULL OPEN
FUEL PUMP	OFF
MAGNETOS	OFF
CABIN HEAT	OFF
AIR VENTS	AS REQUIRED
RADIO	121.5 MAYDAY
TRANSPONDER	7700
ALL NON ESSENTIAL SWITCHES	OFF
AIRSPEED	55 KIAS
FLAPS	FULL

ELECTRICAL FAILURE

IF YOU HAVE DURING FLIGHT ANY PROBLEM WITH ELECTRICITY IN THE AIRPLANE, PLEASE, USE THE EMERGENCY ENGINE SWITCH. THIS SWITCH KEPT SWITCHED ON ONLY IMPORTANT ELECTRICAL CIRCUITS AND FUEL PUMP. SWITCH IS SITUATED ON THE LEFT SIDE OF THE CENTRAL CONSOLE UNDER THE MAIN INSTRUMENT PANEL.



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PARACHUTE DEPLOYMENT IN FLIGHT

THE AIRCRAFT PARACHUTE SYSTEM SHOULD BE CONSIDERED AS THE PRIMARY METHOD OF CHOICE OF RECOVERY WHEN THE AIRCRAFT HAS DEPARTED CONTROLLED FLIGHT (OUT OF CONTROL). WHEN USING THE PARACHUTE RESCUE SYSTEM, PLEASE TAKE INTO ACCOUNT THAT THE PLANE WILL BE DESTROYED.

AIRSPEED AS SLOW AS POSSIBLE
IGNITION OFF
HARNESSES TIGHTENED
CHUTE SAFETY PULLED
CHUTE HANDLE PULL FIRMLY (APPROX. 11KG)
RADIO 121.5 MAYDAY
TRANSPONDER 7700
BEFORE IMPACT BALL UP AND COVER FACE

MAXIMUM SPEED FOR AIRCRAFT PARACHUTE DEPLOYMENT AT GROSS WEIGHT: 120 KIAS

MAXIMUM WEIGHT FOR PARACHUTE DEPOLOYMENT: 600KG (1320 LBS)