Beechcraft 18 (Twin Beech)

Pre-inspection

- Documents - on board
- Walk around both engines - complete
- Landing gear - extended, doors checked
- Chocks and tie-downs - removed
- Pitot, static, alternate static - clear
- Control surfaces - free and correct
- Fuel quantity each tank - verified
- Fuel sumps both sides - drained
- Oil quantity both engines - checked
- Cowl flaps both engines - free
- Tires and brakes - checked

Before engine start

- Seats and seat belts - fastened
- Pull prop through 9-12 blades - check for hydraulic lock
- Fuel selector - on / fullest tank
- Mixture - idle cutoff
- Throttle - cracked 1/4 inch
- Primer - 3-5 shots, more if cold
- Brakes - hold
- Master switch - on
- Fuel pump (if equipped) - on for pressure
- Beacon - on
- Area - clear, shout 'clear prop'

Engine start

- Magnetos - both / start
- Engine - start (may need additional priming)
- Mixture - rich smoothly after engine catches
- Oil pressure - rises within 30 seconds
- Throttle - 600-800 RPM for warm-up
- Cylinder head temps - monitor warm-up, do not rush

After engine start

- Avionics master - on
- PFD / MFD - initialize
- Radios - set
- ATIS / weather - obtain
- Altimeter - set to QNH
- Transponder - set code
- Flight plan - load and activate
- Cross-feed - checked then off

Before taxi

- Flaps - up
- Doors - closed and latched
- Flight controls - free and correct

- Tailwheel - locked / centered
- Brakes - check
- Taxi clearance - obtained

Before takeoff

- Throttle - 1500 RPM for run-up
- Magnetos - check L and R, max 100 RPM drop
- Carb heat - check
- Engine instruments - all green, CHT in target range
- Oil temperature - verify in green before run-up
- Throttle - idle
- Trim - takeoff position
- Flaps - takeoff position if equipped
- Tailwheel - locked
- Lights - landing, strobe on
- Departure briefing - complete

Takeoff

- Stick - neutral or slightly aft
- Throttle - smoothly to full
- Rudder - active to maintain centerline
- Tail - raise smoothly during acceleration
- Airspeed - alive
- Rotation - at Vr per POH
- Climb - established

Climb

- Landing gear - UP at positive rate, no usable runway
- Gear lights - all out
- Power - climb power both
- Propellers - climb RPM
- Airspeed - Vy or Vyse minimum
- Flaps - up
- Auxiliary fuel pumps - off above 1000 ft AGL
- Mixtures - lean for climb
- Cowl flaps - manage CHT

Cruise

- Power - cruise both engines, synchronized
- Propellers - cruise RPM, synchronized
- Mixtures - leaned
- Engine sync - check or auto
- Cowl flaps - as required
- Fuel management - switch tanks per schedule, cross-feed if needed

Descent

- Power - reduced gradually both
- Mixtures - enrich
- ATIS at destination - obtain
- Approach briefing - complete

Before landing

- Fuel selectors - mains
- Mixtures - rich both
- Propellers - full forward both
- Auxiliary fuel pumps - on both
- Landing gear - DOWN below Vle
- Gear lights - three green confirmed
- Flaps - set per phase
- Landing lights - on
- Speeds - per POH, above Vyse on final

Landing

- Final approach - per POH
- Touchdown - 3-point or wheel landing
- Stick - aft after 3-point touchdown
- Rudder - active to maintain centerline
- Tailwheel - lower gently if wheel landing
- Brakes - minimal, avoid nose-over

After landing

- Flaps - up
- Auxiliary fuel pumps - off
- Cowl flaps - open
- Strobe - off
- Transponder - standby
- Taxi - to parking

Shutdown

- Parking brake - set
- Avionics master - off
- Throttles - idle
- Mixtures - idle cutoff both
- Magnetos L and R - off both engines
- Master switch - off
- Beacon - off
- Cowl flaps - open for cooling