Stearman PT-17 Kaydet

Pre-inspection

- Documents - on board
- Walk around - complete
- Chocks and tie-downs - removed
- Pitot and static ports - clear
- Control surfaces and trim tabs - free movement
- Fuel quantity - verified, caps secure
- Fuel sumps and gascolator - drained
- Oil quantity - checked
- Cowl flaps - checked free
- Tires, brakes, gear legs - checked
- Spinner and prop - no damage or oil

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 - boot and initialize
- Radios and audio panel - set
- ATIS / weather - obtain
- Altimeter - set to QNH
- Transponder code - set, mode standby
- Flight plan - load and activate
- Cabin heat / air - as desired

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

- Power - climb power per POH
- Propeller - climb RPM
- Airspeed - Vy initial then cruise climb
- Flaps - up after positive climb
- Auxiliary fuel pump - off above 1000 ft AGL
- Mixture - lean for climb above 3000 ft DA
- Cowl flaps - manage CHT in target range
- Engine instruments - monitor

Cruise

- Power - cruise setting per POH
- Propeller - cruise RPM
- Mixture - leaned for cruise (LOP or ROP)
- Cowl flaps - closed / trail
- Engine instruments - monitor CHT and EGT
- Fuel management - switch tanks per schedule

Descent

- Power - reduced gradually for desired descent
- Mixture - enrich gradually
- Propeller - leave at cruise
- ATIS at destination - obtain
- Approach briefing - complete

- Cowl flaps - closed unless cooling needed

Before landing

- Fuel selector - fullest tank
- Mixture - rich
- Propeller - full forward / fine
- Auxiliary fuel pump - on
- Cowl flaps - as required
- Landing light - on
- Flaps - set per pattern phase
- Speeds - per POH

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 pump - off
- Cowl flaps - open
- Strobe - off
- Transponder - standby
- Taxi - to parking

Shutdown

- Parking brake - set
- Avionics master - off
- Propeller - full forward
- Throttle - idle
- Mixture - idle cutoff
- Magnetos - off after engine stops
- Master switch - off
- Beacon - off
- Cowl flaps - open for cooling