

AIRCRAFT CHECKS

<p style="text-align: center;">PRE-FLIGHT CHIF</p> <p>Park aircraft into wind Fireguard ATIS on VHF 127.4</p> <ul style="list-style-type: none"> • C - Controls (move and look) • H - Harnesses (include pax.) • I - Instruments (all zero if not warm, start time) • F - Fuel (lock, indication and pump) <p>Before starting: Inform pax. of emergency procedures Shout CLEAR PROPELLER</p>	<p style="text-align: center;">PRE-TAKE OFF CHIFTWAP</p> <p>Check brakes Taxi at brisk walking pace Keep an eye on wind direction and controls</p> <ul style="list-style-type: none"> • C - Controls (move and look) • H - Harnesses (check pax. also) • I - Instruments (all in the green + Mags drop) • F - Fuel (lock open, indication and pump) • T - Trim, set • W - Wind direction and speed (set joystick) • A - All Clear • P - Power (full RPM during take-off run)
<p style="text-align: center;">IN-FLIGHT LIFE</p> <ul style="list-style-type: none"> • L - Location (know where you are) • I - Instruments (all in the green) • F - Fuel (quantity and pump off) • E - Elapsed Time (and remaining) 	<p style="text-align: center;">PRE-RECOVERY FIRA</p> <ul style="list-style-type: none"> • F - Fuel (quantity) • I - Instruments (all in the green) • R - Radio (Request wind, QNH & circuit) • A - Altimeter (set QNH)
<p style="text-align: center;">PRE-MANOEUVRES HASELL</p> <ul style="list-style-type: none"> • H - Height (sufficient) • A - Airframe (doors locked, trim set) • S - Security (harnesses, no loose objects) • E - Engine (all in the green, Pump ON) • L - Location (over open fields) • L - Look Out (clear of other aircraft) 	<p style="text-align: center;">LANDING GAS</p> <ul style="list-style-type: none"> • G - Glide Slope • A - Alignment • S - Speed <p style="text-align: center;">CROSSWIND</p> <p>First Crab into Runway Then align with wing low into the wind</p>
<p style="text-align: center;">DOWNWIND FAWNT</p> <ul style="list-style-type: none"> • F - Fuel (quantity and pump ON) • A - All Clear (Runway and area) • W - Wind (direction and strength) • N - Nose wheel, Weight shift only In our case check brakes and tyre inflation • T - Throttle (make sure engine is OK) 	<p style="text-align: center;">PRE- SHUT DOWN</p> <p>Fuel pump off Check Magnetos for drop Throttle to Idle Wait 2 minutes for engine cool down Check magnetos for dead cut/Magnetos OFF Throttle shut when propeller has stopped Radio OFF/Time OFF Complete Paperwork</p>

ALPHA - BRAVO - CHARLIE - DELTA - ECHO - FOXTROT - HOTEL - INDIA - JULIET - KILO -
LIMA - MIKE - NOVEMBER - OSCAR - PAPA - QUEBEC - ROMEO - SIERRA - TANGO -
UNIFORM - VICTOR - WHISKEY - ZULU

ONE - TWO - THREE - FOUR - FIVE - SIX - SEVEN - EIGHT - NINER
DECIMAL

<p style="text-align: center;">EMERGENCY ENGINE FAILURE ON TAKE OFF</p> <ul style="list-style-type: none"> • Stick Forward/Best Glide Speed • Select Field - Into Wind/Up Slope Aim Ahead or Max of 45° each side • Fuel Cock/Shut Off - Pump OFF • Throttle CLOSED • Magnetos - OFF • Harnesses Tighten • Radio Call • Battery OFF <p>AFTER LANDING</p> <ul style="list-style-type: none"> • Passenger safety • Secure documentation • Secure Aircraft • Inform ATC • Inform Instructor 	<p style="text-align: center;">EMERGENCY ENGINE FAILURE IN-FLIGHT</p> <ul style="list-style-type: none"> • Best Glide Speed/Trim • Select Field - Into Wind/Up Slope • Join Downwind, Base or Finals <p>If Height Permits Check</p> <ul style="list-style-type: none"> • Fuel Contents - Cock/Pump ON • Magnetos ON <p>If Engine does not start/Height does not Permit</p> <ul style="list-style-type: none"> • Fuel Cock/Shut OFF - Pump OFF • Throttle CLOSED • Magnetos OFF • Harnesses Tighten • Radio Call • Battery OFF <p>Higher/Faster is safer than Lower/Slower</p>
<p style="text-align: center;">EMERGENCY FIRE ON THE GROUND/IN THE AIR</p> <ul style="list-style-type: none"> • Fuel Cock/Shut OFF - Pump OFF • Throttle CLOSED • Magnetos OFF • Battery OFF <p>If in the Air</p> <ul style="list-style-type: none"> • Force Land as in Engine Failure in Flight <p>When on the ground</p> <ul style="list-style-type: none"> • Vacate Aircraft • Use Extinguisher direct at base of fire 	<p style="text-align: center;">EMERGENCY COMMUNICATIONS FAILURE</p> <ul style="list-style-type: none"> • Radio ON • Volume & Squelch OPEN • Proper Frequency Selected • Headset leads plugged IN/Volume OPEN • Radio Fuse not interrupted • Transmit Switch Re-try <p>If Complete Failure remains</p> <ul style="list-style-type: none"> • Continue as per Flight plan • Continue with Transmissions
<p style="text-align: center;">EMERGENCY DITCHING</p> <ul style="list-style-type: none"> • Radio Distress Call - Position • Approach into Wind • Touchdown at lowest possible practical speed • Land on crest of wave if possible or, if the swell is heavy, along the swell • Release safety harness/Remove headset • Leave cockpit <p>Swim away from aircraft to:</p> <ul style="list-style-type: none"> • Inflate Life-vest • Activate fluorescent-die marker/Beacon <p>If the aircraft floats, hold onto it</p>	<p style="text-align: center;">RADIO FAILURE LIGHT & PYROTECHNIC SIGNALS IN FLIGHT</p> <p>Red Cont./Flare - Give Way/ Cont. Circling</p> <p>Red Flashes - Do not Land/Move away</p> <p>Green Continuous - You may land</p> <p>Green Flashes - Return to Aerodrome wait for permission to land</p> <p>White - Land after Green and proceed to apron</p> <p>ON THE GROUND</p> <p>Red Continuous - STOP</p> <p>Red Flashes - Move clear of landing area</p> <p>Green Continuous - You may take off</p> <p>Green Flashes - You may move on apron</p> <p>White - Return to starting point on aerodrome</p>

LUQA TOWER	118.9
MALTA (or LUQA) RADAR	121.0
MALTA CONTROL	128.7
MALTA INTERNATIONAL AIRPORT	131.55
AERONAUTICAL TERMINAL INFO SERVICE (ATIS)	127.4
VOLMET	126.8
EMERGENCY	121.5