

**PREFLIGHT INSPECTION**

1. DRAIN the wing tanks, using sampler cup
2. REMOVE control wheel lock
3. REMOVE pitot cover, check pitot tube
4. CHECK ignition switch OFF
5. CHECK master switches OFF
6. CHECK avionic master switch OFF
7. CHECK baggage door for security
8. CHECK control surfaces for freedom and movement
9. Visually CHECK fuel quantity, and filler cap secured
10. CHECK oil level  
(Min 3.8 litres (4 qts), max 5.7 litres (6 qts))
11. CHECK propeller and spinner for condition
12. CHECK carburetor air filter for condition and cleanliness
13. INSPECT static source opening
14. Floats, struts and float fairings – INSPECT for dents, cracks, scratches, etc.
15. Float compartments – INSEPCT for water accumulation  
(remove rubber balls and pump out all water, reinstall rubber balls with enough pressure for a snug fit)
16. Water rudders – CHECK freedom of movement and security
17. Water rudder operation – CHECK VISUALLY

**BEFORE STARTING ENGINE**

1. Cabin doors - OPEN
2. Fuel selector valve – SELECT
3. Avionic master switch - OFF
4. Electrical equipment - OFF
5. Circuit breakers – CHECK IN
6. Water rudders – DOWN for taxiing
7. Seats, belts – ADJUST and LOCK

**STARTING ENGINE**

1. Mixture – RICH
2. Carburetor Heat – COLD
3. Master Switch – ON
4. Prime – AS REQUIRED  
(2 to 6 strokes, none if engine is warm)
5. Throttle – OPEN 0,5cm
6. Mooring - UNSECURE
7. Propeller area - CLEAR
8. Ignition switch – START
9. Oil Pressure – CHECK

**TAXI**

Low speed taxiing shall always be done with:

1. Engine at low RPM (*typically 800*)
2. Control wheel – FULL AFT
3. Observe for obstacles in water

**BEFORE TAKE-OFF**

1. Cabin doors – CLOSED and LOCKED
2. Flight controls – FREE and CORRECT
3. Flight instruments and radios – SET
4. Wing flaps – SET to 15°
5. Mixture – RICH (or LEAN as required to obtain max RPM above 3000 feet)
6. Magnetos – BOTH
7. Carburetor heat - COLD

**TAKE-OFF**

1. Water rudders – UP
2. Control wheel – HOLD FULL AFT
3. Throttle – FULL (advance slowly)
4. Control wheel – MOVE FORWARD when the nose stops rising, to attain planning attitude (on the step)
5. Control wheel – APPLY LIGHT BACK PRESSURE to lift off at IAS of 45 to 50 kts
6. Climb speed
  - 53 to 65 kts with 10° flaps ( $V_x = 53\text{kts}$ )
  - 60 to 70 kts with flaps up ( $V_y = 64\text{ kts}$  at sea level)
7. Wing flaps – UP when all obstacles are cleared

**BEFORE LANDING**

1. Magnetos – BOTH
2. Mixture – RICH
3. Belts – CHECK
4. Water rudders – UP
5. Wing flaps - SET
6. IAS – 55 to 65 kt

**LANDING**

1. Touchdown – SLIGHTLY TAIL LOW
2. Control wheel – HOLD FULL AFT as floatplane decelerates to taxi speed

**AFTER LANDING**

1. Water rudders – DOWN
2. Engine at low RPM (*typically 800*)
3. Control wheel – FULL AFT
4. Observe for obstacles in water