

OPERATIONAL CHECKLIST – N7088G

BEFORE STARTING ENGINE

- ✓ Preflight Inspection – COMPLETE
- ✓ Flight Log – RECORD HOBBS TIME
- ✓ ATIS Broadcast – COPIED
- ✓ Passenger Briefing – COMPLETE
- ✓ Seats, Belts, Shoulder Harnesses – ADJUST / SECURE
- ✓ Fuel Selector – set to BOTH
- ✓ Circuit Breakers – check IN
- ✓ Radio Master Switch – OFF

STARTING ENGINE

- ✓ Ignition Key – INSERT in ignition switch
- ✓ Carburetor Heat – COLD (push in)
- ✓ Mixture – RICH (push in)
- ✓ Beacon Light – ON (can be left on at all times)
- ✓ Prime – AS REQUIRED
- ✓ Throttle – open 1/8 inch
- ✓ Electrical Master Switch – ON
- ✓ Brakes – SET
- ✓ Propeller Area – CLEAR
- ✓ Ignition Switch – START, then idle at 1000 RPM
- ✓ Oil Pressure – CHECK
- ✓ Alternator Warning Light - OFF

BEFORE TAXI

- ✓ Radio Master Switch – ON
- ✓ Nav. Lights – ON (if required)
- ✓ Electronic Altimeter – SET and VERIFY to elevation
- ✓ Mechanical Altimeter – SET to match Electronic
- ✓ Audio Panel – Set and VERIFY Comm and Mic selection
- ✓ Radios – CHECK FREQUENCY & VOLUME
- ✓ Fuel Flow – RESET to FULL if full tanks
- ✓ Auto Pilot switch – ON
- ✓ Auto Pilot – SET Altitude to current altimeter reading
- ✓ Taxi Clearance – RECEIVED
- ✓ Brakes – CHECK OPERATION

BEFORE TAKEOFF

- ✓ Brakes – SET
- ✓ Flight Controls – FREE & CORRECT
- ✓ Elevator Trim – set for TAKEOFF
- ✓ Fuel Selector – set to BOTH
- ✓ Mixture – FULL RICH
- ✓ Engine Run-Up @ 1700 RPM
 - magnetos – CHECK (drop should be < 125 RPM)
 - carb heat – CHECK (for RPM drop)
 - engine instruments & amp gauge – CHECK
 - reduce throttle to 1000 RPM

- ✓ Fuel Gages – CHECK FUEL QUANTITY
- ✓ Flaps – AS REQ'D (up for normal takeoff)
(10° for short or soft field)
- ✓ Navigation Avionics – CHECK & SET
- ✓ Transponder – verify, CHECK CODE
- ✓ Altimeter 2 Places – CHECK / RE-SET IF REQ'D.
- ✓ Doors & Window – CLOSED & LATCHED
- ✓ Pre-Departure Briefing with abort point – COMPLETE
- ✓ Departure Time – WRITTEN DOWN (Current time)
- ✓ Takeoff Clearance – RECEIVED
- ✓ Runway Traffic & Wind Direction – CHECKED

NORMAL TAKEOFF & CLIMB

- ✓ Rotate @ 65 mph
- ✓ Climb @ 80 - 85 mph

CRUISE

- ✓ Power – 65%
- ✓ Mixture – LEANED to obtain maximum RPM

PRE-LANDING

- ✓ Gas – Fuel selector set to BOTH
- ✓ Mixture – RICH
- ✓ Carb Heat – ON @ *mid-point of runway on downwind*
- ✓ Reduce Power to 1500 RPM *opposite landing threshold on downwind*
- ✓ Flaps - as required
- ✓ Airspeed – 75 mph on final approach with 20° flaps
– 70 mph on final approach with full flaps

AFTER LANDING

- ✓ Carb Heat – COLD
- ✓ Wing Flaps – UP

SHUT DOWN

- ✓ Radio Master Switch – OFF
- ✓ Throttle to 1000 RPM
- ✓ Mixture – IDLE CUTOFF (pull out fully)
- ✓ Ignition Switch – OFF & KEYS REMOVED
- ✓ All Lights (except beacon) – OFF
- ✓ Electrical Master Switch – OFF
- ✓ Control Lock – INSTALL IF REQ'D
- ✓ Parking Brake – SET IF REQ'D, or CHOCK WHEELS
- ✓ Flight Log – RECORD HOBBS TIME
- ✓ RETURN THIS CHECKLIST to the storage pocket on the left sidewall

N7088G
PERFORMANCE DATA

$V_X = 68$ MPH

$V_Y = 82 - 79$ MPH (varies from S.L. to 10,000')

$V_A = 122$ MPH @ 2300 lbs.

$V_{NE} = 174$ MPH

$V_{NO} = 140$ MPH

$V_{FE} = 100$ MPH

$V_{SO} = 49$ MPH

$V_S = 57$ MPH

Best Glide Speed = 80 MPH

Approach Speed, Normal, 20° flaps = 75 MPH

Approach Speed, Short Field, 40° flaps = 69 MPH

Gross Weight = 2300 lbs.

Oshkosh Frequencies:

OSH ATIS 125.90

OSH Grnd 132.30

OSH Tower 118.50

Basler's 122.95

Sample Radio Calls:

When ready to taxi:

*Oshkosh Ground, Cessna 7088 Golf at the north tees with _____
ready to taxi for a _____ departure.* ATIS identifier
direction of flight

When ready for takeoff:

Oshkosh Tower, Cessna 7088 Golf at runway _____, ready to depart.

When inbound for landing:

*Oshkosh Tower, Cessna 7088 Golf _____
with _____ inbound for landing.* distance & direction from OSH
ATIS identifier

When clear of the runway:

Oshkosh Tower, 7088 Golf, clear of runway _____, taxi to the north tees.