

OFFICE OF CIVILIAN DEFENSE
WASHINGTON, D. C.

CIVIL AIR PATROL

OPERATIONS DIRECTIVE)
NO. 29)

NATIONAL HEADQUARTERS
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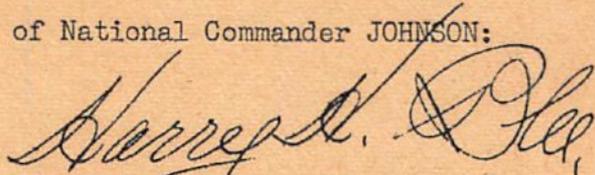
CHECK LIST FOR PILOTS

1. Commanding Officers of all CAP operating Bases and Stations are hereby directed to have a suitable Check List placed in the pilot compartment of each airplane assigned to their respective commands.

2. Special Check Lists shall be prepared for the various types of airplanes assigned to each Base or Station. The general Check List presented on the accompanying pages will serve as a guide in the preparation of these lists.

3. Check Lists shall be protected by cellophane covers or envelopes and shall be fastened in the pilot compartments in such manner that they will not be removed.

By direction of National Commander JOHNSON:



HARRY H. BLEE
Colonel, Air Corps
Operations Officer

W-5118

W-5118

FOR: (State Airplane Make & Model No.
Engine Make and Horsepower)

STARTING ENGINE:

1. Check fuel in all tanks. Do not rely on electric fuel gauges.
2. Turn fuel valve to full tank.
3. Prime engine properly.
4. Place carburetor mixture control and/or altitude adjustment in "Full Rich" position.
5. See that carburetor heat control is off for take-off.
6. Check propeller control for "Low Pitch" position.
7. Turn on master switch.
8. Start engine.
9. Warm to proper temperature (Cylinder head temperature, _____)
(Oil temperature, _____)
10. Check engine instruments.
11. Set altimeter to altitude of airport.
12. Check proper position of flaps.
13. Check radio.

For ships that are armed:

- a. Check bomb rack and hanging of bomb.
- b. Check operation of arming handle to make sure it will catch arming wire on bomb.
- c. Remove cotter pins from fuses and take them along with airplane.

TAKE-OFF:

1. Run-up engine. Check fuel and oil pressure.
2. Check propeller control for "Low Pitch" position.
3. Check magnetos by ignition switches.
4. Re-check fuel valve position for full tank.
5. Check operation of all controls before starting take-off.
6. Check trim tab setting and flap position.
7. R.P.M. for take-off not to exceed _____.
8. Manifold pressure not to exceed _____.

CLIMB:

1. Continue use of low propeller pitch.
2. Maintain proper manifold pressure.
3. Check oil temperature.
4. Open oil radiator.
5. Continue "Full Rich" carburetor setting.
6. Check fuel and oil pressure.
7. Check flight instruments.

For ships that are armed:

- a. Avoid, as far as possible, passing over populated areas when carrying bombs of any kind.

CRUISE:

1. Set propeller pitch and throttle to proper cruising horsepower.
2. Adjust carburetor heat control.
3. Adjust carburetor mixture for altitude.
4. Adjust oil radiator shutters for proper oil temperature_____.
5. Check generator output.
6. Maintain a record of time on each fuel tank to check fuel consumption rate.
7. Cruising speed R.P.M._____.
8. Manifold pressure_____.
9. Switch fuel tanks while there is sufficient gasoline in the low tank to insure reaching a safe landing area.

DESCENT:

1. Wind in trailing antenna.
2. Set carburetor heat control to "Hot Air" position.
3. Adjust mixture control and/or adjustment at "Full Rich" position.
4. Close oil radiator.
5. Set propeller pitch control for "Low Pitch".
6. Clear engine during descent.
7. Adjust trim tab for landing.

STOPPING ENGINE:

1. Cool engine gradually by idling as required.
2. Check propeller for "Low Pitch" position.
3. Stop engine by placing carburetor adjustment at "Lean" or "Idle Cut Off" position.
4. Turn ignition switch to "Off" position.
5. Close fuel valves.
6. Turn off radio transmitter and receiver.
7. Turn off master switch.

For ships that are armed:

- a. Immediately following landing, replace cotter pins in fuses of bombs.