

PILOT'S CHECK LIST

BC-1, BC-1A, AT-6, AT-6A, AT-6B, AT-6C, SNJ-3 and -4
R 1340-AN-1 Engine

BEFORE STARTING ENGINES

1. Check Form one.
2. Fasten Safety Belt.
3. Set parking brakes.
4. UNLOCK surface controls—Check operation.
5. Fuel selector—reserve—check for quantity.
6. Prop. HIGH PITCH.
7. Mixture FULL RICH.
8. Throttle (600-800 R.P.M.)
9. Carb. heat COLD.
10. Prime 4 to 6 strokes when cold.
11. Generator main line switches ON.
12. Battery switch ON (Not applicable BC-1.)
13. Ignition switch BOTH ON—energize—engage.

DURING WARM UP

1. Oil Pressure up, shift prop. to LOW PITCH. Warm up at 1,000 R.P.M.
2. Check magnetos at 29 in. hg.
3. Check operation of: prop control-flaps-elevator and rudder trim-generator.
4. Check radio, clock and altimeter.

BEFORE TAKE OFF

1. Prop INCREASE R.P.M., LOW PITCH.
2. Mixture RICH.
3. Carb. heat COLD.
4. Oil temp. 40 degrees C. minimum, 95 degrees C. maximum.
5. Cyl. temp. 100 degrees C. minimum, 200 degrees C. maximum.
6. Take off 38 in. Hg. 2250 R.P.M.

DURING FLIGHT

1. Landing gear UP.
2. Mixture: When operating at high powers below 5000 feet, leave mixture control in FULL RICH. For all other operations, the following FUEL AIR ratios are desired. Do not exceed allowable cylinder head temperature when leaning out:

POWER	R.P.M.	MP in Hg.	F.A
Climb and high speed	2200	32.5	.089
Cruising-Maximum	1925	29.0	.079
Cruising desired	1850	26.0	.072
Diving-maximum	2640	20.0	.069



BEFORE LANDING

1. Landing gear DOWN.
2. Propeller 1925 R.P.M.
3. Mixture RICH.
4. Fuel selector on RESERVE.
5. Flaps are required (Below 120 M.P.H.)
6. CAGE gyro and flight indicator.

AFTER LANDING

1. Flaps UP.
2. Propeller HIGH PITCH.
3. Oil dilution as necessary.
4. Mixture IDLE CUT OFF.
5. SET brakes and LOCK controls.
6. All electrical switches OFF.

A pilot's check list for a AT-6 Texan.
The AT-6 was the advanced trainer used
in the final phase of the WASP training at
Avenger Field, Sweetwater, Texas.