

Flight Express Cessna 210 Pre- and Post-Flight Procedures

A) REMOVE PROP LOCK - Place beside seat.

B) ASSESS FUEL AND OIL SUPPLY - Call for fuel and put oil in *now* if needed.

C) WALKAROUND

- 1) Remove throttle lock and gust lock.
- 2) Unlock the right main cabin door from the inside.
- 3) Check for aircraft certificates, POH or AFM and open maintenance discrepancies.
- 4) Check left main landing gear assembly for hydraulic leaks, missing bolts or cotter pin, both brake pads at least the thickness of a nickel, any shiny parts (other than the rotor or uplock pin) and tire tread, pressure and flat spots
- 5) Drain a fuel sample from left wing root sump.
- 6) Check left static port for stoppage - do not touch port.
- 7) Check left rear wheel well for hydraulic fluid or obviously broken parts and wires.
- 8) Examine top and underside of left horizontal stabilizer and check for security.
- 9) Examine overall condition of left elevator including ground strap and hinge bolts.
- 10) Check elevator for freedom of movement, cable slap and static wicks.
- 11) Examine general condition of vertical stabilizer, rudder and rear nav light.
- 12) Remove tail tiedown.
- 13) Check the trim tab actuator arm attachment to trim tab for cracks.
- 14) Examine overall condition of right elevator, hinge & actuator bolts, and ground strap.
- 15) Examine top & underside of right horizontal stabilizer and check for security.
- 16) Inventory antennas.
- 17) Check right rear wheel well for hydraulic fluid or obviously broken parts and wires.
- 18) Check right static port for stoppage - do not touch port.
- 19) Check hydraulic fluid level.
- 20) Adjust elevator trim tab to neutral.
- 21) Check left main landing gear assembly for hydraulic leaks, missing bolts or cotter pin, both brake pads at least the thickness of a nickel, any shiny parts (other than the rotor or uplock pin) and tire tread, pressure and flat spots
- 22) Drain a fuel sample from right wing root sump.
- 23) Check right flap for security and "courier rash" (vehicle damage).
- 24) Check right aileron trim tab for cracks or excessive adjustment.
- 25) Check right aileron for freedom of movement, cable slap, hinge bolts and static wicks.
- 26) Check right fuel tank vent for stoppage.
- 27) Check right fiberglass end cap for cracks, and examine nav & strobe lights.
- 28) Check right wing leading edge for courier rash and remove tie-down.
- 29) Check right wing air vent inlet for obstructions.
- 30) Check right auxiliary cabin air vent inlet and NASA duct for obstructions.
- 31) Examine right cowl flap, exhaust stack, and drain a fuel sample from the belly sump.
- 32) Check edges of prop blades for nicks, twist shaft and wiggle tip to check for excessive play.
- 33) Check engine right and left air inlets for foreign objects and oil cap security.
- 34) Check cowl noscap for prop oil leaks and examine taxi & landing light bulbs.
- 35) If nose gear doors are open, examine wheel well.
- 36) Drain fuel for five seconds from the fuel strainer.
- 37) Check left cabin air vent inlet and avionics cooling duct for obstructions.
- 38) Check for spare keys inside the cowl hatch.
- 39) Examine left cowl flap and exhaust stack and collect a fuel sample from the belly sump.
- 40) Check nose gear for strut extension, tread, pressure, axle bolt and nut and squat switch.
- 41) Check left wing air vent inlet, leading edge, Pitot tube for stoppage, and untie wing.
- 42) Check stall vane for freedom of movement.
- 43) Examine left nav & strobe lights and check fiberglass end cap for cracks.
- 44) Check left fuel tank vent for stoppage.
- 45) Check left aileron for static wicks, freedom of movement, cable slap and hinge bolts.
- 46) Check left aileron trim tab for cracks or excessive adjustment.
- 47) Check left flap for security and "courier rash" (vehicle damage).
- 48) Roll the aircraft back about 12" to check bottom of main tires for flat spots.

D) START YOUR PAPERWORK, GET ATIS AND OBTAIN YOUR OUTBOUND CLEARANCE WHEN PRACTICAL.

REPORT ANY DAMAGE FOUND DURING PREFLIGHT TO DISPATCH BEFORE FLIGHT. DO NOT WALK AWAY FROM THE AIRCRAFT WITH CABIN DOORS OPEN NOR LEAVE THE AIRCRAFT UNSECURED AND UNATTENDED.

POSTFLIGHT PROCEDURES

- 1) Remove unnecessary seats and advise dispatch of their location.
- 2) Shake out net, check for stray cargo or trash under seat, pockets and area D and remove from the aircraft.
- 3) Install gust and throttle locks.
- 4) Transfer ending tach or Hobbs time to your aircraft record.
- 5) Check the clipboard for a supply of spare forms.
- 6) Write up any discrepancies found during last flight leg.
- 7) Lock right main cabin door.
- 8) Buckle seat belt over seat.
- 9) Lock left main cabin door.
- 10) Check left main gear assembly for hydraulic leaks and missing bolts and tire tread, pressure and condition.
- 11) Check left side of the cowl for oil leaks.
- 12) Rotate prop clockwise to the Y position and install prop lock, on top, in the figure 8 configuration.
- 13) Check cowl nose cap for prop oil leaks.
- 14) Check right side of cowl for oil leaks.
- 15) Install right wing tiedown.
- 16) Examine overall condition of the right side of the fuselage.
- 17) Check left main gear assembly for hydraulic leaks and missing bolts and tire tread, pressure and condition.
- 18) Check right rear wheel well for hydraulic fluid or obviously broken parts and wires.
- 19) Install tail tiedown.
- 20) Examine overall condition of tail.
- 21) Lock rear baggage door.
- 22) Check left rear wheel well for hydraulic fluid or obviously broken parts and wires.
- 23) Install left wing tiedown.
- 24) Examine overall condition of the left side of the fuselage.
- 25) Request fuel if needed.

IMPORTANT! Call dispatch with discrepancies as well as flight, duty and aircraft times.