Seabee Checkoffs (reprinted from Republic Aviation Corp.)

PRE-STARTING:

1. Emergency Fuel Cutoff in off position. (Handle pushed In or TOWARD pilot seat)
2. Flap and Gear Handles FORWARD.
3. Tab set according to No. of Passengers. (One full turn forward of full back tab, for every passenger)
4. Reverse Propeller Control (overhead) forward and LOCKED.
5. Propeller control (on dash) full forward.
6. Tail wheel unlocked for taxiing.
7. Check fuel (Gauge operates when BATTERY & MASTER switches are on).
8. All lighting switches in OFF position. (Navigation, Anchor, Instrument Lights, etc.)
9. Parking Brake ON.

STARTING: (in this order)

1. Mixture Control FULL IN.
2. Ignition Key on BOTH.
3. Battery Switch FULL IN.
4. Master Switch ON.
5. Carburetor Heat OFF. (full in)
6. Pump throttle two times (four to six times in cold weather).
7. Crack throttle 1/2 inch, Yell out "CLEAR". (Propeller)
8. Press starter button. (Hold Brakes if Parking Brake not on.)
9. When engine starts CHECK OIL PRESSURE IMMEDIATELY. (If needle does not indicate in GREEN range after 30 seconds, IMMEDIATELY STOP ENGINE.)
10. Allow engine to idle at 800 RPM

CHECKING ENGINE: (normally this check made only before first flight)

1. ALLOW OIL TEMPERATURE TO REACH 60 degrees (in green range) before starting any engine check.
2. Rev up to 1500 RPM and move Propeller Control (on dash) in and out several times. Then return control to forward position.
3. Open throttle fully and check RPM and Manifold Pressure. MP should read approx. 28 inches at Sea level, and RPM's 2200-2300.
4. With Throttle wide open, pull out Propeller control all the way and note drop off in RPM (should be at least 500 RPM drop)
5. Throttle back to 2000 RPM's and check magnetos. (no more than 100 drop off on each one)
6. Pull out Carburetor Heat Control at 2000 RPM. Should have at least 100 RPM dropoff.
7. Check fuel pressure. Needle should indicate in green range.
8. Set RPM at 1000-1200 and check operation of reverse control..
9. Before taxiing out for takeoff, check OIL TEMP, OIL PRESS., AMPMETER.

**Note: - Engine should not normally idle lower than 500 RPM. If idling lower, check idle adjustment on carburetor. (Only qualified mechanics should do such work)

TAKEOFF: (Land or Water)

1. Flaps down
2. Tail Wheel LOCKED
3. PROPELLER FULL FORWARD
4. Reverse Propeller Control LOCKED.
5. Tab set for takeoff. (BACK TAB)

LANDING: WATER

1. Gear Up.
2. Mixture Control, FULL IN.
3. Flaps DOWN.
4. Prop. control FULL IN.
5. Tab set for Glide
6. Carburetor heat if necessary.

LANDING: LAND

1. Gear Down.
2. Mixture Control FULL IN
3. Flaps DOWN
4. Prop control FULL IN.
5. Tab set for Glide.
6. Carburetor Heat if Necessary.
7. Tail Wheel LOCKED

PROCEDURE AFTER WHEELS LEAVE GROUND ON LAND TAKEOFF

1. Adjust tab.
2. Pull flap and gear handle back.
3. Cut throttle to 27" (Manifold Pressure)
4. Pull back prop to 2400 RPM.
5. Pump flaps up, and gear up.
6. Trim again to hold 80 MPH in climb.

PROCEDURE AFTER TAKING OFF FROM WATER

1. Adjust tab.
2. Pull flap lever back.
3. Cut throttle to 27" (Manifold Pressure)
4. Pull back prop to 2400 RPM
5. Pump flaps up.
6. Trim again to hold 80 MPH in climb.

Note:
Flaps DOWN get you off the land or water in the shortest run.
Flaps UP gives you the best RATE OF CLIMB.

THEREFORE: Take off with flaps down, but upon becoming airborne, allow flaps to come up as slowly as possible. This is accomplished by allowing air pressure to push your flaps up most of the way and then finishing their upward movement with smooth slow strokes on the hydraulic pump handle.