

# Checklist

# Ercoupe 415

## Initial

Weather & Den Alt.  
Weight & Balance  
Performance Req.  
Flight Plan - File  
Papers A.R.O.W  
Control Lock  
Master On  
Nav/Beacon/Strobe  
Landing Light  
Master Off

## Interior

Hobbs Time  
Fuel Both - ON  
Circuit Breakers  
ELT armed  
Brake Pedal Test  
Passenger Instruct

## Taxi

Seat Belts  
Transponder StdbY  
Collision Light On  
Radios Test  
Brakes test

## Takeoff

Full Throttle  
2100 Rpm  
Oil Pressure  
Rotate @ 56

## Pre-Landing

Carb Heat On  
Landing Light On  
Open Throttle in  
Glide to clear Cyl  
Best Glide 70 Mph

## Exterior

Fuel Quantity  
Fuel Quality  
Caps/Drains/Vents  
Engine/oil  
Prop/AirIntake  
Exhaust System  
Surfaces / Controls  
Pitot & Static port  
Gear/Tires  
Antennas  
Ties/Chokes  
Final Walkaround

## Start

Avionics Off  
Beacon On  
Brakes Set  
Throttle 4 Notches  
Carb Heat Off  
Prime 2-6 Strokes  
Prop - Clear !  
Master On  
Mags On  
Starter Pull  
900-1200 RPM  
Oil Pressure  
Avionics On  
Nav Lights - As Req  
Frequencies  
Atis/Awos

## Runup

Wheel Straight  
Brakes Set  
Fuel On  
Trimm Takeoff  
Flight Controls  
Instrument(s)  
Carb Heat Off

2000 RPM  
Mags R&L Test  
Carb Heat Test  
Amps/Volts  
Oil 90°F min  
Oil Press 35lb min

## Pre-Takeoff

Windows Closed  
Baggage Secure  
Passenger Brief  
Tranponder Alt  
Landing Light On

## Climb

$V_X=60$   
 $V_Y=70$   
Monitor Engine

## Cruise

TrottleBack  
Oil Temp 100-225°F  
Cyl Temp 350-500°F  
Carb Heat (Icing)  
Check for Traffic

## Descent

Open Throttle in  
Glide to clear Cyl

## Landing

Best Glide  
60 - 70 Mph

## Clear Active

Radio announce  
Landing Light Off  
Transponder StdbY

## Secure

Avionics-Off  
Mags Off  
Master Off  
Hobbes Time  
Control lock  
Tie Down/Chockes

## Close Flight Plan

Speed Limits		$V_X=60$	Engine Limits	
Maneuvering	108 MPH (94kts)	$V_Y=70$	max. Engine r.p.m.	2575
max.Struct.Cruising $V_{No}$	114 MPH (99kts)	$V_{S0}=none$	max.Cruising r.p.m.	2400
Never exceed $V_{NE}$	144 MPH (125kts)	$V_{S1}=48/56(1260/1400 \text{ gross})$	max Oiltemp	225°F
		$V_{No}=114$	max Cyl Head temp	540°F
		$V_{NE}=144$	min.Oilpressure	10 lb

Ranges Models with C-85 h.p with 7150 McCauley Propeller- Sealevel -Mixture Rich				
Normal Maximum (Calm)		113 m.p.h.	2400 r.p.m.	5.9 Gal/hr. 17.5 Mi/Gal.
Conservative Cruise (Calm) 75%		107	2275	5.4 19.8
Max.Range:	15 m.p.h. Tailwind	75	1825	3.2 28.1
	No Wind	80	1875	3.4 23.5
	15 m.p.h. Headwind	90	2025	3.9 19.2
	30 m.p.h. Headwind	97	2125	4.3 15.6
	45 m.p.h. Headwind	100	2175	4.5 12.2
	60 m.p.h. Headwind	107	2275	5.4 8.7

Ranges Model E-85 h.p with 7150 McCauley Propeller- 5,000ft Altitude -Mixture Lean  
not applicable

Computed from a limited numbers of tests based upon a standard airplane in a good condition carrying a full load.

# Emergency Procedures Ercoupe 415

## Engine Inoperative (loss)

### Power Loss On Takeoff (not Airborne)

With sufficient runway remaining:

Throttle - Close immediately  
Brakes - Apply as required  
Stop straight ahead.

Insufficient Runway remaining:

Throttle - Close immediately  
Brakes - Apply as required  
Fuel Valves - Off  
Master switch - Off  
Magnetos - Off  
Maintain directional Control and Maneuver to avoid obstacles.

### Power Loss On Takeoff ( If Airborne)

With sufficient runway remaining:

Airspeed- Maintain above Stall  
Directional Control - maintain  
Land straight ahead.

Insufficient Runway remaining:

Airspeed- Maintain above stall  
Throttle - Close immediately  
Fuel Valves - Off  
Master switch - Off  
Magnetos - Off  
Make only shallow turns to avoid obstacles.

## Fire

### During Start

Starter - Crank engine  
Throttle - Open  
Fuel Valves - Off  
Abandon airplane if  
Fire continues

### In Flight

Source of Fire - Check  
Engine:  
Fuel valves - Off  
Throttle - Close  
Cabin Heat Off  
Sideslip to avoid Flames  
Prepare for Power Off Landing  
Electrical(Smoke in cabin):  
Master - Off  
Cabin Heat - Off  
Windows - Open

### Power Loss In Flight

Fuel Valves On - Check  
Carburetor Heat - On  
Engine Gauges - Check  
Primer - Locked  
Ignition Switch L - R - Both

If Power can not be restored prepare for  
Power off Landing

### Power OFF Landing

Trim for best glide 60-70 MPH  
Locate suitable landing area  
Establish spiral pattern  
Be 1000 ft above field at downwind  
Ignition - Off  
Master - Off  
Fuel Valves - Off  
Seatbelts - Tight  
Touch down with slowest possible Speed  
for a full stall Touchdown.

## No Oil Pressure

## High Oil Temperature

Land as soon as  
possible and  
investigate.  
Prepare for Power Off  
Landing

## Alternator Failure

Circuit Breaker - Check  
Reduce electrical Load and Land as soon as Practical.

Speed Limits		Engine Limits	
Best Glide Speed	70 MPH	max. Engine r.p.m.	2575
Maneuvering	108 MPH	max. Cruising r.p.m.	2400
max. Struct. Cruising $v_{No}$	114 MPH	max Oiltemp	225°F
Never exceed $v_{NE}$	144 MPH	max Cyl Head temp	540°F
		min. Oilpressure	10 lb

Emergency Communications:	Lost Communication Procedures:	If Lost:
Squawk 7700	Check frequency and Volume	Climb-Communicate-Confess-
Transmit 'Mayday, Mayday, Mayday'	Check Mike Jacks	Comply-Conserve
Name of Station Calling	Squawk 7600	
Aircraft Type & N-Number	Class D Airspace:	
Nature of Emergency	Observe traffic Flow	
Position, Heading, Altitude	Enter Pattern	
Fuel Remaining	Look For Light Signal from Tower	
Number of Person Aboard	Acknowledge with Wings(rocking) or	
Weather Conditions	Landing Light (blinking)	
Intentions/Assistance Desired		

**A v i a t e - N a v i g a t e - C o m m u n i c a t e**