

Before Startup Checklist

1. **Cabin Door, Baggage** - Secure
2. **Passenger Brief.** - Completed
3. **Parking Brake** - Set
4. **Seats** - Adjusted
5. **Belts, Harness** - Secure
6. **Crossfeed Valve** - Down & OFF
7. **Firewall Shutoff Valve** - Down & ON
8. **Power Levers** - Idle
9. **Prop. Levers** - Forward
10. **Condition Levers** - STOP
11. **Electrical Switches** - OFF
12. **Cabin Comfort Control** - OFF
13. **Avionics Master** - OFF
14. **Inverter Power** - OFF
15. **Circuit Breakers** - Check
16. **Gear Handle** - Down

Engine Run-Up Procedure

1. **Parking Brake** - Set
2. **Circuit Breakers** - IN
3. **Generators** - ON
4. **Prop Sync** - OFF
5. **Fuel Pumps** - ON
6. **Crossfeed** - OFF
7. **Air Control** - Pressurized
8. **Gear Ext. Cover** - Secure
9. **Power Lever** - 1.625 RPM
10. **Pneumatic Gauges** - Check
11. **Overspeed Governor Test (both engines):**
 - Prop Controls - Full Fwd
 - HTG-Switches - UP
 - RPM-Drop - Observe
 - HTG-Switches - Release
 - RPM - Return 1.625
12. **Pressurization System** - Test
13. **Pressurization System** - Set
14. **Ice Protection System Test:**
 - Set Power** - **1.800 RPM !!**
 - Ice Protection - ON, check lights, check torque-drop
 - WS-Heat, Pitot Heat - Test, check el. load.
 - Elec. Deice 5x/eng. - Test, check amps
 - Boots - Test, check blue light
 - Ice Protection - OFF
14. **Power Lever** - Idle
15. **Secondary Low Pitch Stop Test: (one engine at a time)**
 - Power Lever - Beta Range
 - Test Switch - Down, Hold
 - Power Lever - To Reverse
 - Reverse - Not attained
 - Test Switch - Release, chk prop rev.
16. **Quadrant Friction** - Set

Taxi Checklist

1. **Brakes** - Check
2. **Prop Reverse** - Check
3. **Flight Instr.** - Check
4. **Power Levers** - Idle
5. **Prop Controls** - Feather, 200-300 RPM
6. **Prop Controls** - Full Forward

Departure Briefing

1. **Takeoff Briefing** - RWY length, condition;
Vr 90 KIAS Climb 140 KIAS;
initial Hdg, Navaid, Altitude
2. **Abort Takeoff Limit** - defined
3. **Available Landing Sites** - review
4. **Engine Power Loss Review:**
 - **Before Abort Takeoff Limit:**
 - Abort takeoff; inform ATC
 - Power: Idle
 - Off-Field / Overshoot: Master off, condition levers idle, shutoff valves close
 - Land, apply full brakes, **NO REVERSE**
 - **After Abort Takeoff Limit: Inflight Emergency**
 - Maintain airspeed and directional control
 - Trim for Vyse: 110 KIAS
 - Apply full power
 - Check gear up, flaps up
 - Identify and callout: Too little / too much
 - **If torque runway condition: Climb to safe alt.**
 - If power loss: Verify and feather bad engine
 - "Pilot Flying will take no action below 500 ft GND other than to clean up the configuration and to secure the engine."

Before Takeoff Checklist

1. **Circuit Brakers** - IN
2. **Flight Instr.** - Check
3. **Fuel Quantity** - Check
4. **Flight Controls** - Free and Correct

Flowcheck:

5. **Crossfeed Valve** - Down & Closed
6. **Shutoff Valvles** - Down & Open
7. **Gear Ext. Cover** - Secure
8. **Trim Taps** - Set
9. **Autopilot** - OFF
10. **Static Source** - Normal
11. **Flaps** - Set for Takeoff
12. **Props** - Full Forward
13. **Prop Synchron.** - Off
14. **Cabin Press.** - Set
15. **Transponder** - Set, Sqwak Altitude
16. **Engine Gauges** - Normal
17. **Generators** - ON
18. **Fuel Pumps** - ON
19. **Oil Cooler Doors** - Closed
20. **Ice Protection** - As Required
21. **Lights** - As Required



Normal Startup Procedure

1. Battery Master - ON, check **24 – 28 V**
2. Fuel Pump - ON, check pressure, OFF
Other pump: ON, check

Review Procedure, perform from memory:

4. Ignition - ON
5. Starter - ON
6. Monitor Ng - Stabilized above 12%
7. Condition Lev. - RUN
8. Monitor ITT, Ng - **Limit 1.090°C/ 2 secs**
- Wait for Ng to stabilize

If limit is exceeded or Ng does not reach 52%: Condition Lever STOP

9. Starter - OFF
10. Ignition - OFF
11. Power Lever - Advance to 68% Ng
12. Engine Instr. - Check
13. Generator - ON
14. Gear Handle - Check neutral
15. Generator - **Wait for < 70 A, OFF**
16. Other Engine - Repeat Steps 2 - 12
17. Both Generators- ON
18. Powe Levers - Idle

Clearing Procedure (Unsuccessful Start)

1. Wait - Allow 30 secs fuel drain
2. Condition Lev. - STOP
3. Ignition - OFF
4. Battery Master - ON
5. Fuel Pump - ON
6. Starter - ON 15 secs
7. Starter - OFF
8. Fuel Pump - Wait for 0 Ng, OFF

Crossstart Procedure (One Eng. Operating)**Operative Engine:**

1. Generator - OFF
2. Power Levers - Advance to 68% Ng

Inoperative Engine:

3. Fuel Pump - ON, check Pressure, OFF
Other Pump: ON, check

Review Procedure, perform from Memory:

4. Ignition - ON
5. Starter - ON
6. Monitor Ng - Reaching 10% Ng:
7. **Operative Eng. - Generator: ON**
8. Monitor Ng - Stabilized above 12%:
9. Condition Lev. - RUN
10. Monitor ITT, Ng - **Limit 1.090°C/ 2 secs**
- Wait for Ng to stabilize

If limit is exceeded or Ng does not reach 52%: Condition Lever STOP

11. Starter - OFF
12. Ignition - OFF
13. Power Lever - Advance to 68% Ng
14. Generator - ON

APU Assisted Startup Procedure

1. Ignition - OFF
2. Batter Master - OFF
3. APU - Connected
4. Voltmeter - 27 - 30 Volts
5. Battery Master - ON
6. Perform Normal Start Proc. Steps 2 - 10
7. Engine Instr. - Check
8. Battery Master - OFF
9. APU - Disconnect
10. Battery Master - ON
11. Power Levers - Advance to 68% Ng
12. Generators - ON

Speeds

		KIAS
Rotate speed	V _R	90
Best angle-of-climb speed	V _X	99
Best rate-of-climb speed	V _Y	122
Best angle-of-climb speed single eng.	V _{XSE}	104
Best rate-of-climb speed single eng.	V _{YSE}	110
Normal approach to land speed	V	130-140
Pattern Speed	V	140-150
Maneuvering speed	V _A	177
Stall speed clean configuration	V _S	84
Stall speed landing configuration	V _{SO}	72
Minimum Control Speed	V _{MC}	85
Maximum gear retraction speed	V _{LE(retract)}	141
Maximum gear extension speed	V _{LE(extend)}	154
Maximum flap ext. speed approach	V _{FE(appr.)}	171
Maximum flap ext. speed full	V _{FE(full)}	148
Maximum operating speed < 12.000 ft	V _{MO}	240

Other Limitations and Service Data

1. **Starter Operation** 30 sec ON, 1 min OFF
30 sec ON, 1 min OFF
30 sec ON, 30 min OFF
2. **Max. Torque** 1.194 lb/ft
3. **ITT (Start 2 secs)** 1.090°C
4. **ITT (Takeoff)** 700°C
5. **ITT (Reverse)** 700°C
6. **ITT (Single Eng.)** 700°C
7. **ITT (Cruise)** **685°C**
8. **Ng** 101,5%
9. Max. Nose Baggage 300 lbs / 136 kg
10. Max. Rear Baggage 200 lbs / 91 kg
11. Max. Ramp W. 8.750 kg / 3.969 kg
12. Max. Takeoff W. 8.700 kg / 3.946 kg
13. Max. Landing W. 8.700 kg / 3.946 kg
14. Max. Zero Fuel 7.200 kg / 3.266 kg
15. **Tire Pressure** 80 PSI / 5,52 Bar
16. **Engine Oil** BP 2380 Turbine Oil
DO NOT MIX OIL !!
DO NOT OVERFILL !!

Climb Checklist

- Right to left:
1. **Flaps** - Secure
 2. **Yaw Damper** - As desired
 3. **Propellers** - Set 2.000 or lower
 4. **Prop Sync.** - As desired
 5. **Gear** - Check up & lever
 6. **Cabin Altitude** - As desired
 7. **Lights** - As desired
Landing Light OFF

Cruise Checklist

1. **Cruise Power** - Set
2. **Engine Instr.** - Check
3. **Pressurization** - As desired

Descent Checklist

1. **Pressurization** - Set
2. **Prop Sync.** - **OFF**
3. **Altimeter** - Set



Final Approach Checklist

- Left to right:
1. **Cabin Pressure** - Below 0.3 PSI
 2. **Gear** - **Down & Locked**
3 GREEN !!
NO RED, lever center
 3. **Prop Sync.** - OFF
 4. **Propellers** - Set 2.200
 5. **Flaps** - As desired
 6. **Heater Fuel** - OFF
 7. **Lights** - As desired
 8. **Nose Gear** - **Check down in mirror**

Shutdown Procedure

1. **Inverter Power** - OFF
2. **Avionics Master** - OFF
3. **Cabin Comfort Master** - OFF
4. **All Electricals** - OFF
5. If ITT < 610° for 1 Minute - Shutdown:
BLUE, YELLOW, RED ... RED
6. **Propellers** - Feather
7. **Generators** - OFF
8. **Condition Levers** - STOP
9. **Monitor Ng** - **Wait for Zero Ng!**
10. **Fuel Pumps** - OFF
11. **Battery Master** - OFF

The Seven Cheyenne DO's and DON'Ts

1. **NEVER** operate the engine the with the electrical fuel pump off
2. **DON'T** engage alternator below 68%Ng
3. **DON'T** test prop- or air-inlet deice below 1.800 RPM
4. **ALWAYS** extend ice-vanes if operating on dirty surfaces.
Remember: What keeps out ice, also keeps out stones, dirt and debris.
If warm, use circuit breaker to deactivate prop- and air-inlet heat-elements.
5. **ALWAYS** turn heater fuel off before landing
6. **DON'T** cycle the windshield heat!
If needed, turn on and leave on until not required anymore.
Turn off before landing if possible.
Please use windshield heat only if absolutely necessary!
7. If battery power is weak or in doubt, **ALWAYS** use external ground power!

Maximum Cruise Performance 2.000 RPM

ISA					8.700 lbs	8.000 lbs	7.000 lbs
P.Alt	OAT	Torque	Fueflow	Total	CAS I TAS	CAS I TAS	CAS I TAS
(ft)	(°C)	(lb-ft)	(lbs/hr)	(lbs/hr)	(KTS)	(KTS)	(KTS)
MSL	18	1.194	324	648	213 213	216 216	219 219
2.000	14	1.194	316	632	212 218	215 221	218 224
4.000	10	1.194	308	616	210 223	214 227	218 231
6.000	6	1.194	302	604	208 228	212 232	217 237
8.000	3	1.194	296	592	206 233	210 237	216 242
10.000	-1	1.194	290	580	204 238	208 242	212 247
12.000	-5	1.194	283	566	202 243	202 246	209 251
14.000	-9	1.145	272	544	196 243	196 247	203 252
16.000	-13	1.087	259	518	189 242	192 246	197 250
18.000	-17	1.029	246	492	182 241	184 244	187 248
20.000	-21	972	232	464	174 238	177 242	180 246
22.000	-25	914	218	436	165 234	168 238	172 244
24.000	-29	853	206	412	156 229	160 234	164 241
26.000	-34	788	192	384	146 222	151 229	155 236
29.000	-39	683	170	340	129 207	136 218	143 230

ISA+20					8.700 lbs	8.000 lbs	7.000 lbs
P.Alt	OAT	Torque	Fueflow	Total	CAS I TAS	CAS I TAS	CAS I TAS
(ft)	(°C)	(lb-ft)	(lbs/hr)	(lbs/hr)	(KTS)	(KTS)	(KTS)
MSL	38	1.194	330	660	210 217	213 220	216 224
2.000	34	1.194	320	640	208 221	211 224	214 228
4.000	30	1.194	310	620	206 226	209 229	212 232
6.000	26	1.194	300	600	204 231	207 234	210 237
8.000	23	1.140	287	574	199 233	202 236	207 242
10.000	19	1.082	271	542	192 232	195 235	201 242
12.000	15	1.024	256	512	185 231	188 234	193 241
14.000	11	996	242	484	179 230	182 233	187 240
16.000	7	916	228	456	170 228	174 231	179 240
18.000	3	864	214	428	163 225	167 230	173 239
20.000	-1	814	203	406	155 221	160 228	167 238
22.000	-5	767	190	380	147 216	152 224	158 235
24.000	-9	730	178	356	139 213	145 222	152 233
26.000	-14	688	167	334	128 202	136 216	144 229
29.000	-19	630	152	304	---	---	130 218

Approx. Airspeed Calibration (Std. Source, Flaps Up) CAS = IAS + 3

Engine Fire On The Ground (Able To Stop)

Affected Engine:

1. **Condition Lever** - STOP
2. **Firewall Shutoff Valve** - CLOSE
3. **Brakes** - As required
4. **Starter** - ON
5. **Fuel Pump** - OFF
6. **Ignition** - OFF

Engine Fire in Flight

1. **Affected Engine** - Identify
2. **Power Good Eng.** - As required

Affected Engine: Perform Securing Procedure

3. **Power** - Idle
4. **Prop Lever** - Feather
5. **Condition Lever** - STOP
6. **Generator** - OFF
7. **Ignition** - OFF
8. **Oil Cooler Door** - Close
9. **Prop Sync** - OFF
10. **Electrical Load** - Reduce
11. **Crossfeed** - Consider
12. **Fuel Pump** - OFF (unless practicing)

Electrical Fire

1. **Flashlight (Night)**- Locate
2. **Battery Master** - OFF
3. **Generators** - OFF
4. **Reference IMC** - Air driven gauges
5. **All Electricals** - OFF
6. **Avionics Master** - OFF
7. **All Circuit Braker**- PULL / OFF
8. **Battery Master** - ON
9. **Circuit Brakers** - One at a time: ON

Pressurization System Malfunction

1. **Oxygen** - USE if necessary
2. **Press. Controller**- Set to higher altitude

Smoke or Fumes in cabin:

3. **Cabin Pressure** - Dump
4. **Air Control** - Outside Air

Emergency Descent

1. **Power Levers** - Idle
2. **Propellers** - Full forward

In Smooth Air:

3. **Speed** - Redline

In Rough Air:

4. **Speed** - 171 KIAS
5. **Flaps** - Approach
6. **Speed** - 154 KIAS
7. **Gear** - Down
8. **Speed** - 148 KIAS
9. **Flaps** - Full

Engine Securing Procedure (Feathering)

1. **Power** - Idle
2. **Prop Lever** - Feather
3. **Condition Lever** - STOP
4. **Generator** - OFF
5. **Ignition** - OFF
6. **Oil Cooler Door** - Close
7. **Prop Sync** - OFF
8. **Electrical Load** - Reduce
9. **Crossfeed** - Consider

Air Start Procedure – Starter Assist

1. **Nonessentl. Bus** - OFF
2. **Radar** - OFF
3. **Electrical Load** - Minimum
4. **Power Lever** - Idle
5. **Propeller** - Operating Range
6. **Condition Lever** - STOP
7. **Fuel Quantity** - Check
8. **Firewall Shutoff Valve** - Open
9. **Fuel Pump** - ON
10. **Ignition** - ON
11. **Generator** - **Both OFF**
12. **Starter** - ON
13. **Monitor Ng** - Stabilized above 12%
If engine stabilizes below 12% turn
generator of other engine ON
14. **Condition Lever** - RUN
15. **Monitor ITT, Ng** - Stabilized 52% Ng
16. **Starter** - OFF
17. **Ignition** - OFF
18. **Power Lever** - Advance to 68% Ng
19. **Generator** - ON
20. **Nonessentl. Bus** - ON

Single Engine Approach and Landing

1. **Gear Horn** - Check, move handle up
 2. **Cabin** - Depressurize
 3. **Speed** - 113 KIAS
- Do not lower gear or flaps until making field

Single Generator Failure

1. **Generator Switch** - OFF
2. **Trip Switch** - Press
3. **Circuit Brakers** - Check

If Generator can't be brought online:

4. **Noness. Bus Tie C/B** - Pull if load
> 150 Amps
5. **Noness. Bus Tie C/B** - Reset before
landing

**USE CROSSFEED IN SINGLE
ENGINE OPERATIONS ONLY**