

# Checklist for Maule M-7-235C N483AK

## Preflight Inspection:

### Interior:

Control lock ..... REMOVE AND STOW

BAT Switch..... ON

Fuel Gauges.....CHECK INDICATIONS

Aux. Fuel Pumps.....ON, THEN OFF  
(LISTEN TO VERIFY OPERATION)

All Electrical Switches ..... OFF

BAT Switch..... OFF

Flaps .....FULL DOWN  
(BE SURE REAR DOORS ARE CLOSED)

### Exterior:

Fuel drains behind left step..... DRAIN (2)

Left static port..... CLEAR

Left fuselage, top, side & bottom..... CHECK  
FOR WRINKLES AS INDICATION OF  
INTERNAL DAMAGE

Left stabilizer ..... CHECK ATTACHMENT  
& STRUT

## Checklist for Maule M-7-235C N483AK

Left elevator ..... CHECK TAB CONTROLS  
& ALL HINGE POINTS

Tailwheel ..... CHECK INFLATION,  
ATTACHMENTS, REMOVE TIEDOWNS

Rudder ..... CHECK HINGE POINTS,  
CONTROL ATTACHMENTS & NAV LIGHT

Right elevator ..... CHECK TAB  
CONTROLS & ALL HINGE POINTS

Right stabilizer ..... CHECK  
ATTACHMENT & STRUT

Right static port ..... CLEAR

Right fuselage, top, side & bottom .....  
CHECK FOR WRINKLES AS INDICATION  
OF INTERNAL DAMAGE

Right wing main & aux fuel tank drains .....  
DRAIN (2)

Right wing top ..... CHECK FOR  
WRINKLES AS INDICATION OF  
INTERNAL DAMAGE

Right flap ..... CHECK HINGES &  
CONTROL ATTACHMENTS

Right aileron ..... CHECK HINGES  
& CONTROL ATTACHMENTS

## Checklist for Maule M-7-235C N483AK

Right wing tip & nav light..... CHECK FOR  
DAMAGE

Right aux fuel tank .....VISUALLY  
CHECK QUANTITY

Right tiedown ..... REMOVE

Right landing light..... CHECK FOR  
DAMAGE

Right main fuel tank.....VISUALLY  
CHECK QUANTITY

Right landing gear ..... CHECK TIRE  
INFLATION & BRAKE LINE SECURITY

Air inlets..... CHECK FOR FOREIGN  
OBJECTS, INSPECT VISIBLE  
CONNECTIONS & COMPONENTS

Propeller ..... CHECK LEADING EDGE  
FOR DAMAGE

Top cowl, oil access door .....CHECK OIL  
QUANTITY (Minimum 9 quarts, maximum  
12 quarts)

Bottom left side of cowl..... DRAIN  
GASCOLATOR

Left landing gear..... CHECK TIRE  
INFLATION & BRAKE LINE SECURITY

# Checklist for Maule M-7-235C N483AK

- Left main fuel tank .....VISUALLY  
CHECK QUANTITY
- Left tiedown..... REMOVE
- Left landing light ..... CHECK FOR  
DAMAGE
- Stall warning switch ..... CHECK FOR  
FREEDOM OF MOVEMENT
- Pitot tube ..... REMOVE COVER  
CHECK FOR OBSTRUCTIONS
- Left aux fuel tank.....VISUALLY  
CHECK QUANTITY
- Left wing tip & nav light ..... CHECK FOR  
DAMAGE
- Left aileron ..... CHECK HINGES  
& CONTROL ATTACHMENTS
- Left flap ..... CHECK HINGES &  
CONTROL ATTACHMENTS
- Left wing main & aux fuel tank drains.....  
DRAIN (2)

# Checklist for Maule M-7-235C N483AK

## Operating Check Lists:

### Before Starting:

Seat belts & shoulder harnesses .....  
FASTENED

Flaps .....RETRACTED

Circuit breakers ..... CHECK IN

### Starting:

Parking or toe brakes..... ON

Fuel selector valve ..... ON FULLEST TANK  
OR BOTH

Throttle..... OPEN ¼ INCH

Propeller control..... FULL INCREASE RPM

Mixture control..... RICH

Prime ..... AS REQUIRED

BAT & ALT switch..... ON

Anti-collision light..... ON

Starter switch..... TWIST FULL RIGHT  
TO ENGAGE

# Checklist for Maule M-7-235C N483AK

After starting..... CHECK OIL PRESSURE  
IF OIL PRESSURE DOES NOT EXCEED 25  
PSI WITHIN 30 SECONDS, SHUT DOWN  
ENGINE

Alternator .....CHECK CHARGING

Avionics master ..... ON

Radios .....AS REQUIRED

Parking brake..... OFF

## Engine Check:

Parking brake..... ON IF DESIRED

Engine instruments ..... CHECK  
IN GREEN ARCS

Throttle.....INCREASE TO 2000 RPM

Magnetos ..... SWITCH TO RIGHT,  
LEFT, BOTH, CHECKING RPM DROPS  
AN RPM DROP OF MORE THAN 175 RPM  
OR A DIFFERENCE BETWEEN LEFT AND  
RIGHT OF MORE THAN 50 RPM IS  
UNACCEPTABLE

Propeller control..... RETARD SLOWLY  
UNTIL MAXIMUM OF 500 RPM DROP IS  
NOTED. RETURN TO FULL INCREASE  
RPM. REPEAT. SET FULL INCREASE  
RPM.

# Checklist for Maule M-7-235C N483AK

Carburetor air control..... PULL HOT  
NORMAL DROP IS 150 RPM  $\pm$ 50 RPM

Carburetor air control.....PUSH COLD

Vacuum gauge..... CHECK IN GREEN

Alternator ..... CHARGING; LIGHT  
OUT ABOVE 900 RPM

Throttle.....RETARD TO IDLE

#1 Boost Pump Circuit Breaker ... PULL OFF  
OBSERVE FUEL PRESSURE FOR DROP

#2 Boost Pump Switch ..... ON  
OBSERVE FUEL PRESSURE FOR RISE

#2 Boost Pump Switch ..... OFF  
OBSERVE FUEL PRESSURE FOR DROP

#1 Boost Pump Circuit Breaker .... PUSH ON  
OBSERVE FUEL PRESSURE FOR RISE

## Before Takeoff:

Fuel selector ..... ON FULLEST TANK  
OR BOTH

Flaps .....AS DESIRED (MAX. 24°)

Trim control.....SET FOR TAKEOFF

## Checklist for Maule M-7-235C N483AK

Flight controls ..... CHECK FOR FREEDOM  
AND PROPER TRAVEL

Mixture control..... FULL RICH

Propeller control..... FULL INCREASE RPM

Carburetor air control..... PUSH COLD

Engine instruments ..... RECHECK IN  
NORMAL RANGE

Radios ..... AS DESIRED

Altimeter ..... SET

Attitude indicator..... CHECK ERECT  
(10° UP)

Directional indicator ..... SET

Seat belts & shoulder harnesses .....  
RECHECK FASTENED

Doors..... CLOSED & LATCHED

Passengers..... BELTS & HARNESSSES  
SECURED. BRIEFED ON OPENING  
DOORS

Parking brake..... OFF

#2 Boost Pump Switch ..... ON  
UNTIL 2000 FT AGL



# Checklist for Maule M-7-235C N483AK

## Climb:

Best Rate of Climb ..... 90 mph IAS  
with first notch (0°) of flaps

Best Angle of Climb ..... 75 mph IAS  
with second notch (24°) of flaps

## Before Landing:

Seat belts & shoulder harnesses .....  
FASTENED

Fuel selector valve ..... ON FULLEST  
TANK OR BOTH

Mixture control..... FULL RICH

Propeller control..... FULL INCREASE RPM

Flaps ..... AS REQUIRED

Carburetor air control..... PULL HOT  
(AS REQUIRED)

## Engine Shutdown:

Parking brakes ..... ON, IF DESIRED

Radios ..... OFF

Avionics master ..... OFF

All electrical switches ..... AS DESIRED

# Checklist for Maule M-7-235C N483AK

- Flaps .....AS DESIRED
- Magneto grounding check..... PERFORM  
BELOW 1000 RPM
- Mixture control..... FULL LEAN
- Magneto switch ..... OFF
- Anti-collision light..... OFF
- BAT & ALT switch..... OFF
- Control lock ..... INSTALL