

AMPLIFIED PROCEDURES PIPER PA-18

- **These procedures must be committed to memory before starting training. These are operational procedures to be used during appropriate times. These procedures must be committed to memory and must be known as quickly as you know $2 + 2 = 4$.**

While Walking To the Dock, Preflighting, Before and While Leaving Dock or Beach

Wear only non-polarized sunglasses.

Where's the Wind?

The Current?

Obstacles?

What is coming?

PREFLIGHT BRIEFING

Confirm vests have been checked

“Do you understand how the seat belt and shoulder harness (if installed for passenger) works?”

“Do you know how to open the door?” If not demonstrate

“Do you know how to inflate your lifevests?”

“In case of emergency do not inflate your vest until you are outside of the aircraft.”

“We have an oar (give location)”

“There is rope in the float locker”

EVERYTHING IN BLUE ARE MEMORY ITEMS THAT YOU MUST SAY OUT LOUD!
THEY ARE TRIGGER PHRASES. THE FOUR TRUTHS OF FLOAT FLYING ARE IN GREEN.

BEFORE STARTING

W -WATER RUDDER DOWN

F -FUEL FULLEST TANK

M -MAGS

M -MIXTURE

M -MASTER

STARTING

Starter – Engage

Cold – 2 Pumps WHILE CRANKING (or more if cold)

Hot – WAIT 6 to 10 Revs

-Do not exceed 800

Power – Idle 500 – 600 rpm

Carb Heat – ON

STICK BACK

* SEAT BELTS AND HEADSETS ON AFTER
CLEAR OF BEACH, DOCK AND OBSTACLES.

RUN UP

Carb Heat – Cold/Off

Throttle – 1700 RPM

Magnetos – 100 RPM Max drop each, 50 RPM Max. Difference

Carb Heat – Hot/On

Throttle – Idle

Altimeter – Set (500' at Trail Lake)

NOTE: DURING IDLE TAXI AND RUNUP, STICK BACK AT ALL TIMES TO PREVENT PROPELLER DAMAGE.

STEP TAXI

F - FUEL FULLEST TANK

F - FLAPS none

C - CARB HEAT COLD/OFF

A - AREA CLEAR Up to this point no rush

R - (WATER) RUDDER UP At this point there must be a continuous flow

S - STICK BACK until established on the step.

FULL THROTTLE smoothly

FIRST RISE

SECOND RISE

NEUTRALIZE – Relax back pressure slowly – Feel for drag reduction from back of floats.

DO NOT PUSH.

POWER - Minimum power required. Approx. 1900 rpm N645DT, 1800 rpm N917VK

TUNE FOR THE STEP – Optimal planing angle.

STEP TURNS

LOOK - In the direction of the turn

STICK - Slightly into the direction of the turn

POWER - Bump up 100 – 150 rpm, simultaneously with the turn

TURN

NOTES FOR STEP TAXI

- Stick back for Porpoise
- Blow the nose down with Power - Add power if you're falling off the step
- Lead turns with Power, about 100-150 rpm
- Step taxi only on Glassy or normal water.

BEFORE TAKEOFF & TAKEOFF

MARRY THE SHORELINE

- Pick an Abort Point

F - FUEL FULLEST TANK

F - FLAPS One notch for normal and glassy water, 2 notches for rough water

C - CARB HEAT COLD/OFF

A - AREA CLEAR Up to this point no rush

R - (WATER) RUDDER UP At this point must be a continuous flow

S - STICK BACK through the take-off sequence

FULL THROTTLE smoothly

FIRST RISE

SECOND RISE

NEUTRALIZE - Let go of the stick, the airplane will find the step. **DO NOT PUSH.**

TUNE FOR THE STEP - Find the attitude that creates the least amount of drag for liftoff.

POSITIVE RATE, FLAPS UP

25 2500 rp

75 (mph) Vy

TRIM

CRUISE

PITCH – Level

POWER – 2400

TRIM – Set

BEFORE LANDING As you are APPROACHING the destination lake

CARB HEAT - ON/HOT

POWER - 2100 rpm or as required

AIRSPEED BELOW 80

FLAPS - 1 Notch, Trim for 70 mph

FUEL - Fullest Tank

RUDDER - Check (Water) Rudder Up **DO NOT Land with Water Rudder Down**

BEFORE LANDING CHECK COMPLETE

NOW WE'LL INSPECT THE LAKE - Continuously Inspect for Obstructions and Wind

- *Verbally point out Touchdown Point or Last Visual Reference Point, if Glassy Water, and Go Around Point*

FINAL - NORMAL AND ROUGH WATER ***MARRY THE SHORELINE***

Plan every landing Power Off, but plan to use Power for every landing.

70 mph on final with full flaps

When you begin pitch change, continue until you are in the landing attitude.

Once in landing attitude, hold steady

Make necessary adjustments with power for a soft touchdown

DON'T DROP THE AIRPLANE

FINAL - GLASSY WATER

GET VERY MARRIED TO THE SHORELINE

YOU CAN'T SEE GLASSY WATER.

DON'T MAKE DESCENDING TURNS OVER GLASSY WATER.

CHOP

- Sometime prior to Last Visual Reference, Power to Idle.

PITCH

- Landing attitude at Last Visual Reference, approx 20' above water

POWER

- approx. 1700 - 1800 rpm until touchdown (will vary with aircraft weight)

PATIENCE

- **HOLD STEADY LANDING ATTITUDE UNTIL TOUCHDOWN**

GO AROUND

PITCH UP - POWER UP - Simultaneously

CLEAN UP - POSITIVE RATE – FLAPS – CARB HEAT COLD/OFF – 25 – 75

AFTER LANDING – Normal, Rough, and Glassy

TOUCHDOWN – For glassy water: POSITIVE TOUCHDOWN.

KEEP THE TOES UP.

SHUTDOWN - throttle immediately to idle

LET IT SLIDE – maintain landing attitude

AS THE NOSE COMES UP

STICK BACK

WATER RUDDER DOWN

FLAPS UP (Retract)

LAND AND MAINTAIN THE STEP – Normal and Glassy Water

TOUCHDOWN, (If Glassy Water) POSITIVE TOUCHDOWN

SHUTDOWN

LET IT SLIDE – MAINTAIN ATTITUDE

POWER UP

STABILIZE

FLAPS UP (Retract)

TAKE-OFF FROM STEP TAXI

CARB HEAT Off/Cold

FLAPS 1 Notch

FULL POWER

TUNE FOR THE STEP

POSITIVE RATE, FLAPS UP

75 (mph)

25 (2500 rpm)

TRIM

SHUTDOWN

MIXTURE – Idle Cut Off

MASTER – Off

RADIO MASTER - Off

MAGNETOS – Off

ENGINE FAILURE

FUEL SWITCH

MIXTURE - RICH

CARB HEAT - ON

MAGS - CHECK

PRIMER – CHECKED LOCKED

AT THE SAME TIME ADJUST PITCH FOR BEST GLIDE, 70 MPH

Note: If you are in a climb pitch the nose down immediately.

Airspeed loss exceeds 3-4 MPH/Sec. if you do not immediately pitch nose down.

FIRE IN FLIGHT

ELECTRICAL FIRE

MASTER SWITCH – OFF

VENTILATE THE CABIN

If smoke clears – Land as soon as practicable or continue to destination.

If smoke or flames continue, Land Immediately

ENGINE FIRE

FUEL – OFF

MIXTURE – IDLE CUTOFF

HEATER – OFF

SLIP AWAY FROM FLAMES

LAND IMMEDIATELY (even on grass or land)

EVACUATE IMMEDIATELY

NOTES:

USE CARB HEAT ANYTIME INDICATION OF CARB ICING OR VISIBLE MOISTURE

ROUGH ENGINE

CARB HEAT – ON/HOT

FUEL SELECTOR – SWITCH TO TANK WITH FUEL

MIXTURE – ADJUST IF NECESSARY

PRIMER – CHECK IN AND LOCKED

MAGNETO'S – CHECK