TOW CUB PRESTART *CHECKLIST*				ANNOTATIONS
3 Sumps, Quan, Caps, Vent *fwd*				there are three fuel sumps to drain once at the beginning of each day, one underneath, one on each wing. I check the quantity by dipping a finger and/or looking at the balls. Of course the two caps need to be on tight. The left one has a fuel vent, and that vent must be pointing forward.
Oil level/ Caps		| Gear/Tires/TAIL		Oil level generally should be 7 quarts of 15w50. Caps should probably be cap, it refers to the oil cap, making sure it's on tight. It being a taildragger I check the gear, tires and tail carefully. I had a leaf spring broken on the tailwheel once so I look at that carefully too.
Pitot/ Static		| Windows Clean		Pitot tube and static port are lolocated.

BOLD: QUICK PRESTART				
Brakes	*Off*	| "Hobbs" – Tach		I don't generally use parking brakes but someone might have left them on before first flight of day. Record the Hobbs reading before first flight of day (but it's not a Hobbs, it's just reading the number on the tach.)
Flaps	*Up*	| Breakers	*Chk*	Flaps – check them then back to up. Circuit breakers – check.
Fuel Valve	*Slct*	| Electricals	*Off*	Fuel valve: check then on left tank generally. Electricals – all off.
Carb Heat	*Cold*	| Controls	*OK*	check that carburetor heat is cold for start. Check that all flight surface controls are free and Correct

Fuel valve note: in the manual for the STC for the 180hp engine, it says that the fuel valve must be on the left tank for takeoff and landing. The reason is that at full power and low airspeed the right tank, with less "breath" (I think due to the fact that there is no fuel vent on the right tank) might starve the engine of fuel. At altitude (7,000 MSL), this never happens apparently. Everyone freely uses either tank for any operation. I'm not sure what would happen at sea level. I try to use the left tank for t/o+ldg since maybe I would operate a Super Cub with a 180hp engine at sea level one day … maybe. But anyway, I don't always remember, and it's never a problem.

Be sure you are comfortable with the way the "balls" read fuel and when you need fuel. Discuss with your instructor.

"Bold: Quick" – means that if you want to do a quick, middle-of-the-day quick prestart checklist, you can use this: flaps, fuel valve, carb heat.

RUNUP *+ : < 1ST TOW*				
+ Call COS Twr		| + Crew Check-in		Before first tow of the day the tower should be called to notify them we're flying. Phone# in notes below. Also, the tow pilot is responsible for recording on the master tow sheet for the day not only tow altitudes and tach times, but also that the line crew checked in.

Controls Free	Flt Instruments	Check that all flight controls are free/correct. Check that flight instruments are as they should be.
Fuel Valve Left	Lights, Camera	Fuel valve left tank. "Lights, Camera" means strobes and transponder. This should occur after the runup but there was no room on the small checklist I had so it's out of order.
RPM 1500: Mags, CarbHt, Eng Inst		Here's the runup check. It's next to last, and it's near the end so that the engine is as warm as possible for the runup is done. 1500-1700 is a good RPM for the runup. Check the mags, carb heat, and that all the engine instruments – on all cylinders – are reading properly.

NOTES

EOD: Hobbs, Mags, Master, Fuel,&	At End of Day, make sure the tach/"Hobbs" is recorded, that mags are off, master switch off, fuel ON – I would rather leave the fuel off but the club has decided to leave the fuel on – and call the tower if necessary to let them know we're done for the day
☎ Tower? COS Phone: 556-9105	
Air: Him Rolling *More Speed*	here are the most commonly used signals between tow plane and sailplane
Him Fishtailing *Less Speed*	
Me Ruddering *Close Spoilers*	
Me Rocking *Glider Release Now*	
Him Moving Out& Rocking Wings: *Glider Cannot Release*	
Me Yawing *Tug Can't Release*	

MORE SIGNALS, SPEEDS (*MPH IAS*)

Grnd: "Touchdown" *Hold/Stop*	
Both Arms Waving *Stop/Emerg.*	
Cut Throat *Release Towline*	
Me Ruddering *Close Spoilers*	
Me Rocking *Glider Release Now*	
Him Moving Out& Rocking Wings: *Glider Cannot Release*	
Me Yawing *Tug Can't Release*	
"T" ("time out") *do a Pattern Tow*	as you come up to do the next tow, Phyllis Wells arranged these signals with me. Since she's behind the student, the student can't see her signal. Gives fair warning to the tow pilot. I've not seen other instructors use these signals, but they're reasonable.
Pulling links apart *Rope Break*	

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Circular finger	*Normal High Tow*	
Flaps apprch, Stall no flaps	55/45	more Super Cub speeds
Tow a 2-33/max	55 / 98	towing a 2-33 – 55 mph is good. (By the way, at 98 mph, you'll beat the shit out of the pilots behind you generally)
Tow 1-26/max DE(ABC)	55/114(95)	max speed towing a 1-26 D or E model is 114 … 95 max for an A, B or C model. Towing at 55 mph is good for any 1-26.
Tow glass / Max Glide	75 / 60?	Most glass is good at 75 mph – but I always ask. Max glide in the Super Cub appears to be at about 60 mph. It's not in the manual; that's a guess.

Jim Densmore NOTES *December 2003*

✈ HFSC 683-9724 or 122.70 ✈ Alternate route for noise purposes ✈ Don't unport fuel in a slip ✈ Rope is 200ft back & 100ft down ✈ Oil: 7 qts good, 8 & 6 poor ✈ Rule: 3 tows/year w/ another pilot or fly gliders yourself ✈ Cub-side link is rated @ 1200 lbs ✈ First fuel-up after oil change should be 100LL. ✈ EGT ~ 1425° max, CylHd T 420° max, Oil T 210° max

Other random notes here. We try to alternate our departure route a bit for noise abatement purposes. First refueling of the Super Cub after an oil change we fill it with 100LL because that's what the autofuel STC says to do. Otherwise we use auto fuel. Be sure to get familiar with the EAA pumps. These temperatures at the end are for your reference. I think 420 is way high, I try to keep it under 410 in the summer.