



C208
C208B **SUPER CARGOMASTER**
Normal & Emergency Checklist

Carenado

NORMAL PROCEDURES CHECKLIST

BEFORE STARTING ENGINE

Preflight inspection and W&B:	Complete
Doors:	Unlocked
Pax. Briefing:	Complete
Cabin doors:	Latched
Crew doors:	Unlocked
Parking brake:	Set
Seats, belts, harnesses:	Adjusted, secure (check pin)
Switches:	Off
Ignition:	Norm
Circuit breakers:	Check in
Fuel tank selectors:	Both on
Radar:	Off
Air conditioner:	Off
Inverter:	Off
Bleed air:	Off
Cabin Heat Mixing:	Flt-Push
Emergency power lever:	Normal
Power lever:	Idle
Propeller:	Full forward
Fuel condition lever:	Cutoff
Rudder lock:	Turn and push to unlock
Fuel shutoff:	On (push in)
Battery switch:	On
Wing flaps:	Up
NS/FSB:	As required
Fire detector test:	Press
Annunciator panel:	Test (incl. fuel warning horn)



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Normal & Emergency Checklist

ENGINE START (BATTERY)

Battery:	On
Volt/ammeter:	Check (24 V minimum)
Emergency power lever:	Normal (annunciator)
Propeller area:	Clear
Fuel boost:	On
AUX FUEL PUMP ON:	Check On
FUEL PRESS LOW:	Check Off
Fuel flow:	Check none
Starter switch:	Start
IGNITION ON:	Check on
Engine oil pressure:	Check
Ng > 12%, stable:	Wait
Fuel condition lever:	Low idle
Fuel flow:	80 to 110 lb/hr
ITT:	(1090°C, max. 2 s)
Ng > 52%:	Check
Starter switch:	Off
STARTER ENERGISED:	Check Off
Inverter:	Test, select 1 or 2
Engine instruments:	Check
Generator:	Charging, GEN OFF extinguished
Fuel boost:	Normal, AUX FUEL PUMP extinguished
Standby power:	On
Avionics 1 & 2:	On
Nav lights, beacon:	On as required
Suction gauge:	Check
Heating, ventilation, defrost:	As required
Radios:	As required



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Normal & Emergency Checklist

TAXI

Brakes:	Check
Flight instruments:	Check

BEFORE TAKEOFF (RUNUP)

Park brake:	Set
Seats, belts, harnesses:	Check secure
Flight controls:	Full, free, correct
Flight instruments:	Check, set
Fuel boost:	Check Normal
Fuel tanks:	Check both on
Fuel quantity:	Checked
Fuel shutoff:	Check fully on
Elevator, aileron, rudder trim:	Set for takeoff
Power check:	400 ft-lb
Suction:	Check
Volt/amps:	Check, return to BATT
Inertial separator:	Check (torque drop/return)
Engine instruments:	Check
Overspeed governor:	Check 1750 \pm 60 rpm
Power lever:	Idle
Quadrant friction:	Adjust
Standby power:	Check
Autopilot:	Preflight check
Avionics power 1:	Check on
Gyros:	Allow 3-4 minutes to stabilize
Preflight test:	Annun., Alt Select, AP 12x
TRIM warning:	Off (if not, pull AP breaker)
Electric trim:	Test (L, R, both, clutch, Disc.)



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Flight director, Autopilot:	Engage
Yaw damper:	Engage
Flight controls:	Move to overpower AP
Disconnect:	Press to test
Trim:	Set for takeoff
Pitot/static heat:	On if OAT < 4°C
Ice protection:	As required
Avionics and radar:	Check, set
GPS/Nav switch:	Set
Strobe:	As required
Annunciators:	Extinguished or considered
Wing flaps:	20°
Cabin heat mixing:	Flt-Push
Windows:	Close
Brakes:	Release
Fuel condition lever:	High idle



NORMAL TAKEOFF

Flaps:	20°
Power:	Set for takeoff (See below)
Annunciators:	Check
Brakes:	Release
Rotate:	70-75 KIAS
Climb:	85-95 KIAS
Flaps:	Retract to 10° after 85, up after 95 KIAS

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SHORT TAKEOFF

Flaps: 20°
Power: Set for takeoff (See below)
Annunciators: Check
Brakes: Release
Rotate: 70 KIAS
Climb: 83 KIAS until obstacles cleared
Flaps: Retract to 10° after 85, up after 95 KIAS



TAKEOFF POWER LIMITS

Annunciators: Check
Brakes: Release
Rotate: 70 KIAS
Climb: 83 KIAS until obstacles cleared
Flaps: Retract to 10° after 85, up after 95 KIAS

TAKEOFF POWER LIMIT

Pressure Alt [feet]	Temperature. [°C] Max. Op	Tq Limit
Sea Level	50	42
2000	46	36
4000	42	30
6000	38	21
8000	34	8
10 000	30	-5
12 000	26	-21

Notes:

If temperature is above Max. Op., flight is prohibited.

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ENROUTE CLIMB (CRUISE CLIMB)

Ice protection:	As required
Pitot/static heat:	On if OAT < 4°C
Airspeed:	110-120 KIAS
Propeller:	1600-1900 rpm
Torque:	Set within limits (ITT, Ng, torque)
ITT < 740°C for normal operations	



ENROUTE CLIMB (MAXIMUM PERFORMANCE)

Ice protection:	As required
Pitot/static heat:	On if OAT < 4°C
Airspeed:	104 KIAS (to 10 000'), 87 KIAS (20 000')
Propeller:	1900 rpm
Torque:	1865 ft-lb (ITT, Ng, torque)
ITT < 740°C for normal operations	

CRUISE

Ice protection:	As required
Pitot/static heat:	On if OAT < 4°C
Propeller:	1600-1900 rpm
Power:	Set per cruise power tables
ITT < 740°C for normal operations	

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DESCENT

Ice protection:	As required
Pitot/static heat:	On if OAT < 4°C
NS/FSB:	As required
Altimeter:	Set
GPS/Nav switch:	Set
Power:	As required



BEFORE LANDING

Seats, belts, harnesses:	Secure
Fuel selectors:	L on, R on
Fuel condition lever:	High idle
Propeller control lever:	Max (forward)
Radar:	Standby/Off
Autopilot:	Off
Wing flaps:	As desired

NORMAL LANDING

Flaps:	Full
Airspeed:	75-85 KIAS
Touchdown:	Main wheels first
Power:	Beta after touchdown
Brakes:	As required
Note: Remove reverse before 25 kts	

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Normal & Emergency Checklist

SHORT FIELD LANDING

Flaps:	Full
Airspeed:	78 KIAS
Power:	Idle after clearing obstacles
Power:	Beta (against spring) after touchdown
Brakes:	Heavy braking with full up elevator
Wing flaps:	Retract if at light weight
Note: Remove reverse before 25 kts	



BALKED LANDING

Power:	Full takeoff power
Flaps:	20°
Airspeed:	80 KIAS min. until obstacles are cleared
Flaps:	Retract at safe altitude and airspeed

AFTER LANDING

Flaps:	Up
Ice protection:	Off
Strobes:	Off
Landing and taxi lights:	As required
Fuel condition lever:	Low idle when clear of runway

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SHUTDOWN

Parking brake:	Set
Avionics:	Off
Standby power:	Off
Fuel boost:	Off
Bleed air, ventilation fans, air conditioner:	Off
Inverter:	Off
Power lever:	Idle
ITT:	Min. temperature for 1 min
Propeller:	Feather
Fuel condition lever:	Cutoff
Oxygen:	Off
Lights:	Off
Battery:	Off
Controls:	Lock
Fuel tank selectors:	Both off
Tiedowns and chocks:	As required
External covers:	Install
Fuel filter:	Check bypass flag
Oil breather drain can:	Drain



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Normal & Emergency Checklist

C208 ABNORMAL CHECKLIST AIR START (STARTER--PREFERRED)

Electrical load:	Reduce
Standby power:	Off
Avionics power:	Off
Ignition:	Normal
Air conditioner:	Off
Bleed air heat:	Off
Emergency power lever:	Normal
Power lever:	Idle
Propeller:	Min. rpm
Fuel condition lever:	Cutoff
Fuel shutoff:	On (push in)
Fuel tank selectors:	L on, R on
Battery switch:	On
Fuel boost switch:	On
AUX FUEL PUMP:	Check on
FUEL PRESS LOW:	Check off
Altitude:	20 000' maximum
Starter switch:	Start
IGNITION ON:	Check on
Engine oil pressure:	Check
Ng:	12% minimum
Fuel condition lever:	Low idle
ITT:	Monitor 1090°C max.
Ng:	52% minimum
Starter switch:	Off
Ignition:	On if required (rain, low fuel)
Fuel boost pump:	Normal, or On if cycling
Fuel condition lever:	High idle



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Normal & Emergency Checklist

Propeller control:	As desired
Power lever:	As desired
Electrical equipment and avionics:	As required

AIR START (WINDMILLING)

Generator switch:	Trip and release
Standby power:	Off
Avionics power:	Off
Air conditioner:	Off
Bleed air heat:	Off
Emergency power lever:	Normal
Power lever:	Idle
Propeller:	Min. rpm
Fuel condition lever:	Cutoff
Fuel shutoff:	On (push in)
Fuel tank selectors:	L on, R on
Battery switch:	On
Fuel boost switch:	On
AUX FUEL PUMP:	Check on
FUEL PRESS LOW:	Check off
Ignition switch:	On
Airspeed:	100 KIAS minimum (140 if feathered)
Altitude:	20 000' maximum (15 000' if feathered)
Ng indicator:	Check stable and non-zero
Fuel condition lever:	Low idle
ITT:	Monitor 1090°C max.
Ng:	52% minimum
Ignition:	On if required (rain, low fuel)



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Normal & Emergency Checklist

Fuel boost:	Normal, or On if cycling
Fuel condition lever:	High idle
Propeller control:	As desired
Power lever:	As desired
Generator:	Reset and release
Electrical equipment and avionics:	As required



ASYMMETRIC FLAP

Aileron:	Apply to stop the roll
Flap selector:	Up
Airspeed:	Slow to 100 KIAS or less
If flaps retract symmetrically:	Flapless landing
If flaps remain asymmetric:	Land as soon as practical
At least 90 KIAS on the approach	
Avoid nose-high flare on landing	

FLAPS FAIL TO EXTEND OR RETRACT

Flap Motor/Standby Flap Motor CBs: Check in
If flaps still fail to operate:

Standby switch:	Standby
Standby flap up/down:	As required

Notes:

Later models require breaking safety wire.
Standby flap system has no limit switches

LANDING WITH FLAT MAIN TIRE

Fuel:	Fly to lighten load on flat side
Approach:	Normal (full flap)
Touchdown:	Inflated tire first

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LANDING WITH FLAT NOSEWHEEL TIRE

Passengers and baggage:	Move aft if possible
Approach:	Normal (full flap)
Touchdown:	Nose high
Brakes:	Minimum necessary



BATTERY TEMPERATURE HIGH (AMBER)

Battery:	Off
Ammeter:	Check in BATT position
If ammeter shows charge:	
Generator:	Trip and release
Standby power:	Off
All electrical switches:	Off
Bus 1 Pwr/Bus 2 Pwr CBs:	Pull off (6!)
Avionics switches:	Off
Standby power:	On
Avionics standby power:	Lift guard, on
Avionics bus tie:	Lift guard, on
Reinstate essential circuits:	Monitor load
Land as soon as practical	

GENERATOR FAILURE

Voltmeter:	Check (annunciator failure?)
Bus 1/Bus 2 CBs:	Check, do not reset!
If $V < 24,5 V$:	
Volt/ammeter:	Gen (monitor ammeter)
If generator output zero:	
GEN CONT/GEN FIELD CBs:	In
Generator:	Reset and release

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Normal & Emergency Checklist



Electrical load: Reduce
Avionics 2: Off
Flashing beacon: Off
Strobes: Off
De-icing: Off (keep 1 pitot!)
Vent fans: Off
Air cond.: Off
GEN CONT/GEN FIELD: Pull
AP CONT or AP FD: Pull
Land as soon as practical
Standby generator: Use if available
If generator output resumes: Monitor voltage
(over 29 V will probably trip again)

STARTER DOES NOT DISENGAGE

Battery: Off
Auxiliary power unit: Off then disengage
Fuel condition lever: Cutoff
Engine shutdown: Complete

UPPER HALF OF CARGO/AIRSTAIR DOOR OPEN

Airspeed: Less than 100 KIAS
Wing flaps: Full (to provide downwash)
Door: Close if helper available
Land: Normal approach and landing

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LOWER HALF OF AIRSTAIR DOOR OPEN

Airspeed:	Less than 100 KIAS
Return for landing	
Wing flaps:	Full
Land:	Slightly tail low, avoid nose high flare



CREW DOOR OPEN

Airspeed:	Less than 100 KIAS
Door:	Pull closed and latch

CARGO POD DOOR(S) OPEN

Airspeed:	Less than 100 KIAS
Land as soon as practical	
Approach:	Normal
Landing:	Avoid nose-high flare

C208 SUPER CARGOMASTER EMERGENCY CHECKLIST

EMERGENCY LANDING WITHOUT POWER

Seats, belts, harnesses:	Secure
Airspeed:	100 KIAS (flaps up), 80 KIAS (full flap)
Power lever:	Idle
Propeller:	Feather
Fuel condition lever:	Cutoff
Fuel Boost:	Off
Ignition:	Normal
Standby power:	Off
Nonessential equipment:	Off
Fuel shutoff:	Off (pull out)
Fuel tank selectors:	Off (warning horn)
Wing flaps:	As required (full recommended)
Crew doors:	Unlatch before touchdown
Battery:	Off when landing is assured
Touchdown:	Slightly tail low
Brakes:	Apply heavily

PRECAUTIONARY LANDING

Seats, belts, harnesses:	Secure
Flaps:	10°
Airspeed:	90 KIAS
Field:	Select, fly over, check terrain and obstacles
Switches:	All off except Generator and Battery
Flaps:	Full down



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Normal & Emergency Checklist

Airspeed:
Crew doors:
Generator:
Battery:
Touchdown:
Fuel condition lever:
Brakes:

80 KIAS
Unlatch before touchdown
Trip and release
Off
Slightly tail low
Cutoff
Apply heavily



DITCHING

Radio:
Heavy objects:
Seats, belts, harnesses:
Flaps:
Power:
Approach:
Face:
Touchdown:
Evacuate
Life vests and rafts:

Mayday on 121,5 MHz, squawk 7700
Secure if passenger available
Secure
Down
300 fpm descent at 80 KIAS
Into heavy wind or parallel to swells
Cushion using padding
No flare

Inflate outside cabin

ENGINE FIRE IN FLIGHT

Power lever:
Propeller:
Fuel condition lever:
Fuel shutoff:
Cabin heat firewall shutoff:
Forward side vents:
Overhead vents:
Ventilation fans:
Wing flaps:
Airspeed:
Forced landing:

Idle
Feather
Cutoff
Off (pull out)
Pull off
Close
Open
On
20 to 30°
80-85 KIAS
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C208B SUPER CARGOMASTER

Normal & Emergency Checklist

BATTERY OVERHEATED (RED)

Battery:	Off
Generator:	Trip and release
Standby power:	Off
All electrical switches:	Off
Bus 1 Pwr/Bus 2 Pwr CBs:	Pull off (6 breakers)
Avionics switches:	Off
Standby power:	On
Avionics standby power:	Lift guard, on
Avionics bus tie:	Lift guard, on
Reinstate essential circuits:	Monitor load
Land as soon as practical	



ELECTRICAL FIRE IN FLIGHT

Battery:	Off
Generator:	Trip and release
Standby power:	Off
Vents:	Close to avoid drafts
Bleed air heat:	Off
Fire extinguisher:	Activate
Oxygen:	Use until smoke clears
Avionics power:	Off
All other switches:	Off
If fire appears out and electrical power necessary:	
Battery switch:	On
Standby power:	On
Generator:	Reset and release
Circuit breakers:	Check, do not reset
Inverter:	1 or 2 if required

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Normal & Emergency Checklist

Radio switches:	Off
Avionics power switches:	On
Radio and electrical switches:	On one at a time; delay
Vents:	Open when fire completely extinguished
Bleed air heat:	On as desired

CABIN FIRE

Battery:	Off
Generator:	Trip and release
Standby power:	Off
Vents:	Close to avoid drafts
Bleed air heat:	Off
Fire extinguisher:	Activate
Oxygen:	Use until smoke clears
Land as soon as possible	

WING FIRE

Pitot/static heat, Stall heat:	Off
Strobe lights:	Off
Navigation lights:	Off
Landing and taxi lights:	Off
Radar:	Off
Ventilation fans:	Off
Sideslip if required, land as soon as possible	



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Normal & Emergency Checklist

CABIN FIRE ON GROUND

Power lever:	Idle
Brakes:	As required
Propeller:	Feather
Fuel condition lever:	Cutoff
Battery:	Off
Evacuate	
Fire:	Extinguish



ENGINE FIRE DURING START ON GROUND

Fuel condition lever:	Cutoff
Fuel boost:	Off
Starter switch:	Motor (within starter limits)
Fuel shutoff:	Off (pull out) if fire persists
Starter:	Off if fire ceases
Battery:	Off
Evacuate	
Fire:	Extinguish

FCU PNEUMATIC/GOVERNOR MALFUNCTION

Power lever:	Idle
Emergency power lever:	As required ($N_g > 65\%$)

LOSS OF FUEL PRESSURE

Fuel boost pump:	On
If FUEL PRESS LOW extinguishes:	
Monitor fuel quantity, cabin outdoors	

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Normal & Emergency Checklist

Land as soon as practical
If FUEL PRESS LOW/AUX FUEL PUMP ON:
Monitor engine gauges for fuel starvation
Land as soon as possible

FUEL RESERVOIR LOW

Fuel tank selectors:	L on, R on
Ignition:	On
Fuel boost:	On
If sufficient fuel in wing tanks:	
Monitor gauges and FUEL PRESS LOW	
Land as soon as possible and investigate	
If there are signs of fuel starvation:	
Prepare for forced landing	



EMERGENCY DESCENT: ROUGH AIR

Seats, belts, harnesses:	Secure
Power lever:	Idle
Propeller:	Full forward
Wing flaps:	Up
Airspeed:	VA (148 to 112 KIAS)

EMERGENCY DESCENT: SMOOTH AIR

Seats, belts, harnesses:	Secure
Power lever:	Idle
Propeller:	Full forward
Wing flaps:	10°
Airspeed:	VMO (175 KIAS)

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Normal & Emergency Checklist



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