

CHECKLIST FOR NORMAL OPERATION PIPER P28A

Parameters, restrictions, procedures and emergency procedures see AFM

BEFORE FIRST FLIGHT

1. Aircraft & Cockpit inspection..... COMPLETED
2. Passenger briefing COMPLETED
3. Controls FREE & CORRECT
4. Flaps (full Range)..... CHECKED

BEFORE ENGINE START

1. Parking brake..... SET
2. Flight time counter..... RECORDED
3. Magnetos OFF
4. Seats ADJUSTED & LOCKED
5. Seat belts / Shoulder harnesses FASTENED & ADJUSTED
6. Elevator & Rudder trim TAKE OFF
7. Flaps UP
8. Altimeter..... SET
9. Battery & Alternator ON
10. Fuel quantity CHECKED
11. Fuel selector FULLEST TANK
12. Carburetor heat OFF
13. Annunciator warnings TEST
14. Avionic master OFF

READY FOR ENGINE START**ENGINE START**

1. Propeller area CLEAR
2. Engine start..... [according Procedures list](#)

ENGINE START COMPLETED**AFTER ENGINE START**

1. Oil pressure..... CHECKED
2. Alternator output CHECKED
3. Magnetos left / right CHECKED
4. Gyro suction CHECKED
5. Fuel pump OFF
6. Avionic master ON
7. Annunciator warnings OFF except Pitot heat
8. Electrical pitch trim / Autopilot ON, TEST, DISCONNECT
9. Avionic & Com panel PRESELECTED

READY FOR TAXI

TAXI

1. Brakes & Steering..... CHECKED
2. Gyro instruments..... CHECKED

TAXI CHECK COMPLETED**ENGINE TEST**

1. Warm up time CHECKED
2. Space behind Aircraft..... FREE
3. Run up according Procedures list

ENGINE TEST COMPLETED**BEFORE DEPARTURE**

1. Seats LOCKED
2. Seat belts / Shoulder harnesses FASTENED
3. Fuel pump ON
4. Fuel quantity CHECKED
5. Fuel selector FULLEST TANK
6. Mixture..... SET
7. Friction SET
8. Carburetor heat OFF
9. Magnetos left & right ON
10. Controls FREE & EASY
11. Elevator & Rudder trim TAKE OFF
12. Flaps..... TAKE OFF
13. Flight instruments SET
14. Avionic..... SET
15. Transponder CODE SET
16. Takeoff briefing COMPLETED
17. Autopilot DISCONNECT
18. Door & Stormwindow CLOSED & LOCKED

READY FOR DEPARTURE**CLIMB**

1. Flaps..... UP
2. Power..... CHECKED
3. Fuel pump OFF except Circuits

CLIMB CHECK COMPLETED**CRUISE**

1. Flight- & Engine instruments CHECKED
2. Fuel..... CHECKED
3. Power..... SET / CHECKED

CRUISE CHECK COMPLETED

APPROACH

- 1. Approach briefing COMPLETED
- 2. Seats LOCKED
- 3. Seat belts / Shoulder harnesses FASTENED
- 4. Flight instruments SET
- 5. Avionic SET
- 6. Autopilot DISCONNECT
- 7. Fuel pump ON
- 8. Fuel quantity CHECKED
- 9. Fuel selector FULLEST TANK
- 10. Mixture..... SET
- 11. Carburetor heat AS REQUIRED

APPROACH CHECK COMPLETED

FINAL

- 1. Flaps SET
- 2. Brakes (pressure)..... CHECKED
- 3. Brakes FREE

FINAL CHECK COMPLETED

AFTER LANDING

- 1. Carburetor heat OFF
- 2. Flaps UP
- 3. Electrical consumers AS REQUIRED

AFTER LANDING CHECK COMPLETED

PARKING & ENGINE SHUT DOWN

- 1. Time (Block on) CHECKED
- 2. Engine shut down according Procedures list
- 3. Magnetos OFF
- 4. Avionic 121.500 TEST
- 5. Avionic master OFF
- 6. Battery OFF
- 7. Flight data RECORDED
- 8. Aircraft CHOCKED / SECURED

PARKING CHECK COMPLETED

FIRE ON GROUND

- 1. Starter..... CRANK ENGINE
- 2. Mixture..... IDLE CUT OFF
- 3. Throttle FULL OPEN
- 4. Fuel pump OFF
- 5. Fuel selector OFF
- 6. Battery / Alternator OFF
- 7. Pax and Crew EVACUATE

FIRE IN FLIGHT

- 1. Source of fire IDENTIFY

ELECTRICAL FIRE (Smoke in cabin)

- 1. Battery / Alternator OFF
- 2. Vents OPEN
- 3. Cabin heat OFF

LAND AS SOON AS PRACTICABLE

ENGINE FIRE

- 1. Fuel selector OFF
- 2. Throttle CLOSED
- 3. Mixture..... IDLE CUT OFF
- 4. Fuel pump OFF
- 5. Cabin heater and Defroster OFF
- 6. Elevator trim SET FOR BEST GLIDE 76 KIAS

PREPARE FOR POWER OFF EMERGENCY LANDING

ENGINE POWER LOSS IN FLIGHT

1. Attitude BEST GLIDE SPEED 76 KIAS
2. Fuel selector SWITCH
3. Fuel pump ON
4. Mixture..... RICH
5. Carburetor heat ON
6. Primer LOCKED
7. Ignition..... BOTH
8. Engine gauges CHECK CAUSE OF POWER LOSS

When power is restored

9. Carburetor heat OFF
10. Fuel pump OFF

If power is not restored

11. Elevator trim SET FOR BEST GLIDE 76 KIAS

PREPARE FOR POWER OFF EMERGENCY LANDING

EMERGENCY LANDING

Trimm for best glide speed 76 KIAS

Locate suitable field

When the landing field can easily be reached

1. Seat belts / Shoulder harnesses TIGHT
2. Fuel selector OFF
3. Mixture..... IDLE CUT OFF
4. Throttle IDLE
5. Ignition..... OFF
6. Battery / Alternator OFF
7. Flaps FULL DOWN
8. Speed REDUCE FOR FINAL APPROACH

ALTERNATOR FAILURE

No Alternator output (low Voltage)

or Alternator-Warning (Annunciatorpanel) illuminates

1. Alternator switch CHECK ON
 2. Alternator circuit breaker CHECK PUSH IN
- if 1 and 2 are checked on/in and still no output**

ALTERNATOR RECYCLING PROCEDURE

3. Electrical consumers OFF as practicable
 4. Alternator switch OFF
 5. Alternator switch ON aft. 5-10 s
 6. Alternator output CHECKED
- if still no output**
7. Electrical consumers OFF as practicable
- Land on the nearest Airport as practicable**

RADIO FAILURE

NO RADIOCONTACT WITH TWR / ACC

1. Radio ON
 2. Vol..... TEST
 3. Frequency..... CHECKED
 4. Headset / Mike plugs CHECKED
- if still no contact**

remain outside of Airspace

LOSS OF RADIOCONTACT WITH TWR / ACC

1. Radio ON
 2. Vol..... TEST
 3. Headset / Mike plugs CHECKED
- if still no contact**
4. Transponder 7600 / ALT
 5. Procedure ACCORDING AIP

Jan11
v5.2

FLUGSCHULE GRENCHEN

NOTES

Piper Archer III

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SPEEDS FOR OPERATION AT MAX. TAKE OFF MASS (MTOM)**KIAS**

Rotate	FLAPS UP	57
Best angle v_x	FLAPS UP	64
Best rate v_y up to 2000 ft AGL.....	FLAPS UP	76
Cruise climb v_{cc} above 2000 ft AGL	FLAPS UP	87
Initial approach	FLAPS 10°	80
Intermediate approach	FLAPS 25°	75
Final approach.....	FLAPS 40°	66
Go around.....	before FLAPS UP.....	57
Best glide.....	FLAPS UP	76
Max. demonstrated Crosswind		17 KT
Max. Speed for Flaps		102

POWER SETTINGS

Take off and Climb	Throttle full open
Cruise and Cruise descent	according AFM table, 55-65%

RUN UP

Engine	2000 RPM
Magnetos max. drop / diff	175 / 50 RPM
Idle.....	500-700 RPM

POSTFLIGHT

Refuel standard.....	2 cm below Filler neck = 28 USG / 106 l
Refill Oil	if below 4 QTS to max. 8 QTS

LOADING

HB-	Empty mass		Moment	Cabine load with Fuel [kg]			MTOM	
	[lb]	[kg]	[in · lb]	standard	filler	full	[lb]	[kg]
PPN	1701.5	771.8	148284	309.2	292.2	254.2	2550	1157

REFUELING

Standard	28 USG	106 l	76 kg	168 lb
Filler neck	34 USG	129 l	93 kg	205 lb
Full	48 USG	182 l	131 kg	289 lb