

CHECKLIST FOR NORMAL OPERATION PIPER P32R

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. Ignition key OFF
4. Seats ADJUSTED & LOCKED
5. Seat belts / Shoulder harnesses FASTENED & ADJUSTED
6. Alternate air CLOSED
7. Elevator & Rudder trim TAKE OFF
8. Flaps..... UP
9. Altimeter..... SET
10. Battery & Alternator ON
11. Fuel quantity CHECKED
12. Fuel selector FULLEST TANK
13. Propeller..... FULL INCREASE
14. Gear..... DOWN / 3 GREEN
15. Annunciator / Starter warning TEST
16. 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. Gyro suction CHECKED
4. Fuel pump OFF
5. Avionic master ON
6. FCS master..... ON
7. Annunciator warnings incl. GPS..... CHECKED / OFF
8. Slave system TEST / SET TO SLAVE
9. Electrical pitch trim / Autopilot ON, TEST, DISCONNECT

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. Propeller..... FULL INCREASE
- 8. Friction SET
- 9. Alternate air CLOSED
- 10. Magnetos BOTH
- 11. Controls FREE & EASY
- 12. Elevator & Rudder trim TAKE OFF
- 13. Flaps..... TAKE OFF
- 14. Flight instruments SET
- 15. Avionic..... SET
- 16. Transponder CODE SET
- 17. Takeoff briefing COMPLETED
- 18. Autopilot DISCONNECT
- 19. Door & Stormwindow CLOSED & LOCKED

READY FOR DEPARTURE

CLIMB

- 1. Flaps..... UP
- 2. Gear..... UP
- 3. Power..... CHECKED
- 4. 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

APPROACH CHECK COMPLETED

FINAL

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

FINAL CHECK COMPLETED

AFTER LANDING

- 1. Propeller..... FULL INCREASE
- 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 80 KIAS

PREPARE FOR POWER OFF EMERGENCY LANDING

ENGINE POWER LOSS IN FLIGHT

- 1. Attitude BEST GLIDE SPEED 80 KIAS
- 2. Fuel selector SWITCH
- 3. Fuel pump ON
- 4. Mixture..... RICH
- 5. Alternate air ON
- 6. Ignition..... BOTH
- 7. Engine gauges CHECK CAUSE OF POWER LOSS

When power is restored

- 8. Carburetor heat OFF
- 9. Fuel pump OFF

If power is not restored

- 10. Elevator trim SET FOR BEST GLIDE 80 KIAS

PREPARE FOR POWER OFF EMERGENCY LANDING

EMERGENCY LANDING

Trimm for best glide speed 80 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

GEAR EMERGENCY

NO GEAR DOWN INDICATION (one or more green lights u/s)

1. Master ON
2. Circuit breakers IN
3. Panel light OFF
4. Gear indicator bulbs CHECKED, PUSH IN

If gear does not check down and lock continue with

GEAR EMERGENCY DOWN

1. Speed BELOW 92 KIAS
2. Gear selector DOWN
3. Gear circuit breaker PULL OUT
4. Emergency gear lever PUSH EMERGENCY DOWN

If main gear has failed to lock down

5. Yaw airplane with the rudder ABRUPTLY FROM SIDE TO SIDE

If nose gear will not lock down

6. Speed REDUCE TO LOWEST SAFE
7. Power LOWEST FOR SAFE OPERATION

If nose gear still failed to lock down

8. Gear circuit breaker IN
9. Gear selector UP
10. Gear selector DOWN

If main or nose gear still does not check down

advise tower for „low passing and visual gear check“

Visual gear check positive NORMAL LANDING

Visual gear check negativ PREPARE GEAR UP LDG. acc AFM

Prefer concrete runway when ever possible

GEAR UNSAFE INDICATION IN FLIGHT

1. Speed BELOW 132 KIAS
2. Gear selector DOWN
3. Speed BELOW 110 KIAS
4. Gear selector UP

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

Rotate	FLAPS UP	75
Best angle v_x	FLAPS UP	80
Best rate v_y up to 2000 ft AGL.....	FLAPS UP	91
Cruise climb v_{cc} above 2000 ft AGL	FLAPS UP	105
Initial approach	FLAPS 10°	100
Intermediate approach	FLAPS 25° GEAR DOWN	95
Final approach.....	FLAPS 40° GEAR DOWN	79
Go around.....	before FLAPS UP.....	80
Best glide.....	FLAPS UP	80
Max. demonstrated Crosswind		17 KT
Max. Speed for Flaps		112
Max. Speed for Gear up.....		110
Max. Speed for Gear down.....		132

POWER SETTINGS

	<i>MP</i>	<i>RPM</i>
Take off	full open	2700
Climb	25"	2500
Cruise and Cruise descent	55-65%	2400
Approach / Circuit.....	as required.....	2200

RUN UP

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

POSTFLIGHT

Refuel standard	Filler neck = 50 USG / 187 l
Refill Oil	if below 6 QTS to max. 12 QTS

LOADING

HB-	Empty mass		Moment	Cabine load with Fuel [kg]			MTOM	
	[lb]	[kg]	[in · lb]	standard	filler	full	[lb]	[kg]
PES	2277.5	1033.1	191252	463.9	408.9	321.9	3600	1633

REFUELING

Standard	50 USG	189 l	136 kg	300 lb
Inner Tank	70 USG	265 l	191 kg	420 lb
Full	102 USG	384 l	278 kg	612 lb