

CHECKLIST FOR NORMAL OPERATION PIPER P28T

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. Avionic master ON
5. Annunciator warnings incl. GPS..... CHECKED / OFF
6. Slave system TEST / SET TO SLAVE
7. 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. Emergency fuel pump OFF
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

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 quantity CHECKED
- 8. Fuel selector FULLEST TANK
- 9. 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. Timecheck for Turbo spin down START CLOCK
- 2. Propeller..... FULL INCREASE
- 3. Flaps UP
- 4. Electrical consumers AS REQUIRED

AFTER LANDING CHECK COMPLETED

PARKING & ENGINE SHUT DOWN

- 1. Time (Block on) CHECKED
- 2. Electrical consumers OFF except Avionic master
- 3. Avionic 121.500 TEST
- 4. Trim master & Autopilot OFF
- 5. Avionic master OFF
- 6. Turbo spin down CHECKED (5' below 1000 RPM)
- 7. Engine shut down according Procedures list
- 8. Magnetos OFF
- 9. Battery OFF
- 10. Flight data RECORDED
- 11. 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 97 KIAS

PREPARE FOR POWER OFF EMERGENCY LANDING

ENGINE POWER LOSS IN FLIGHT

1. Attitude BEST GLIDE SPEED 97 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 97 KIAS

PREPARE FOR POWER OFF EMERGENCY LANDING

EMERGENCY LANDING

Trimm for best glide speed 97 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 88 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 133 KIAS
- 2. Gear selector DOWN
- 3. Speed BELOW 111 KIAS
- 4. Gear selector UP

SPEEDS FOR OPERATION AT MAX. TAKE OFF MASS (MTOM)		KIAS
Rotate	FLAPS UP	77
Best angle v_x	FLAPS UP	79
Best rate v_y up to 2000 ft AGL.....	FLAPS UP	97
Cruise climb v_{cc} above 2000 ft AGL	FLAPS UP	104
Initial approach	FLAPS 10°	100
Intermediate approach	FLAPS 25° GEAR DOWN	90
Final approach.....	FLAPS 40° GEAR DOWN	75
Go around.....	before FLAPS UP.....	79
Best glide.....	FLAPS UP	97
Max. demonstrated Crosswind		17 KT
Max. Speed for Flaps		108
Max. Speed for Gear up.....		111
Max. Speed for Gear down.....		133

POWER SETTINGS

	MP	RPM
Take off	36" before Brake release.....	2575
<i>MP rise during Take off roll 2-4", do not exceed 41" MP</i>		
Climb	33"	2450
Cruise and Cruise descent	55-65%	2300
Approach / Circuit.....	as required	2200

RUN UP

Engine	2000 RPM
Magnetos max. drop / diff	150 / 50 RPM
Idle.....	500-700 RPM

POSTFLIGHT

Refuel standard	4 cm below Filler neck = 34 USG / 129 l
Refill Oil	if below 5 QTS to max. 8 QTS

LOADING

HB-	Empty mass		Moment [in · lb]	Cabine load with Fuel [kg]			MTOM	
	[lb]	[kg]		standard	filler	full	[lb]	[kg]
PKX	1918.5	870.2	168275	351.8	308.8	248.8	2900	1315

REFUELING

Standard	34 USG	129 l	93 kg	205 lb
Filler neck	50 USG	189 l	136 kg	300 lb
Full	72 USG	273 l	196 kg	433 lb