

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. Ignition key 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. Gyro suction CHECKED
4. Fuel pump OFF
5. Annunciator warnings OFF except Pitot heat
6. Avionic master ON
7. Avionic 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 BOTH
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. 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. Fuel pump ON
- 7. Fuel quantity CHECKED
- 8. Fuel selector FULLEST TANK
- 9. Mixture..... SET
- 10. 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 73 KIAS

PREPARE FOR POWER OFF EMERGENCY LANDING

ENGINE POWER LOSS IN FLIGHT

1. Attitude BEST GLIDE SPEED 73 KIAS
2. Fuel selector SWITCH
3. Fuel pump ON
4. Mixture..... RICH
5. Carburetor heat 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 73 KIAS

PREPARE FOR POWER OFF EMERGENCY LANDING

EMERGENCY LANDING

Trimm for best glide speed 73 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 Warrior III

7

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

| | | |
|---|----------------------|-------|
| Rotate | FLAPS UP | 55 |
| Best angle v_x | FLAPS UP | 63 |
| Best rate v_y up to 2000 ft AGL..... | FLAPS UP | 79 |
| Cruise climb v_{cc} above 2000 ft AGL | FLAPS UP | 87 |
| Initial approach | FLAPS 10° | 80 |
| Intermediate approach | FLAPS 25° | 70 |
| Final approach..... | FLAPS 40° | 63 |
| Go around..... | before FLAPS UP..... | 55 |
| Best glide..... | FLAPS UP | 73 |
| Max. demonstrated Crosswind | | 17 KT |
| Max. Speed for Flaps | | 103 |

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] |
| PPF | 1510.5 | 685.2 | 127768 | 237.8 | 220.8 | 182.8 | 2202 | 999 |
| PPG | 1513.0 | 686.3 | 127413 | 236.7 | 219.7 | 181.7 | 2202 | 999 |

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 |