

PIPER CHEROKEE ARROW - PA28R-200
NOT an FAA Approved Checklist. General Purpose use Only

BEFORE STARTING ENGINE

1. Preflight Inspection - COMPLETE
2. Seats, Belts, Shoulder Harnesses - ADJUST & LOCK
3. Fuel Selector Valve - ON FULLEST TANK
4. Avionics Power Switch - OFF
5. Autopilot - OFF
6. Electrical Equipment - OFF
7. Brakes - TEST and SET
8. Landing Gear Lever - DOWN
9. Flaps - RETRACTED
10. Circuit Breakers - CHECK

STARTING ENGINE - NORMAL

1. Mixture - IDLE CUT-OFF
2. Propeller - Full Forward, HIGH RPM
3. Throttle - OPEN ½"
4. Master - ON
5. Rotating Beacon - ON
6. Fuel Pump - ON
7. Mixture - FULL RICH until indication of fuel flow
(Engine is primed.) Then IDLE CUT-OFF
8. Fuel Pump - OFF
9. Starter - ENGAGE
10. Mixture - FULL RICH
11. Throttle - 1000 RPM warm up
12. Engine instruments - CHECK (green)

AFTER START

1. Lights - As Required
2. Avionics Power – ON
3. Radios - SET
3. Transponder - STDBY, 1200
4. Directional Gyro - SET
5. Mixture - LEAN for Taxi
6. Parking Brake - Release
7. Brakes & Steering - CHECK

WHILE TAXIING - (IFR)

1. Attitude indicator - ERECT & STABLE, TURN TIP_≤5°?
2. Turn coordinator - SKIDDING TURNS

BEFORE TAKE OFF - (IFR)

1. IFR Clearance? - AS NEEDED
2. Clock - SET
3. Magnetic compass - KNOWN HEADING
4. Directional Gyro - SET
5. Marker beacon - TEST then LOW
6. VOR Ident - IF POSSIBLE
7. Airspeed - ZERO
8. Altimeter - SET ± 75 FEET
9. Vertical speed - ZERO

BEFORE TAKEOFF - RUN UP

1. Cabin Doors and windows - CLOSED & LOCKED
2. Parking Brake - SET
3. Flight Controls - FREE and CORRECT
4. Flight Instruments - SET
5. Fuel Selector Valve - ON FULLEST TANK
6. Elevator Trim - TAKEOFF
7. Mixture - RICH
8. Throttle - 2000 RPM CHECK Following
 - a. Magnetos - 175 RPM Max drop, 50 RPM Between
 - b. Propeller - CYCLE 3 TIMES
 - c. Alternate Air - CHECK
 - d. Engine Instruments & Ammeter - CHECK
 - e. Suction Gauge - CHECK
9. Throttle - IDLE, then 1000 RPM
10. Annunciator Panel - TEST
11. Radios - SET
12. Transponder - 1200 - ALT
13. Autopilot - OFF
14. Throttle Friction Lock - ADJUST
15. Fuel Pump - ON
16. Lights - As Required
17. Parking Brake - RELEASE

TAKEOFF - NORMAL

1. Flaps - 0-10°
2. Propeller - HIGH RPM
3. Power - FULL THROTTLE
4. Elevator Control – **LIFT NOSE WHEEL 60-70mph**
5. Climb Speed – **Vy 95mph**
6. Landing Gear – **RETRACT, then 100mph**
7. Flaps - RETRACT

TAKEOFF - SHORT FIELD

1. Flaps - 25°
2. Power - FULL THROTTLE
3. Propeller - HIGH RPM
4. Elevator Control - **LIFT NOSE WHEEL at 60-65mph**
5. Climb Speed - **Vx 85mph**
6. Landing Gear - RETRACT
7. Climb Speed - Vy 100mph
8. Flaps - RETRACT

EN ROUTE CLIMB

1. Airspeed - **110mph**
2. Power - **26" Hg and 2600 RPM**
3. Mixture - FULL RICH (below 3000 feet)
4. Fuel Pump - OFF

CRUISE

1. Power - SET
2. Elevator and Rudder Trim - ADJUST
3. Mixture - LEAN
4. Engine Instruments - Check
5. Landing Light - OFF

DESCENT

1. Power - AS DESIRED
2. Mixture - ENRICH as required
3. Landing Light - As Required

BEFORE LANDING - GUMPP

1. Seats, Belts, Shoulder Harnesses - ADJUST & LOCK
2. **Gas** Selector Valve - PROPER TANK
3. **Under Carriage** - DOWN (below 150mph) **3 GREEN**
4. **Mixture** - RICH
5. **Propeller** - HIGH RPM
6. Fuel **Pump** - ON
7. Landing Light - ON
8. Autopilot - OFF

LANDING - NORMAL

1. Pattern Airspeed - **100mph**
2. Flaps - AS DESIRED (below 125mph)
3. Final Airspeed - **90mph**

SHORT FIELD LANDING

1. Pattern Airspeed - 100mph
2. Flaps - 40° (below 125mph)
3. Final Airspeed - 77mph
4. Trim - ADJUST
5. Power - REDUCE to idle as obstacle is cleared
6. Touchdown - MAIN WHEELS FIRST
7. Brakes - APPLY HEAVILY
8. Wing Flaps - RETRACT for maximum braking

BALKED LANDING – GO AROUND

1. Power - FULL THROTTLE and 2700 RPM
2. Flaps - RETRACT to 25°
3. Climb Speed - 95mph
4. Landing Gear - UP
5. Wing Flaps - RETRACT slowly after reaching 95mph

AFTER LANDING

1. Flaps - RETRACT
2. Electric Fuel Pump - OFF
3. Transponder - STDBY
4. Lights - As Required
5. Mixture - LEAN for taxi

SECURING AIRPLANE

1. Throttle - IDLE
3. Avionics Power Switch - OFF
4. Electrical Equipment - OFF
5. Mixture - IDLE CUT-OFF
6. Beacon - OFF
7. Master & Ignition Switch - OFF

Vx = 85

Landing = 90

Enroute Climb = 110

Vy = 95

Short Ldg = 77

Best Glide = 105

EMERGENCY PROCEDURES

ENGINE FAILURE

IMMEDIATELY AFTER TAKEOFF

1. **Airspeed - MAINTAIN SAFE AIRSPEED**
2. Fuel Selector Valve - OFF
3. Fuel Pump - OFF
4. Mixture - IDLE CUT-OFF
5. Emergency Gear Lever - AS REQUIRED

DURING FLIGHT

1. **Airspeed - 105mph**
2. Fuel Selector - SWITCH TO OTHER TANK
3. Mags - BOTH
4. Fuel Pump - ON
5. Alternate Air - ON
6. Engine Gauges - CHECK

FORCED LANDINGS

EMERGENCY LANDING NO ENGINE POWER

1. **Airspeed - 105mph**
2. Mixture - IDLE CUT-OFF
3. Fuel Selector Valve - OFF
4. Mags - OFF
5. Landing Gear - DOWN (UP if terrain rough / soft)
6. Flaps - AS REQUIRED
7. Doors - UNLATCH PRIOR TO TOUCHDOWN
8. Master Switch - OFF
9. Touchdown - SLIGHTLY TAIL LOW
10. Brakes - APPLY HEAVILY

PRECAUTIONARY LANDING WITH ENGINE POWER

1. **Airspeed - 90mph**
2. Flaps - 25°
3. Select Field - FLY OVER, note terrain & obstacles
4. Electrical Switches - OFF
5. Landing Gear - DOWN (UP if terrain rough / soft)
6. Flaps - 40° (on final approach)
7. **Airspeed - 90mph**

EMERGENCY LANDING GEAR EXTENSION

1. Master Switch - CHECK ON
2. Circuit Breakers - CHECK
3. Panel Lights - OFF (daytime)
4. Gear Indicator Bulbs – CHECK **3 GREEN**

If landing gear does not check down & locked:

5. Reduce airspeed below 100mph
6. Landing Gear - DOWN
7. Emergency Gear Lever - EMERGENCY DOWN

If fail to lock down, yaw aircraft from side to side