Piper Cherokee Arrow III
PA-28R-201
NORMAL PROCEDURES CHECKLIST

This is to be used as a REFERENCE ONLY, it is not complete and not a substitute for the Airplane Flight Manual. Refer to AFM/POH for amplified procedures. User assumes all risk of use in using this product. User consents to and understands that American Flight Schools bears no liability for the use of this product.

Information in GREEN is a technique reference only for high altitude operations; it is not a substitute for the AFM/POH.

Rotation - Vr 78	Vle.....129
Best Rate – Vy 90	Vlo.....107
Best Angle- Vx.....78	Vno 146
Stall – Vso 57	Vne.....183
Stall – Vs 64	Best Glide 79
Vfe.....103	LDG .....(Flaps40) 75
Va 96-118	Max T/O 2750lbs
Max Demo Xwind 17	Max LND 2750lbs

KAPA - Tower	118.9,
KAPA - Ground	121.8
KAPA - ATIS	120.3
KAPA – approach	132.75
KBJC - Tower	118.6
KBJC - Ground	121.7
KBJ - ATIS	126.25
KBJC - approach	126.1
KFTG - Tower	120.2
KFTG- Ground	124.7
KFTG – ATIS	119.025
FSS	122.2

BEFORE START

1. Parking Brake.....set
2. Propeller.....full INCREASE rpm
3. Fuel Selector.....desired tank
4. Anti-Collison Lights.....ON

STARTING ENGINE WHEN COLD

1. Throttle.....1/2" open
2. Master switch.....ON
3. Electric Fuel Pump.....ON
4. Mixture.....prime–then idle cut-off
5. Starter.....engage
6. Mixture.....full rich(lean for altitude)
7. Throttle.....adjust(1,000rpm)
8. Oil pressure.....check

STARTING ENGINE WHEN HOT

1. Throttle.....1/2" open
2. Master switch.....ON
3. Electric Fuel Pump.....ON
4. Mixture.....idle cut-off
5. Starter.....engage
6. Mixture.....advance(lean for altitude)
7. Throttle.....adjust(1,000rpm)
8. Oil pressure.....check

STARTING ENGINE WHEN FLOODED

1. Throttle.....open full
2. Master switch.....ON
3. Electric Fuel Pump.....OFF
4. Mixture.....idle cut-off
5. Starter.....engage
6. Mixture.....advance(lean for altitude)
7. Throttle.....retard(1,000rpm)
8. Oil pressure.....check

STARTING WITH EXTERNAL POWER SOURCE

1. Master switch.....OFF
2. All electrical equipment.....OFF
3. Terminals.....connect
4. External power plug.....insert in fuselage
5. Proceed with normal start
6. Throttle.....lowest possible RPM
7. External power plug.....disconnect
8. Master switch.....ON – check ammeter
9. Oil Pressure.....check

TAXIING

1. Parking brake.....release
2. Chocks.....removed
3. Taxi area.....clear
4. Mixture.....Lean for Taxi
5. Throttle.....,,,,apply slowly
6. Prop.....high RPM
7. Brakes.....check
8. Steering.....check

GROUND CHECK (Run-up)

1. Parking brake.....set
2. Propeller.....full INCREASE
3. Throttle.....2000 RPM
4. Mixture.....Lean for Best Power
5. Magnetos.....max drop 175 RPM - max diff. 50 RPM
6. Vacuum.....4.8" Hg. To 5.1" Hg.
7. Oil temp.....check
8. Oil pressure.....check
9. Air conditioner.....check
10. Annunciator panel.....press to test
11. Propeller.....exercise x3 – then - full increase
12. Alternate air.....check
13. Engine is warm for takeoff when throttle can be opened without engine faltering.
14. Electric fuel pump.....OFF
15. Fuel pressure.....check
16. Throttle.....retard

BEFORE TAKEOFF (Run-up)

1. Master switch……ON
2. Flight instruments……check
3. Fuel selector……fullest tank
4. Electric fuel pump……ON
5. Lights ……as needed
6. Engine gauges……check
7. Alternate air……CLOSED
8. Seat backs……erect
9. Mixture……set (for ALTITUDE)
10. Prop……set
11. Belts/harness……fastened
12. Empty seats…….seat belts-snugly fastened
13. Flaps……set
14. Trim tab……set
15. Controls……free
16. Doors……latched
17. Air conditioner……OFF
18. Parking brake……released

TAKEOFF

NORMAL

1. Flaps……set
2. Tab……set
3. Accelerate to…… 65 to 75 KIAS
4. Control wheel……back pressure to rotate to climb attitude

SHORT FIELD, OBSTACLE CLEARANCE

1. Flaps……25°(second notch)
2. Accelerate to 50 to 60 KIAS depending on aircraft weight
3. Control wheel……back pressure to rotate t o climb attitude
4. After breaking ground, accelerate to 55 to 65 KIAS depending on aircraft weight
5. Gear……UP (OVERRIDE ENGAGED on aircraft equipped with the backup gear extender)
6. Accelerate to best flaps up angle climb speed – 78 KIAS, slowly retract the flaps and climb past the obstacle.
7. Accelerate to best flaps up rate of climb speed……90 KIAS

SOFT FIELD

1. Flaps……25°(second notch)
2. Accelerate to 50 to 60 KIAS depending on aircraft weight
3. Control wheel……back pressure to rotate to climb attitude
4. After breaking ground, accelerate to 55 to 65 KIAS depending on aircraft weight
5. Gear……UP (OVERRIDE ENGAGED on aircraft equipped with the backup gear extender)
6. Accelerate to best flaps up rate of climb speed……90 KIAS
7. Flaps……Retract slowly

CLIMB

1. Best rate (2750 lb) (gear up) (flaps up) ……90 KIAS
2. Best rate (2750 lb) (gear down) (flaps up) ……78 KIAS
3. Best angle (2750 lb) (gear up) (flaps up) ……78 KIAS
4. Best angle(2750 lb)(gear down)(flaps up) ……72 KIAS
5. En route……104 KIAS
6. Electric fuel pump……OFF at desired altitude

CRUISING

1. Reference performance charts, Avco-Lycoming Operator's Manual and power setting table.
2. Normal max power……75%
3. Power……set power per table
4. Mixture……adjust for best power
5. Lights……as needed

APPROACH AND LANDING

1. Fuel selector……fullest tank
2. Seat backs……erect
3. Belts/harness……fasten
4. Electric fuel pump……ON
5. Mixture……set
6. Propeller……set
7. Gear……down – 129 KIAS max
8. Flaps……set – 103 KIAS max
9. Air conditioner……OFF
10. Trim to 75 KIAS

AFTER LANDING

1. Flaps……retract
2. Electric fuel pump……OFF
3. Mixture……lean for taxi back
4. Lights……as needed

STOPPING ENGINE

1. Flaps……retract
2. Electric fuel pump……OFF
3. Air conditioner……OFF
4. Avionics……OFF
5. Radio's……OFF
6. Propeller……full INCREASE
7. Throttle……full aft
8. Mixture……idle cut-off
9. Magnetos……OFF
10. Lights……OFF
11. Master switch……OFF

PARKING

1. Parking brake……OFF
2. Control lock……secured
3. Flaps……full up
4. Wheel chocks……in place
5. Tie downs……secure
6. HOBBS & TACH……record
7. Doors……locked