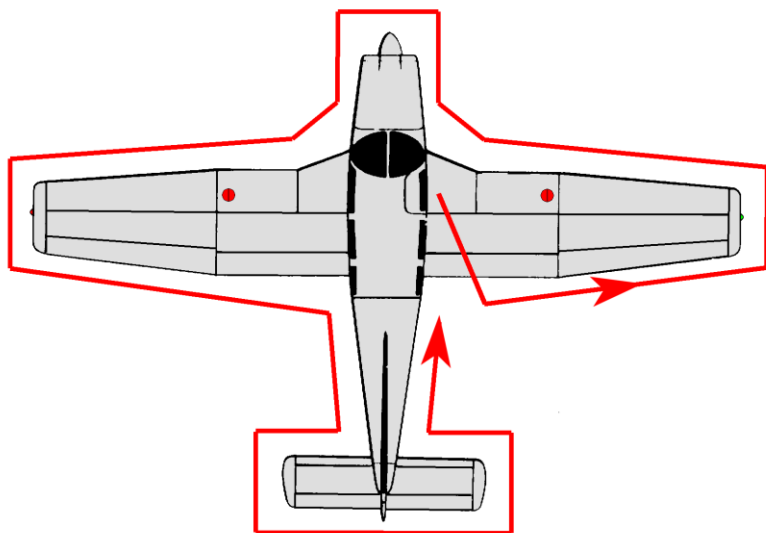




Warriors Flying Club

CHECKLIST



N611JP

PA-28-161

To be used in conjunction with Section 4 POH

Airplane Serial NO. 28-7916111

Pre-flight Planning

Weather Checked
Performance data Checked

Weight & balance, Land and Take-off distance

Aircraft documents Verified

Airworthiness certificate, Registration, Operations manual (ARROW)

Pre-flight Inspection – Interior

Parking brake Set as desired
Controls Free and clear
Ignition Off
Avionics Off
Master switch On
Lights On and verified
Fuel pump A or B On
Fuel pressure / quantity Checked
Fuel pump A or B Off
Master switch Off
Flaps Extended

Pre-flight Inspection – Exterior

Right Wing

Flap condition Checked
Aileron Checked
Wing tip Checked
Wing surface condition Checked
Fuel level Checked
Fuel vent Checked
Fuel sump Drained
Main gear strut Checked
Tire, brakes and fluid Checked
Tie down Removed

Engine Cowling

Windshield Checked
Surface condition Checked
Right cowling fasteners Open
Interior wiring, pipes, etc Checked
Oil level between 6 and 8 quarts
Right cowling fasteners Closed
Propeller Checked
Spinner Checked
Alternator belt Checked
Air inlets Free and clear

Engine Cowling (continued)

Exhaust system Tight
Nose gear strut Checked
Tire Checked
Left cowling fasteners Open
Interior wiring, pipes, etc Checked
Brake fluid Checked
Left Cowling fasteners Closed
Fuel sump Checked
Surface condition Checked
Windshield Checked

Left Wing

Main gear strut Checked
Tire, brakes and fluid Checked
Fuel sump Checked
Fuel vent Checked
Tie down Removed
Pitot and static port Checked
Fuel level Checked
Stall warning Checked
Surface condition Checked
Wing tip Checked
Aileron Checked
Flap condition Checked

Aft Fuselage and Empennage

Left surface condition Checked
Antennas Checked
Stabilator, trim tab Checked
Rudder Checked
Tie down Removed
Tail cone, skid Checked
Right surface condition Checked
Baggage door Checked

Pre-flight Inspection

Interior

Flaps Retracted
Seats Adjusted and locked
Seatbelts On
Shoulder harness On
Passenger briefing Complete

Before Engine Start

Trim (elevator & rudder)Set
Fuel selectorLowest tank
Drain valvesChecked
Heat / fresh air controlsSet
Circuit breakers.....Checked
Carb heatCold
Friction lock.....Set
Mixture Full rich
Throttle.....Set
Primer As required, then locked
Mags Off
Flight instrumentsChecked
Avionics Off
LightsBeacon on
Fuel pump A or B..... On
Master switch..... On
Fuel pressure.....Checked
Propeller area Cleared
Toe brakes..... Feet on pedals
Parking brake.....Released
Ignition switch Start engine

After Engine Start

Throttle..... 1,000 RPM
Oil pressureChecked
Fuel pump A or B..... Off
Fuel pressure.....Checked
AlternatorChecked
Vacuum.....Checked
Avionics On
Radios.....Set
ATIS..... Obtain
Altimeter.....Set
Directional gyro..... Magnetic Compass

Taxi

Parking brake.....Released
Toe brakes.....Checked
Flight controlsAs required for wind
Taxi Monitor traffic
Flight instrumentsChecked
Hold in run-up area.....Hold

Before Takeoff

Parking brake or toe brakes Set
Throttle 1000 RPM
Trim Set
Fuel pump A or B On
Fuel pressure Checked
Fuel selector.....Fullest tank
Fuel pump A or B Off
Fuel pressure Checked

Engine Run-up

Throttle 2000 RPM
Magnetos..... Checked
Max drop 175 RPM, Max difference 50 RPM
Engine Instruments Green band
Annunciator lights..... V A O Checked
Vacuum 4.8 to 5.2 PSI
AmmeterCharging
Carb heat..... Some decrease, no rise
Mixture.....Full rich
Lean mixture above 3000 feet
Throttle Idle, then 1000 RPM
Parking brake Verify off

Pre-flight Completion

Altimeter Set to QNH
Directional gyro Magnetic compass
Flight instruments Checked
Flight controls Free and clear
Flaps..... Set as needed
Radios COM / NAV set
Safety briefing Complete
Doors and windowsLocked
Tower Call

Position and Hold

Strobe lights On
Nav lights..... On for night flight
Auto-pilot Verify Off
Flight controls Free and clear
Transponder On mode S

Cleared for Takeoff

Fuel pump A or B On
Fuel pressure Checked
Landing lights On
Time Check

Take-Off

Normal

Flaps Set
Trim (elevator & rudder) Set
Throttle Full Forward

Back pressure to rotate to climb attitude

Short Field Takeoff

Flaps 25°
Brakes Apply
Throttle Full Forward
Brakes Release

Accelerate to 52 KIAS. Maintain 52 KIAS until obstacle cleared. Accelerate to 79 KIAS after obstacle cleared

Flaps Retract Slowly

Soft Field Take-Off

Flaps 25°
Throttle Full Forward

Lift nose wheel as soon as possible. Accelerate to 52 KIAS to climb past obstacle height. Continue climb while accelerating to 79 KIAS

Flaps Retract Slowly

After Takeoff

Flaps Up
Landing lights Off
Fuel pump A or B Off
Fuel pressure Checked

Cruise

Cruise power Set
Mixture Set
Engine instruments Checked
Directional Gyro Magnetic Compass
Fuel selector As required

Switch tanks after first ½ hour and then every hour

Descent

ATIS Obtain

Tower Call
Safety briefing Complete
Seat belts and harness On
Landing lights On
Fuel pump A or B On
Fuel pressure Checked
Fuel selector Fullest tank
Mags Checked on both
Engine instruments Checked
Directional Gyro Magnetic Compass
Primer Locked
Mixture Full rich
Carb heat Checked

Approach for Landing

V_{FE} Clean to 10° 103 KIAS
V_{Min} Approach 70 KIAS
V_{Landing} with flaps at 40° 63 KIAS

After Landing

Flaps Retract
Trim Reset
Fuel pump A or B Off
Fuel pressure Checked
Landing and strobe lights Off
Transponder Standby
Ground control Call

Engine Shutdown

Parking brake As required
Throttle 1000 RPM
Avionics Off
Mixture Idle cutoff
Magnetos Off after prop stops
Lights Off
Master switch Off

Secure Aircraft

Controls Seat belt secured
All switches Verify off
Hobbs / Tach times Record
Doors and windows Closed
Aircraft Tie down

Engine Fire During Start

Starter Continue cranking
Mixture Idle cutoff
Throttle Wide open
Fuel pump A or B Off
Fuel selector Off
If fire persists Evacuate

Engine Fire During Flight

Airspeed Increase
Fuel pump A or B Off
Fuel selector Off
Throttle Closed
Mixture Idle cutoff
Magnetos Off
Cabin heat / defrost / air Off
Emergency landing check Perform

Electrical Fire (Smoke)

Master switch Off
Electrical equipment Off
Floor air vents Open
Cabin heat / air Off
If smoke stops Troubleshoot
Land ASAP

Loss of Oil Pressure

Land ASAP
Prepare for Engine failure

Loss of Fuel Pressure

Fuel pump A or B On
Fuel selector Switch tanks
Fuel pressure Checked
Prepare for Engine failure

High Oil Temperature

Mixture Full rich
Land ASAP
Prepare for Engine failure

Alternator / Generator Failure

Ammeter Check
Alternator switch Off
Circuit breakers Check
Alternator switch On
If power cannot be restored, reduce electrical load
Land ASAP

Engine Failure

Safe airspeed 73 KIAS
Best place to land Choose
Carb heat On
Begin maneuvering toward safe landing area
Fuel pump A or B On
Mixture Different setting
Throttle Different setting
Primer Verify locked
Fuel pressure Checked
Magnetos Checked
Fuel selector Switch tanks

Emergency Landing

Best glide speed 73 KIAS
Seat belt / harness On
Fuel selector Off
Magnetos Off
Mixture Idle cutoff
Fuel pump A or B Off
Door Consider opening
Master switch Off

Mayday: Call 121.5 and Squawk 7700

Transponder Codes

7500	Hijacking
7600	Lost radio communications
7700	General emergency
7777	Military interceptor

Pilot-Controlled Lighting (USA)

Seven clicks	Turns on, high intensity
Five clicks	Medium intensity
Three clicks	Low intensity

ATC Light Signals

On the Ground

Flashing Green	Cleared to taxi
Steady Green	Cleared for takeoff
Flashing Red	Taxi clear of runway
Steady Red	Stop
Flashing White	Return to FBO
Alt Red and Green	Use caution

In the Air

Flashing Green	Return for landing
Steady Green	Cleared to land
Flashing Red	Airport unsafe
Steady Red	Give way, circle
Alt Red and Green	Use caution

Take-off Reference Speeds

V _{Rotate (clean)}	55 KIAS
V _{Rotate (25° flaps)}	52 KIAS

V _Y	79 KIAS
<i>Best Rate: Greatest alt gain in shortest time</i>	

V _X	63 KIAS
<i>Best Angle: Greatest alt gain in shortest distance</i>	

V _A at 2325 Lbs	111 KIAS
V _A at 1531 Lbs	88 KIAS
V _{En-Route Climb}	87 KIAS

Radio Frequencies

Information only

EHAL	118.350 MHz
EHBD	122.150 MHz
EHDR	119.650 MHz
EHHV	131.025 MHz
EHHO	127.350 MHz
EHLE	123.675 MHz
EHMZ	119.250 MHz
EHSE	120.650 MHz
EHTE	121.000 MHz
EHTL	130.125 MHz
EHTX	119.300 MHz

Controlled Airports

EHAM TWR MAIN	119.225 MHz
EHAM TWR WEST	118.275 MHz
EHBK TWR	119.475 MHz
EHGG TWR	118.700 MHz
EHRD TWR	118.200 MHz

Military Airports

EHDL TWR	122.100 MHz
EHEH TWR	131.000 MHz
EHGR TWR	125.325 MHz
EHKD TWR	120.125 MHz
EHLW TWR	120.700 MHz
EHVK TWR	136.075 MHz
EHWO TWR	120.425 MHz

RAPCON NOORD	122.100 MHz
RAPCON WEST	123.575 MHz
RAPCON ZUID	123.175 MHz

Flight Information Service

AMSTERDAM INFO	124.300 MHz
DUTCHMIL INFO (VFR)	132.350 MHz
DUTCHMIL (IFR)	128.350 MHz

ATIS

EHAM ARRIVAL	132.975 MHz
EHAM DEPARTURE	122.200 MHz
EHEH	126.025 MHz
EHGG	133.550 MHz
EHBK	124.575 MHz

Speeds limitations:

	KIAS		KCAS
Never Exceed Speed (Vne)	160		153
Max Structural Cruising Speed (Vno)	126		122
Maximum Flaps Extended Speed (Vfe)	103		100
Design Maneuvering Speed (Va) At 2325 LBS	111		108
At 1531 LBS GW	88		89

Airspeed indicator Markings: IAS

Red line	160		
Yellow Arc (Caution Range)	126	to	60
Green Arc (Normal operating)	50	to	126
White Arc (Flaps Down)	44	to	103

Stall Speeds:

2325 Lbs 0 Flaps	50
2325 Lbs Full Flaps	44

Airspeeds for safe operations:

Power off glide speed 0 flaps	73
Best Rate of Climb Speed (Vy)	79
Best Angle of Climb Speed (Vx)	63
En Route Climb Speed	87
Landing Final Approach Speed Flaps full 40 deg	63
Maximum Demonstrated Crosswind Velocity	17
Normal Lift Off Speed	44 - 55

Maneuver limits:

Steep Turns	111kts
Lazy Eights	111kts
Chandelles	111kts

Flight Load Factors:

Positive Load Factor (max)	Normal	Utility
	3.8 G	4.4 G
Negative Load Factor:	Not Allowed	

Fuel:

Avgas 100LL or EURO 98 Aviation Grade	
Total Capacity:	50 USG
Total Usable Capacity:	48 USG
Usable Capacity To The Bottom of the indicator tab:	17 USG each (34 USG total)

Oil:

Maximum Oil Capacity (U.S. quarts)	8
Minimum Oil Capacity (U.S. quarts)	4