

CHECKLIST OEDRN Piper PA28 R201T Page 2

| | | |
|---|------------------------------|------------------------------|
| d | Main Gear Strut | PROPER (2,5 in) |
| e | Tire | CHECK |
| f | Brake Block and disc | CHECK |
| g | Fuel Tank | CHECK |
| h | Fuel Sump | DRAIN |
| i | Wing Tie Down (if installed) | REMOVE |
| j | Pitot Static Head | CLEAR, Remove Cover |
| k | Wing Tip and lights | CHECK |
| l | Aileron and hinges | CHECK |
| m | Flaps and hinges | CHECK |
| 5 | FUSELAGE | |
| a | Antennas | CHECK |
| b | Empennage | Clear of ice, frost and snow |
| c | Fresh Air Inlet | CLEAR |
| d | Stabilator and Trim Tab | CHECK |
| e | Tie Down | REMOVE |
| f | Master Switch | ON |
| g | Pitot Heat | CHECK |
| h | All Switches | OFF |
| i | Cabin Doors | CLOSE AND SECURE |
| j | Seat Belts and Harness | Fasten, Check Inertia Reel |

BEFORE STARTING ENGINE

| | | |
|---|---------------------------|-------------|
| 1 | Parking Brakes | SET |
| 2 | All Avionics | OFF |
| 3 | Circuit Breakers | IN |
| 4 | Fuel Selector Valve | Fuller Tank |
| 5 | Master Switch | ON |
| 6 | Rotating Beacon / Strobes | ON |
| 7 | Alternate Air | OFF |

STARTING ENGINE WHEN COLD

| | | |
|----|---|---------------------|
| 1 | Throttle | OPEN 1 cm |
| 2 | Propeller | HIGH RPM |
| 3 | Master Switch | ON |
| 4 | Fuel Pump | ON |
| 5 | Mixture to 2-4 gal / hr Fuel Flow, then | CUTOFF |
| 6 | Propeller Area | CLEAR |
| 7 | Starter Switch | engage |
| 8 | Mixture when engine fires | Full RICH |
| 9 | Throttle | adjust |
| 10 | Oil Pressure | CHECK within 30 sec |
| 11 | Warm Up | 1400 – 1500 RPM |
| 12 | All Engines Indicators | CHECK |

CHECKLIST OEDRN Piper PA28 R201T Page 1

PREFLIGHT

Equipment DRFGSY / S PBN/B2

| | | |
|---|------------------------------|---------------------------|
| 1 | CABIN | |
| a | Control Lock | REMOVE |
| b | Parking Brake | SET |
| c | All Switches | OFF |
| d | Mixture | IDLE CUT OFF |
| e | Master Switch | ON |
| f | Fuel Gauges | CHECK |
| g | Annunciator Panel | CHECK |
| h | Master Switch | OFF |
| i | Primary Flight Controls | CHECK |
| j | Flaps | PROPER OPERATION |
| k | Pitot and Static system | DRAIN |
| l | Aircraft Papers & Manual | On Board |
| m | Flight Charts, Documents | On Board |
| n | Flaps | DOWN for check |
| 2 | RIGHT WING | |
| a | Surface Condition | Clear of ice, frost, snow |
| b | Flaps and hinges | CHECK |
| c | Aileron and hinges | CHECK |
| d | Wing Tip and lights | CHECK |
| e | Fuel Tank | CHECK |
| f | Fuel Sump | DRAIN |
| g | Wing Tie Down (if installed) | REMOVE |
| h | Main Gear Strut | PROPER (2,5 in) |
| i | Tire | CHECK |
| j | Brake Block and disc | CHECK |
| k | Chock | REMOVE |
| l | Fresh air inlet | CLEAR |
| 3 | NOSE SECTION | |
| a | Cowling | SECURE |
| b | Propeller Spinner | CHECK |
| c | Air Inlet | CLEAR |
| d | Alternator Belt | CHECK |
| e | Chock | REMOVE |
| f | Nose Gear Strut | PROPER (2,75 in) |
| g | Nose Wheel Tire | CHECK |
| h | Oil | CHECK QUANTITY |
| i | Dipstick | CHECK PROPER SEATED |
| j | Fuel Strainer | DRAIN |
| 4 | LEFT WING | |
| a | Surface Condition | Clear of ice, frost, snow |
| b | Fresh air inlet | CLEAR |
| c | Chocks | REMOVE |

CHECKLIST OEDRN Piper PA28 R201T Page 4

TAKEOFF

| | | |
|----|---------------------------------------|-------------------|
| 1 | Wing Flaps | 0° to 10° Flaps |
| 2 | Parking Brake | RELEASE |
| 3 | Propeller RPM | FULL FORWARD |
| 4 | Throttle (2800 RPM) | FULL FORWARD |
| 5 | Lift Nose at | 65 – 75 KIAS |
| 6 | Climb Speed (until Obstacles cleared) | 70 KIAS gear down |
| 7 | Climb Speed best climb rate | 76 KIAS gear down |
| 8 | Gear Retract | 107 KIAS or less |
| 9 | Wing Flaps | RETRACT |
| 10 | Climb Speed (until Obstacles cleared) | 77 KIAS gear up |
| 11 | Climb Speed best climb rate | 87 KIAS gear up |

MAXIMUM PERFORMANCE TAKEOFF

| | | |
|----|--|-------------------|
| 1 | Wing Flaps | 10° Flaps |
| 2 | Brakes | APPLY |
| 3 | Parking Brakes | RELEASE |
| 4 | Throttle FULL FORWARD | 2800 RPM |
| 5 | Brakes | RELEASE |
| 6 | Elevator | Tail slightly LOW |
| 7 | Rotate at (depending on weight) | 55 - 65 KIAS |
| 8 | Climb Speed (until Obstacles cleared) | 77 KIAS |
| 9 | Gear as soon as possible | RETRACT |
| 10 | After clearing obstacles | 87 KIAS |
| 11 | Wing Flaps | RETRACT |
| | Do not reduce power before wing flaps are retracted. | |

ENROUTE CLIMB

| | | |
|--------------|----------|--------------------|
| NORMAL CLIMB | | |
| 1 | Airspeed | 104 KIAS |
| 2 | Power | 25 inch, 2600 RPM |
| 3 | Mixture | LEAN to 18gal / hr |

MAXIMUM PERFORMANCE CLIMB

| | | |
|---|---------------------|-------------|
| 1 | Airspeed | 87 KIAS |
| 2 | Power full throttle | 2800 RPM |
| 3 | Mixture | As required |

CRUISE

| | | |
|---|-------------------------------|-----------------|
| 1 | Fuel Pump | OFF |
| 2 | Power 15 - 25 inches Manifold | 2200 - 2600 RPM |
| 3 | Mixture | LEAN to Table |
| 4 | Elevator / Rudder Trim | AS REQUIRED |

CHECKLIST OEDRN Piper PA28 R201T Page 3

STARTING ENGINE WHEN HOT

| | | |
|----|---------------------------|---------------------|
| 1 | Throttle | OPEN full |
| 2 | Propeller | HIGH RPM |
| 3 | Mixture | CUTOFF |
| 4 | Master Switch | ON |
| 5 | Fuel Pump | ON |
| 6 | Propeller Area | CLEAR |
| 7 | Starter Switch | engage |
| 8 | Mixture when engine fires | advance |
| 9 | Throttle | retard |
| 10 | Oil Pressure | CHECK within 30 sec |
| 11 | All Engines Indicators | CHECK |

STARTING ENGINE WHEN FLOODED

| | | |
|----|---------------------------|---------------------|
| 1 | Throttle | OPEN full |
| 2 | Propeller | HIGH RPM |
| 3 | Mixture | CUTOFF |
| 4 | Master Switch | ON |
| 5 | Fuel Pump | OFF |
| 6 | Propeller Area | CLEAR |
| 7 | Starter Switch | engage |
| 8 | Mixture when engine fires | advance |
| 9 | Throttle | retard |
| 10 | Oil Pressure | CHECK within 30 sec |
| 11 | All Engines Indicators | CHECK |

BEFORE TAKEOFF

| | | |
|----|------------------------------------|--------------------|
| 1 | Avionics Switch | ON |
| 2 | Avionics | SET |
| 3 | Propeller | FULL INCREASE |
| 4 | Throttle | 2000 RPM |
| 5 | Magnetos RIGHT, BOTH, LEFT, BOTH | CHECK |
| 6 | Drop max 150 RPM, Diff. max 50 RPM | CHECK |
| 7 | Suction Gage | CHECK 4,8 – 5,1 in |
| 8 | Oil Pressure | CHECK |
| 9 | Propeller Cycle High RPM / Low RPM | HIGH RPM |
| 10 | Alternate Air | ON then OFF |
| 11 | Fuel Pump | OFF |
| 12 | Fuel Pressure | CHECK |
| 13 | Throttle | SET 1000 RPM |
| 14 | Fuel Pump | ON |

CHECKLIST OEDRN Piper PA28 R201T Page 6

IMPORTANT VALUES and SPEEDS

| | | |
|--|------------|----------|
| Gross Weight | 2650 lbs | 1247 kg |
| Empty Weight | 1585 lbs | 720 kg |
| Fuel Capacity | 73 gal | 276 ltr |
| Fuel Capacity weight | 436 lbs | 198 kg |
| Oil Capacity | 8 Qts | 7,9 ltr |
| | | |
| Engine Power and Speed | 200 BHP | 2700 RPM |
| | | |
| Never Exceed Speed | 190 Kts | |
| Maximum Structural Cruise Speed | 149 Kts | |
| Maximum Speed Flaps Extended | 108 Kts | |
| Maneuvering Speed | 96-121 Kts | |
| Turbulent Air Operating Speed | 121 KIAS | |
| Maximum Landing Gear Extended Speed | 130 KIAS | |
| Maximum Landing Gear Retraction Speed | 109 KIAS | |
| Stall Speed no Flaps | 58 Kts | |
| Stall Speed Flaps Extended | 53 Kts | |
| Vr Rotating Speed | 65 Kts | |
| Vx Best Angle of Climb Speed - gear up, flaps up | 77 Kts | |
| Vx Best Angle of Climb Speed - gear down, flaps up | 70 Kts | |
| Vy Best Rate of Climb Speed - gear up, flaps up | 87 Kts | |
| Vy Best Rate of Climb Speed - gear down, flaps up | 76 Kts | |
| Best Angle of Glide Flaps UP | 79 Kts | |
| Maximum demonstrated Crosswind Velocity | 17 Kts | |

CHECKLIST OEDRN Piper PA28 R201T Page 5

INITIAL APPROACH

| | | |
|---|------------------------------|------------------|
| 1 | Power | KEEP MP in GREEN |
| 2 | Mixture for smoothness | LEAN |
| 3 | Fuel Pump | ON |
| 4 | Fuel Selector | FULLER TANK |
| 5 | Gear Down Max Speed 130 KIAS | CHECK 3 GREEN |

FINAL APPROACH

| | | |
|---|----------------------|------------------|
| 1 | Mixture | RICH |
| 2 | Propeller | HIGH RPM |
| 3 | Flaps | AS REQUIRED |
| 4 | Airspeed Flaps DOWN | 108 KIAS maximum |
| 5 | Trim to | 75 - 85 KIAS |
| 6 | Speed over Threshold | 70 KIAS |

GO AROUND

| | | |
|---|--|--------------------------|
| 1 | Power FULL THROTTLE | 2800 RPM |
| 2 | Wing Flaps | RETRACT to 10° |
| 3 | When Reaching Airspeed of approx 80 KIAS | GEAR UP FLAPS RETRACT |

AFTER LANDING

| | | |
|---|------------|---------|
| 1 | Wing Flaps | RETRACT |
| 2 | Pitot Heat | OFF |
| 3 | Fuel Pump | OFF |

SHUT DOWN

| | | |
|---|-----------------------------------|-------------|
| 1 | Parking Brake (LOWW : DO NOT SET) | SET |
| 2 | Avionics Switch | OFF |
| 3 | Mixture | IDLE CUTOFF |
| 4 | Ignition Switch | OFF |
| 5 | Master Switch | OFF |
| 6 | Control Wheel Lock | INSTALL |
| 7 | Pitot Tube Cover | INSTALL |

| | |
|---|--------------------------|
| Precautionary Landing : | |
| Select landing field and check for surface and obstacles | |
| Fuel Selector | FULLER TANK |
| Mixture | RICH |
| Propeller | HIGH RPM |
| When reaching determined field, on downwind leg: | |
| All Switches except Master | OFF |
| Approach Speed | 79 KIAS |
| On Final Approach : | |
| Cabin Door | UNLATCH |
| Before Touchdown: | |
| Master Switch | OFF |
| Ignition Switch | OFF |
| Fuel Shutoff Valve | CLOSE |
| Attitude | TAIL slightly LOW |

| | |
|---|--------------------------|
| Loss of Engine, Forced Landing : | |
| Airspeed | 79 KIAS |
| Fuel Quantity | CHECK |
| Fuel Selector Valve | FULLER TANK |
| Mixture | CHECK |
| Fuel flow indicator | CHECK |
| Ignition Switch | BOTH |
| Fuel Pump | ON if necessary |
| If engine restart fails, prepare for emergency landing | |
| Seat, Seat and shoulder belts | ADJUSTED SECURE |
| Mixture | IDLE CUT OFF |
| Fuel shutoff valve | CLOSE |
| All Switches except Master | OFF |
| Approach Speed | 90 KIAS |
| Flaps | DOWN AS REQUIRED |
| Approach Speed | 70 - 75 KIAS |
| Master Switch | OFF |
| Before Touchdown : | |
| Cabin Door | UNLATCH |
| Attitude | Slightly TAIL LOW |
| Brakes | APPLY |

EMERGENCY PROCEDURES

| | |
|------------------------------------|--|
| Emergency Gear Extension | |
| Gear Switch | DOWN |
| Circuit Breaker | IN |
| Master Switch | ON |
| Green Lamps for Gear Down | Checked, exchanged if required |
| Airspeed | Below 87 KIAS |
| Emergency gear lever | Emergency DOWN position hold |
| If no positive DOWN display | Yaw aircraft abruptly with rudder |

| | |
|--------------------------------------|--------------------|
| Engine Fire in Flight | |
| Mixture | IDLE CUTOFF |
| Fuel Shutoff Valve | CLOSE |
| Master Switch | OFF |
| Airspeed | 79 KIAS |
| Cabin Heat and Defroster | OFF |
| SELECT SUITABLE LANDING FIELD | |

| | |
|---|---------------------------|
| Electrical Fire in Flight | |
| Master Switch | OFF |
| Cabin Heat, Ventilation, Window | CLOSE |
| All other SWITCHES | OFF |
| Circuit Breakers | CHECK |
| Faulty Circuit if found | LEAVE SWITCHED OFF |
| Master Switch | ON |
| Select switches one at a time to identify the faulty circuit | |
| When fire extinguished | OPEN VENTS |

| | |
|--|---------------------------|
| Engine Fire on Ground | |
| Engine | CRANK WITH STARTER |
| Engine does not start | CONTINUE CRANKING |
| Throttle | FULL OPEN |
| Fuel Pump | OFF |
| Fuel Shutoff Valve | CLOSE |
| Master Switch | OFF |
| Ignition | OFF |
| Parking Brake | RELEASE |
| USE FIRE EXTINGUISHER, EVACUATE AIRPLANE, EXTINGUISH FIRE | |
| If Engine starts, run at 1700 RPM for several minutes | |
| AIRCRAFT MUST BE CHECKED COMPLETELY BEFORE NEXT FLIGHT ! | |