

Flight Checklist for Normal Operations

Massgebend ist das AFM (parameters, restrictions, emergency, etc.)

COCKPIT PREPARATION BEFORE STARTING ENGINE

1	Aircraft + Cockpit Inspection	COMPLETED	1
2	Seats	ADJUSTED + LOCKED	2
3	Seat Belts	ADJUSTED + FASTENED	3
4	Parking Brake	SET	4
5	El. Switches / Avionics Master	OFF	5
6	Circuit Breakers	IN	6
7	Battery, Alternator	ON	7
8	Fuel Quantity	CHECKED	8
9	Tank Selector	FULLER TANK	9
10	Mixture	RICH	10
11	Carburetor Heater	OFF	11
12	Ignition Key	PREPARED	12
13	Elevator + Rudder Trim	SET for TAKE OFF	14
14	Flaps	UP	14

STARTING ENGINE

1	Fuel Pump	ON, PRESSURE CHECKED	1
2	Priming	AS REQUIRED, SECURED	2
3	Throttle	0,5 CM OPEN	3
4	Propeller Area	FREE	4
5	Starter	ENGAGE	5
6	Throttle	1000 - 1200 RPM	6
7	Oil Pressure	RAISED	7
8	Fuel Pump	OFF, PRESSURE CHECKED	8

AFTER ENGINE START CHECK

1	Alternator Output	CHECKED	1
2	Oil Pressure	CHECKED	2
3	Annunciator Lights	OFF	3

BEFORE TAXI

1	Ventilation, Heater	AS REQUIRED	1
2	Avionics Master	ON	2
3	Avionics	SET + PRESELECTED	3
4	Flight Instruments	SET	4
5	Landing Light	ON	5

TAXI CHECK

1	Brakes, Steering	CHECKED	1
2	AI, DG, Compass, Turn-Coordinator	CHECKED	2

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RUN-UP			
1	Parking Brake	SET	1
2	Landing Light	OFF	2
3	Engine Temperature	ACCORDING AFM	3
4	Throttle	2000 RPM	4
5	Alternator Output	CHECKED	5
6	Engine Instruments	CHECKED	6
7	Annunciators	CHECKED	7
8	Magnetos	CHECKED (Drop RPM < 150 / Diff < 50)	8
9	Mixture	CHECKED	9
10	Carburetor Heater	CHECKED	10
11	Throttle	IDLE (500-700 RPM)	11
12	Throttle	1000-1200 RPM	12
DEPARTURE CHECK			
1	Seat Belts, Shoulder Harness	FASTENED	1
2	Fuel Pump	ON, PRESSURE CHECKED	2
3	Fuel Quantity	CHECKED	3
4	Fuel Selector	FULLER TANK	4
5	Mixture	RICH / AS REQUIRED	5
6	Carburetor Heater	OFF	6
7	Magnetos	BOTH	7
8	Primer	SECURED	8
9	Engine Instruments	CHECKED	9
10	Flight Instruments	SET	10
11	Elevator Trim	TAKE OFF	11
12	Flaps	SET, SHORT FIELD FLAPS 2	12
13	Controls	FREE and CORRECT	13
14	Door, Window	CLOSED, LATCHED	14
DEPARTURE BRIEFING			
1	Surface Wind, V_x 64 KIAS V_y 76 KIAS		
2	Routing, Altitude, Restrictions		
3	Emergencies, Best Glide 76 KIAS		
LINE-UP			
1	Approach Sector, Runway	CHECKED FREE	1
2	Lights	ON	2
3	Wind, Runway Heading	CHECKED	3
4	Transponder	SET 7000 or ACCORDING ATC	4
TAKE OFF			
1	Brakes	RELEASED	1
2	Power	FULL POWEE, RPM CHECKED	2
3	Speed	RISING	3

CLIMB CHECK

1	Flaps	UP (> 60 KIAS)	1
2	Power	CHECKED	2
3	Fuel Pump	OFF, PRESSURE CHECKED	3

CRUISE CHECK

1	Flight / Engine Instruments	CHECKED	1
2	Cruise Power Setting	ACCORDING AFM	2
3	Mixture Setting / Fuel	CHECKED	3

DESCENT CHECK

1	ATIS	RECEIVED	1
2	Flight Instruments, Avionics	SET	2
3	Cabin	CHECKED	3

APPROACH BRIEFING

1	Runway in Use		
2	Routing, Altitude, Restrictions		
3	Missed Approach Procedure		
4	Surface Wind, Final Approach Speed		

APPROACH PREPARATION

1	Altimeter, Directional Gyro	SET	1
2	Autopilot	OFF	2
3	Landing Light	CHECKED, ON	3
4	Fuel Pump	ON, PRESSURE CHECKED	4
5	Fuel Quantity	CHECKED	5
6	Fuel Selector	FULLER TANK	6
7	Mixture	RICH	7
8	Carburetor Heater	AS REQUIRED	8
9	Flaps	AS REQUIRED	9
10	Initial Approach Speed	ESTABLISHED (80 KIAS)	10

FINAL CHECK

1	Flaps	CHECKED	1
2	Final Approach Speed	ESTABLISHED (66 KIAS)	2
3	Brakes (pressure)	CHECKED	3
4	Carburetor Heater	OFF	4

GO AROUND

1	Throttle	FULL POWER	1
2	Carburetor Heater	OFF	2
3	Attitude	ROTATE (SPEED ESTABLISHED > 60	3
4	Flaps	UP (SLOWLY RETRACT)	4

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AFTER LANDING						
1	Electrical Consumers	AS REQUIRED				1
2	Fuel Pump	OFF, PRESSURE CHECKED				2
3	Flaps	UP				3
4	Transponder	CHECKED				4
ENGINE SHUT DOWN						
1	Electrical Consumers	OFF				1
2	Avionics	121,500 CHECKED				2
3	Avionics Master	OFF				3
4	Mixture	CUT OFF				4
5	Ignition	OFF				5
6	Alternator, Battery	OFF				6
SPEEDS FOR OPERATION AT MAXIMUM TAKE OFF MASS (MTOM)						
	Rotate / Lift Off	Flaps 2	45 / 54 KIAS			
	Best Angle	Flaps up	64 KIAS			
	Best Rate (up to 2000 ft AGL)	Flaps up	76 KIAS			
	Cruise Climb (above 2000 ft AGL)	Flaps up	90 KIAS			
	Approach	Flaps 1	80 KIAS			
	Final Approach	Flaps 3	66 KIAS			
	Go Around / Touch And Go	Flaps up	min. 60 KIAS			
	Best Glide	Flaps up	76 KIAS			
	Max Maneuvering Speed V _A	Flaps up	113 KIAS			
	Max. Demonstrated Crosswind		17 KT			
POWER SETTINGS						
	Take Off and Climb	full power				
	Cruise and Descend up to 5000 ft AMSL	2300 RPM				
	Cruise and Descend above 5000 AMSL	2400 RPM				
	Approach Descend	2200 RPM				
	Circuit	2000 RPM				
LOADING HB-PKG						
	MTOM	1156 kg				
		Max. cabin load remaining				
	Empty (Including 2 USG Unusable Fuel)	735 kg	=> 421 kg			
	Usable Fuel, Filler Neck 34 USG / 128 Liter	93 kg	=> 328 kg			
	Usable Fuel, Full 48 USG / 182 Liter	131 kg	=> 290 kg			
PRIMING Table						
Engine cold	-10 °C	0 °C	+10 °C	+20 °C	+30 °C	
Primer Pump	3-4	1-2	0	0	0	
Throttle Strokes	0	0	2	1-2	1	
Engine hot	-10 °C	0 °C	+10 °C	+20 °C	+30 °C	
Primer Pump	0	0	0	0	0	
Throttle Strokes	1-3	1	0-1	0	0	

Flight Checklist for Emergency

Massgebend ist das AFM

FIRE ON GROUND

1 Starter	CRANK ENGINE	1
2 Mixture	IDLE CUT OFF	2
3 Throttle	FULL OPEN	3
4 Fuel Pump	OFF	4
5 Fuel Selector	OFF	5
6 Battery / Alternator	OFF	6
7 Pax And Crew	EVACUATE	7

FIRE IN FLIGHT

1 Source of Fire	IDENTIFY	1
ELECTRICAL FIRE (Smoke in cabin)		
1 Battery / Alternator	OFF	1
2 Vents	OPEN	2
3 Cabin Heat	OFF	3
Land as soon as practical		
ENGINE FIRE		
1 Fuel Selector	OFF	1
2 Throttle	CLOSED	2
3 Mixture	IDLE CUT OFF	3
4 Fuel Pump	OFF	4
5 Cabin Heater and Defroster	OFF	5
6 Elevator Trim	BEST GLIDE 76 KIAS	6
Prepare for power off emergency landing		

ENGINE POWER LOSS IN FLIGHT

1 Attitude	BEST GLIDE 76 KIAS	1
2 Fuel Selector	SWITCH	2
3 Fuel Pump	ON	3
4 Mixture	RICH	4
5 Carburetor Heater	ON	5
6 Primer	LOCKED	6
7 Ignition	BOTH	7
8 Engine Gauges	CHECK CAUSE OF POWER LOSS	8
When power is restored		
9 Carburetor Heater	OFF	9
10 Fuel Pump	OFF	10
When power is not restored		
11 Elevator trim	BEST GLIDE 76 KIAS	11
Prepare for power off emergency landing		

EMERGENCY LANDING

Trim for best glide 76 KIAS

Locate suitable field

When the landing field can easily be reached

1 Seat Belts / Shoulder Harness	TIGHT	1
2 Fuel Selector	OFF	2
3 Mixture	IDLE CUT OFF	3
4 Throttle	CLOSED	4
5 Ignition	OFF	5
6 Battery / Alternator	OFF	6
7 Flaps	AS DESIRED	7
8 Speed	REDUCE FOR FINAL APPROACH	8

ALTERNATOR FAILURE

NO ALTERNATOR OUTPUT

- | | | |
|-------------------------------------|-----------------|----------|
| 1 Alternator Switch | CHECK ON | 1 |
| 2 Alternator Circuit Breaker | CHECK IN | 2 |

When checked and still not output

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|-------------------------------|-------------------------------|----------|
| 3 Alternator Switch | OFF | 3 |
| 4 Electrical Consumers | OFF AS PRACTICABLE | 4 |
| 5 Alternator Switch | ON (after > 10 sec) | 5 |

If still no output

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|-------------------------------|---------------------------|----------|
| 6 Electrical Consumers | OFF AS PRACTICABLE | 6 |
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Land on the nearest airport as practicable

RADIO FAILURE

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|-------------------------------|----------------|----------|
| 1 Radio | ON | 1 |
| 2 Volume | TEST | 2 |
| 3 Frequency | CHECKED | 3 |
| 4 Headset / Mike Plugs | CHECKED | 4 |

If no radio contact

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|----------------------|----------------------------|----------|
| 5 Transponder | 7600 (if necessary) | 5 |
| 6 Procedure | ACCORDING AIP | 6 |