

PA-28 – N40801 CHECKLIST

Verbally verify completion of each item & section.

PRE-FLIGHT INSPECTION

PAVE / IMSAFE / W & B – COMPLETE

Cabin / Electrical

1. Documents – **A.R.R.O.W.**
2. Flaps – **EXTEND**
3. Trim Tabs – **NEUTRAL**
4. All Switches – **OFF**
5. Master Switch – **ON**
6. Fuel Gauges / Electric Gyro – **CHECK**
7. Lights, Pitot Heat & Stall Warning – **CHECK**
8. Master Switch – **OFF**
9. Fuel Strainer Quick Drain – **PER POH**

Right Wing

1. Control Surfaces – **CHECK**
2. Wingtip & Leading Edge – **CHECK**
3. Tip Tank – **17 FULL / 11 @ TAB / CAP SECURE**
4. Main Tank – **24 FULL / 18 @ TAB / CAP SECURE**
5. Fuel Tanks Vents – **CHECK CLEAR**
6. Wing Fuel Sumps (2) – **CHECK**
7. Wing Tie-Down – **DISCONNECT**
8. Tire, Brake and Strut – **CHECK**

Nose

1. Prop / Spinner – **CHECK CONDITION**
2. Air Intake – **CHECK CLEAR**
3. Nose Tire & Strut – **CHECK**
4. Oil – **CHECK (8-10 Quarts)**
5. Windshield – **CLEAN**

Left Wing

1. Tire, Brake and Strut – **CHECK**
2. Wing Tie-Down – **DISCONNECT**
3. Wing Fuel Sumps (2) – **CHECK**
4. Fuel Tanks Vents – **CHECK CLEAR**
5. Pitot Static Mast – **CHECK CLEAR**
6. Main Tank – **24 FULL / 18 @ TAB / CAP SECURE**
7. Tip Tank – **17 FULL / 11 @ TAB / CAP SECURE**
8. Leading Edge & Wingtip – **CHECK**

9. Control Surfaces – **CHECK**

Empennage

1. Dorsal Air Inlet – **CHECK**
2. Control Surfaces – **CHECK**
3. Tail Tie-down – **DISCONNECT**
4. Antennas – **CHECK**
5. Baggage Door – **CHECK**
6. Chocks – **REMOVED**

BEFORE STARTING ENGINE

1. Pre-flight – **COMPLETE**
2. Passenger Briefing – **S.A.F.E.T.Y.**
3. Seats & Seatbelts – **ADJUST & SECURE**
4. Fuel Selector – **LEFT TIP TANK**
5. All Circuit Breakers – **IN**
6. Radios & Electrical Equipment – **OFF**
7. Brakes & Parking Brake – **TEST AND HOLD / SET**

STARTING ENGINE

1. Carb Heat – **OFF**
2. Mixture – **RICH**
3. Propeller – **FULL FORWARD**
4. Throttle – **OPEN ½ INCH**
5. Master, Beacon & Nav Lights – **ON**
6. Boost Pump – **ON**
7. Prime – **4 TIMES MAX**
8. Propeller Area – **“CLEAR!”**

9. Starter – ENGAGE

10. Throttle – **1,000 RPM**
11. Oil Pressure – **CHECK IN GREEN**
12. Mixture – **LEAN TO ¾**
13. Flaps – **RETRACT**
14. Fuel Selector – **LT MAIN, RT MAIN, RT TIP**
15. Boost Pump – **OFF**

PRE-TAXI & TAXI

1. Radios – **ON**
2. Transponder – **STANDBY**
3. ATIS – **CHECK**
4. Clearance – **OBTAIN**
5. Transponder – **SET CODE & SET TO “ALT”**
6. Parking Brake & Brakes – **OFF / CHECK**
7. Instruments – **CHECK DURING TAXI (IFR)**

RUN UP

1. (C)ontrols – **FREE & CORRECT**
2. (I)nstruments – **SET**
3. (G)as – Fuel Selector **ON FULLEST MAIN TANK**
4. (A)ttitude (Trim/Flaps) – **SET / UP (25° SHORT/SOFT)**
5. (R)adios – **COM / NAV / TRANSPONDER**
6. (S)ecure – **DOOR (TOP & BOTTOM) & SEATBELTS**
7. Brakes – **HOLD**
8. Mixture – **¾**
9. Prop – **FULL FORWARD**
10. Throttle – **2000 RPM**
 - Mags – **CHECK (175 MAX DROP)**
 - Propeller – **CYCLE**
 - RPM & Oil Pressure – **DROP (500 MAX)**
 - Manifold Pressure – **RISE**
 - Oil Pressure / Temp – **CHECK IN LIMITS**
 - Ammeter – **CHECK**
 - Suction – **CHECK**
 - Carburetor Heat – **CHECK / OFF**
11. Throttle – **1000 RPM**
12. Clearance – **REVIEW**
13. Takeoff Emergency Briefing – **COMPLETE**

TAKEOFF

1. All Lights – **ON**
2. Boost Pump – **ON**
3. Mixture – **RICH BELOW 5000 FEET**
4. PROP – **FULL FORWARD**
5. Throttle – **FULL FORWARD**
6. Elevator – **RAISE NOSE Vr 65 MPH**
7. Pitch – **Vx 90 / Vy 100 MPH**

ENROUTE CLIMB

1. Flaps – **UP ABOVE 200 FEET**
2. Pitch – **115 MPH**
3. Propeller – **SET BELOW REDLINE**
4. Boost Pump – **OFF**
5. Mixture – **LEAN ABOVE 5000 FEET PER POH**

CRUISE

1. Throttle/Prop/Mixture – **SET PER POH**
2. Elevator/Rudder – **TRIM**
3. Gauges – **MONITOR**
4. Fuel – **ALTERNATE L/R (TIPS THEN MAINS) w/BOOST**

BEFORE LANDING

1. (A)ltimeter – **SET**
2. (L)ights – **ON**
3. (G)as – **ON FULLEST MAIN / Boost Pump – ON**
4. (M)ixture – **RICH BELOW 5000 FEET**
5. (P)ropeller – **FULL FORWARD**
6. (S)eatbelts – **SECURE**

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Cabin / Electrical

1. Documents – **A.R.R.O.W.**
2. Flaps – **EXTEND**
3. Trim Tabs – **NEUTRAL**
4. All Switches – **OFF**
5. Master Switch – **ON**
6. Fuel Gauges / Electric Gyro – **CHECK**
7. Lights, Pitot Heat & Stall Warning – **CHECK**
8. Master Switch – **OFF**
9. Fuel Strainer Quick Drain – **PER POH**

Right Wing

1. Control Surfaces – **CHECK**
2. Wingtip & Leading Edge – **CHECK**
3. Tip Tank – **17 FULL / 11 @ TAB / CAP SECURE**
4. Main Tank – **24 FULL / 18 @ TAB / CAP SECURE**
5. Fuel Tanks Vents – **CHECK CLEAR**
6. Wing Fuel Sumps (2) – **CHECK**
7. Wing Tie-Down – **DISCONNECT**
8. Tire, Brake and Strut – **CHECK**

Nose

1. Prop / Spinner – **CHECK CONDITION**
2. Air Intake – **CHECK CLEAR**
3. Nose Tire & Strut – **CHECK**
4. Oil – **CHECK (8-10 Quarts)**
5. Windshield – **CLEAN**

Left Wing

1. Tire, Brake and Strut – **CHECK**
2. Wing Tie-Down – **DISCONNECT**
3. Wing Fuel Sumps (2) – **CHECK**
4. Fuel Tanks Vents – **CHECK CLEAR**
5. Pitot Static Mast – **CHECK CLEAR**
6. Main Tank – **24 FULL / 18 @ TAB / CAP SECURE**
7. Tip Tank – **17 FULL / 11 @ TAB / CAP SECURE**
8. Leading Edge & Wingtip – **CHECK**

9. Control Surfaces – **CHECK**

Empennage

1. Dorsal Air Inlet – **CHECK**
2. Control Surfaces – **CHECK**
3. Tail Tie-down – **DISCONNECT**
4. Antennas – **CHECK**
5. Baggage Door – **CHECK**
6. Chocks – **REMOVED**

BEFORE STARTING ENGINE

1. Pre-flight – **COMPLETE**
2. Passenger Briefing – **S.A.F.E.T.Y.**
3. Seats & Seatbelts – **ADJUST & SECURE**
4. Fuel Selector – **LEFT TIP TANK**
5. All Circuit Breakers – **IN**
6. Radios & Electrical Equipment – **OFF**
7. Brakes & Parking Brake – **TEST AND HOLD / SET**

STARTING ENGINE

1. Carb Heat – **OFF**
2. Mixture – **RICH**
3. Propeller – **FULL FORWARD**
4. Throttle – **OPEN ½ INCH**
5. Master, Beacon & Nav Lights – **ON**
6. Boost Pump – **ON**
7. Prime – **4 TIMES MAX**
8. Propeller Area – **“CLEAR!”**

9. Starter – ENGAGE

10. Throttle – **1,000 RPM**
11. Oil Pressure – **CHECK IN GREEN**
12. Mixture – **LEAN TO ¾**
13. Flaps – **RETRACT**
14. Fuel Selector – **LT MAIN, RT MAIN, RT TIP**
15. Boost Pump – **OFF**

PRE-TAXI & TAXI

1. Radios – **ON**
2. Transponder – **STANDBY**
3. ATIS – **CHECK**
4. Clearance – **OBTAIN**
5. Transponder – **SET CODE & SET TO “ALT”**
6. Parking Brake & Brakes – **OFF / CHECK**
7. Instruments – **CHECK DURING TAXI (IFR)**

RUN UP

1. (C)ontrols – **FREE & CORRECT**
2. (I)nstruments – **SET**
3. (G)as – Fuel Selector **ON FULLEST MAIN TANK**
4. (A)ttitude (Trim/Flaps) – **SET / UP (25° SHORT/SOFT)**
5. (R)adios – **COM / NAV / TRANSPONDER**
6. (S)ecure – **DOOR (TOP & BOTTOM) & SEATBELTS**
7. Brakes – **HOLD**
8. Mixture – **¾**
9. Prop – **FULL FORWARD**
10. Throttle – **2000 RPM**
 - Mags – **CHECK (175 MAX DROP)**
 - Propeller – **CYCLE**
 - RPM & Oil Pressure – **DROP (500 MAX)**
 - Manifold Pressure – **RISE**
 - Oil Pressure / Temp – **CHECK IN LIMITS**
 - Ammeter – **CHECK**
 - Suction – **CHECK**
 - Carburetor Heat – **CHECK / OFF**
11. Throttle – **1000 RPM**
12. Clearance – **REVIEW**
13. Takeoff Emergency Briefing – **COMPLETE**

TAKEOFF

1. All Lights – **ON**
2. Boost Pump – **ON**
3. Mixture – **RICH BELOW 5000 FEET**
4. PROP – **FULL FORWARD**
5. Throttle – **FULL FORWARD**
6. Elevator – **RAISE NOSE Vr 65 MPH**
7. Pitch – **Vx 90 / Vy 100 MPH**

ENROUTE CLIMB

1. Flaps – **UP ABOVE 200 FEET**
2. Pitch – **115 MPH**
3. Propeller – **SET BELOW REDLINE**
4. Boost Pump – **OFF**
5. Mixture – **LEAN ABOVE 5000 FEET PER POH**

CRUISE

1. Throttle/Prop/Mixture – **SET PER POH**
2. Elevator/Rudder – **TRIM**
3. Gauges – **MONITOR**
4. Fuel – **ALTERNATE L/R (TIPS THEN MAINS) w/BOOST**

BEFORE LANDING

1. (A)ltimeter – **SET**
2. (L)ights – **ON**
3. (G)as – **ON FULLEST MAIN / Boost Pump – ON**
4. (M)ixture – **RICH BELOW 5000 FEET**
5. (P)ropeller – **FULL FORWARD**
6. (S)eatbelts – **SECURE**

LANDING
1. Carb Heat – ON
2. Flaps – SET BELOW 115 MPH
3. Airspeed – 90 MPH (85 SHORT FIELD)
4. Braking – MINIMUM REQUIRED
AFTER LANDING
1. Flaps – UP
2. Carb Heat – OFF
3. Mixture – LEAN FOR TAXI
4. Boost Pump – OFF
5. Lights (Except Beacon) – OFF
6. Trim – RESET FOR TAKEOFF
SHUTDOWN
1. Transponder / Radios – 1200 / OFF
2. Ignition Grounding – CHECK
3. Mixture – IDLE CUTOFF
4. Ignition – OFF / KEYS OUT
5. Master Switch – OFF
6. Tie Downs – CONNECT
7. Record – HOBBS, TACH, ADDITIONS OF FUEL & OIL, POST FLIGHT CHECK

ENGINE FAILURE AFTER TAKEOFF
1. Pitch – 95 MPH
2. Flaps – DOWN
3. Fuel Selector – OFF
4. Mixture – IDLE CUTOFF
5. Ignition & Master Switches – OFF
6. Door – OPEN BEFORE TOUCHDOWN

ENGINE FAILURE IN FLIGHT
1. (A)irspeed – 95 MPH & TRIM
2. (B)est Landing Site – FLY DIRECT
3. (C)ockpit Flow / (C)hecklist “Floor to door”
- Fuel Selector – SWITCH TANK
- Carb Heat – ON
- Boost Pump – ON
- Mixture & Throttle – ADJUST
- Primer – IN & LOCKED
- Ignition – LEFT / RIGHT / BOTH

IF NO RESTART
4. (D)eclare – MAYDAY (121.5, 7700 as req.)
5. (E)xecute / (E)xit
- Fuel Selector – OFF
- Mixture – IDLE CUTOFF
- Ignition Switch – OFF
- Flaps – AS REQUIRED
- Master Switch – OFF
- Door – OPEN BEFORE TOUCHDOWN

ENGINE FIRE IN FLIGHT
1. Fuel Selector – OFF
2. Mixture – IDLE CUTOFF
3. Boost Pump – OFF
4. Propeller – FULL AFT
5. Magneto & Alternator – OFF
6. DO NOT ATTEMPT RESTART

EMERGENCY DESCENT
1. Throttle – IDLE
2. Propeller – FULL FORWARD
3. Pitch – 140 MPH & BANK 30°

ELECTRICAL FIRE IN FLIGHT
1. Master Switch – OFF
2. All Switches Except Magnetos – OFF
3. Vents/Cabin Air/Heat – CLOSED/OFF
4. Fire – EXTINGUISH
WHEN FIRE APPEARS OUT
5. Cabin – VENTILATE
6. Circuit Breakers – CHECK, DON'T RESET
7. Master Switch – ON
8. Radios & Elec Equip – ON ONE AT A TIME
PROPELLER OVERSPEED
1. Throttle – IDLE
2. Oil Pressure – CHECK
3. Propeller – LOW RPM
4. Airspeed – REDUCE
5. Throttle – SLOW INCREASE (until governor engaged)
6. Propeller & Throttle – SLOWLY INCREASE AS REQ.
7. Continue at reduced power & airspeed
8. Land – AS SOON AS POSSIBLE

ENGINE FIRE ON GROUND
1. CONTINUE CRANKING
- If engine starts: 1700 RPM THEN SHUTDOWN
2. If no start: SHUTDOWN
- Ignition – OFF
- Master Switch – OFF
- Fuel Selector – OFF

Fire – EXTINGUISH
AMMETER EXCESSIVE CHARGE / DISCHARGE
1. Alternator Switch – CYCLE OFF THEN ON
2. Alternator CB – CHECK IN (IF DISCHARGE)
3. If Condition Remains:
- Alternator – OFF
- Electrical Load – REDUCE
- Flight – TERMINATE AS SOON AS PRACTICAL



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<u>V Speeds (mph) and Weights:</u>
Vr – 65 Vx – 90 Vy – 100
Vfe – 115 Vref – 90 Vg – 95 Va – 138
Gross Weight = 3,000 / Empty Weight = 1,709 Useful Load = 1,291

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- Primer – IN & LOCKED
- Ignition – LEFT / RIGHT / BOTH

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- Fuel Selector – OFF
- Mixture – IDLE CUTOFF
- Ignition Switch – OFF
- Flaps – AS REQUIRED
- Master Switch – OFF
- Door – OPEN BEFORE TOUCHDOWN

ENGINE FIRE IN FLIGHT
1. Fuel Selector – OFF
2. Mixture – IDLE CUTOFF
3. Boost Pump – OFF
4. Propeller – FULL AFT
5. Magneto & Alternator – OFF
6. DO NOT ATTEMPT RESTART

EMERGENCY DESCENT
1. Throttle – IDLE
2. Propeller – FULL FORWARD
3. Pitch – 140 MPH & BANK 30°

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- If engine starts: 1700 RPM THEN SHUTDOWN
2. If no start: SHUTDOWN
- Ignition – OFF
- Master Switch – OFF
- Fuel Selector – OFF

Fire – EXTINGUISH
AMMETER EXCESSIVE CHARGE / DISCHARGE
1. Alternator Switch – CYCLE OFF THEN ON
2. Alternator CB – CHECK IN (IF DISCHARGE)
3. If Condition Remains:
- Alternator – OFF
- Electrical Load – REDUCE
- Flight – TERMINATE AS SOON AS PRACTICAL



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<u>V Speeds (mph) and Weights:</u>
Vr – 65 Vx – 90 Vy – 100
Vfe – 115 Vref – 90 Vg – 95 Va – 138
Gross Weight = 3,000 / Empty Weight = 1,709 Useful Load = 1,291