

Piper PA28R-200 Arrow

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Cockpit Interior

Maintenance Status/Weight & Balance	CHK
Pitot Tube Cover.....	REMOVE
Aircraft Paper/POH.....	CHK
Hobbs Hour.....	NOTE
Control Wheel Lock	REMOVE
Parking Brake	as required
Mags/All Switches.....	OFF
<i>Alternate Static Source (if installed)</i>	<i>OFF/Right</i>
Circuit breakers.....	CHK
Gear Selector.....	DOWN
Battery	ON
Gear Indication.....	3 GREEN
<i>Stall Warning Light (if installed)</i>	<i>ON</i>
Pitot Heat	CHK
Annunciator Panel.....	TEST
• if flight takes place at night	
Exterior & Interior Lights.....	CHK
Flashlight.....	CHK
Fuel Quantity.....	CHK
Fuel Selector.....	LOWEST TANK
Battery	OFF
Flaps.....	EXTEND
Fire Extinguisher.....	CHK

Exterior Check

Right Wing

*Aileron/Flap	CHK
*Nav/Strobe Light.....	CHK
Landing Light	CHK
*Wing Tie-down.....	DISCONNECT
*Fuel Tank Vent	CHK free
*Air Vent.....	CHK
*Gear Strut/Tire	CHK/2 inch
Check 2" extension, Position switch and door/linkage	
*Fuel Tank Sump (1).....	SAMPLE
*Fuel Qty/Filler Cap.....	CHK/SECURED

Nose

Engine Cooling Air Inlets/Filter.....	CHK free
Engine Oil/Filler Cap	CHK/SECURE
min. 6 quarts, 7 for extended flights	
Alternator Belt	CHK TENSION
Gear Strut/Tire	CHK
Check 2.75" extension, Position switch and door/linkage	
Fuel Tank Sump (1)	SAMPLE

Left Wing (see Right Wing * as applicable)

Pitot Head	CHK
Static Source Opening	CHK
Ground Safety Switch	CHK
Stall Warning.....	CHK

Rear Fuselage/Tail Section

Tail Tie-down	DISCONNECT
Control Surfaces/Trim Tab.....	CHK
Hydraulic Pumps.....	CHK
Battery.....	CHK
Baggage Door.....	CHK

Before Start

Seats/Seat Belts ADJUST & LOCKED
 Parking Brake as required
 Elec. Equipment/Avionics Master ALL OFF
 Battery ON
 Fuel Selector & Quantity LOWEST TANK/CHK
 Gear DOWN/3 GREEN
 Beacon ON

Engine Start

Throttle OPEN 1/4 - 1/2 Inch
 Prop FULL FORWARD
 Elec. Fuel Pump ON

- if Cold Start (or vapor-lock)
 - Mixture RICH, then CUT-OFF
 Ensure sign of fuel flow
- if Flooded Engine
 - Elec. Fuel Pump OFF
 - Throttle FULL OPEN
 - Mixture CUT-OFF
 - Propeller Area "CLEAR"
 - Mags/Ignition START
 Max. 30 sec, then 2 min cool down
- if Engine fires: Mixture FULL RICH
- Throttle 800-1200 RPM
- Oil Pressure CHK
 min. 30 psi within 30 sec (if cold: 60 sec)
- Ammeter/Alternator CHK/ON/CHK
- Elec. Fuel Pump OFF
- Mixture SET
 RICH | DA>3.000 ft: Lean as required
- Engine Instruments CHK

ENG Starting with External Power

Normal Checklist Integrated

- Battery/All Electrical Equipment OFF
- External Power CONNECT
 Red Lead to + of External 12 Volt Battery and Black Lead to -
- Jumper Cable Plug INSERT
 Into Socket on A/C Fuselage
- External Power ON
- Throttle..... OPEN 1/4 - 1/2 Inch
- Prop FULL FORWARD
- Elec. Fuel Pump ON
- if Cold Start (or vapor-lock)
 - Mixture RICH, then CUT-OFF
 Ensure sign of fuel flow
 - if Flooded Engine
 - Elec. Fuel Pump..... OFF
 - Throttle..... FULL OPEN
 - Mixture CUT-OFF
 - Propeller Area..... "CLEAR"
 - Mags/Ignition START
 Max. 30 sec, then 2 min cool down
 - if Engine fires: Mixture FULL RICH
- Throttle..... 800-1200 RPM
- Battery/Alternator..... OFF
- External Power OFF, then DISCONNECT
- Jumper Cable Plug REMOVE
- Battery ON
- Oil Pressure..... CHK
 Min. 30 psi within 30 seconds
- Engine Instruments..... CHK
- Ammeter/Alternator..... CHK/ON/CHK

Continue with After Start Checklist

After Start

Avionics Master & Radios.....	ON
Transponder	TEST/ALT
	VFR US: 1200, Europe: 7000
Altimeters.....	SET
Flaps.....	UP
Circuit Breakers	CHK
Fuel Selector.....	OTHER TANK

Lights	as required
Flight Controls.....	CHK
Trim.....	CHK/Takeoff
<i>Autopilot (if installed)</i>	<i>CHK, then OFF</i>

Run-Up

Brakes.....	SET
Prop	FULL FORWARD
Mixture	FULL RICH
	DA>3.000 ft: Lean as required
Engine Instruments.....	CHK
Throttle.....	2000 RPM
Mags/Ignition.....	CHK/BOTH
	RPM drop ≤ 175, differential ≤ 50
Prop Governor	CHK
Vacuum Gauge	CHK
	4,9 - 5,1 inch
Elec. Fuel Pump.....	OFF/CHK/ON
Ammeter	CHK Charging
Throttle.....	IDLE, then 1400 RPM
Engine Instruments.....	CHK

+ Before Takeoff +

Cabin/Doors & Windows..... READY/CLOSED
 Annunciator Panel TEST/CHK
 Fuel Quantity ___ USG
 KTOA: Transmit Noise Report on 122,9
 HDG/Radios/*VOR-Check*CHK/SET
Autopilot (if installed) OFF
 Flaps Up
 Trim..... Set T/O
 Prop FULL FORWARD/2700 RPM
 Mixture SET
 DA>3.000 ft: Run up with Full power, then LEAN to obtain max RMP
Air Condition (if installed)..... OFF
 Tracking/Timing START

 Elec. Fuel Pump ON
 Pitot Heat as required
 Landing & Strobe Lights ON
 V_R 65 mph
 Speed (Best Rate) 95 mph

Short Field Takeoff

Flaps 25°
 Emergency Gear Lever..... OVERRIDE/UP
 Latch in Position
 Throttle Full Open before releasing Brakes
 Speed (Best Angle)..... 85 mph

Soft Field Takeoff

Elevator during Taxi..... FULL BACK
 Trim..... NOSE DOWN
 Do not stop prior T/O
 Accelerate TAIL LOW
 Level off in Ground Effect and accelerate.

+ Climb +

Gear UP
 Check Ammeter Load

Flaps UP

Speed (Best Rate) 100 mph

Climb Power (500 ft) 25"/2500 RPM

- if Short Field T/O
 - Emergency Gear Lever NORMAL/Unlatched

Elec. Fuel Pump OFF

Engine Instruments CHK

Taxi/Landing Lights as required

+ Cruise +

Elec. Fuel Pump OFF
 Turn ON prior switching tanks

Mixture LEAN

Cruise Climb 110 MPH

+ Descent +

Mixture ENRICH
 DA>3.000 ft: Lean as required (Cruise setting)

Descent Power 20"/2000 RPM

Speed 126 kts

Altimeter SET

Lights ON as required

Fuel Selector FULLEST TANK

Cabin READY

Shutdown

Parking Brake	as required
Transponder/Avionics Master	SBY/OFF
Prop	FULL FORWARD
Mixture	CUT-OFF
Mags/Ignition	OFF/KEYS OUT
All Light and Heat Switches	OFF
Battery & Alternator	OFF
Fuel Selector.....	LEFT or RIGHT
Hobbs Hours.....	NOTE

Securing the Airplane

Control Lock.....	INSTALL
• if Hot and Parking \leq 2 hours	
Parking Position	A/C INTO THE WIND
Oil Filler Door	OPEN
	To assist cooling
Headset/Ext. GPS.....	Remove
Tablet/Kneeboard/Camera(s)	Remove
Charts/Checklists.....	Remove
Windows (Storm/Rear)	CLOSE
Pitot Tube Cover.....	INSTALL
Airplane.....	TIE DOWN, CHOCK, SECURE

ENG Failure

Speed 110 mph
 Gear UP
 Flaps UP
 Prop FULL AFT/LOW RPM
 Landing site SELECT

Range (windmilling, clean, still air): 1.0 NM/1000 ft

- if Altitude for Restart sufficient
 - Fuel Selector OPPOSITE TANK
 - Elec. Fuel Pump ON
 - Mixture RICH
 - Alternate Air ON
 - Throttle SET as required
 - Mags/Ignition BOTH
- if Prop stopped
 - Mags/Ignition START
- if Engine does not Start
 - Forced Landing (7) APPLY

ENG Propeller Overspeed

Throttle RETARD
 Prop PULL/LOW RPM
 Speed REDUCE

Reduce RPM below red line (2700 RPM)

Throttle as required

Note: Speed below best glide may be required for level flight

Oil Pressure & Temperature CHK

- if Loss of Oil cause of Overspeed
 - ENG Oil Pressure Low (9) APPLY

ENG Fire

- if on Ground/Starting
 - Cranking..... CONTINUE
 - Elec. Fuel Pump..... OFF
 - Engine Starts
 - Throttle 2000 RPM
At least 1 min, then shutdown Engine
 - Engine Fails to Start
 - Throttle Full OPEN
 - Cranking..... CONTINUE
- if in Flight
 - Throttle..... IDLE
 - Mixture..... CUT-OFF
 - Fuel Selector..... OFF
 - Elec. Fuel Pump OFF
 - Mags/Ignition OFF
 - Carburetor Heat..... OFF/IN
- if on Ground
 - Battery & Alternator..... OFF
 - Brakes..... OFF
 - Fire Extinguisher OBTAIN/ACTIVATE

Evacuate Airplane
- if in Flight
 - Speed..... 110 mph
 - if Fire CONTINUES
 - Speed..... INCREASE
 - Heater/Defroster..... OFF
 - Floor Vents..... OPEN
 - Forced LandingAPPLY

Forced Landing

Speed 110 mph
 Range (windmilling, clean, still air): 1.0 NM/1000 ft

Prop FULL AFT/LOW RPM

Mixture CUT-OFF

Fuel Selector OFF

Elec. Fuel Pump OFF

Mags/Ignition OFF

Radio/Transponder "MAYDAY"/7700

Seat backs FULL UPRIGHT

Seats and seat belts CHK SECURED

- if Gear DOWN Landing

Gear (V_{LO} 125 mph) DOWN/3 GREEN

- if Gear UP Landing

Emergency Gear Extender OVERRIDE Engage

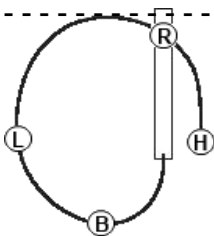
Flaps (V_{FE} 125 mph) 40° recommended

- if landing is assured

Speed 90 mph

Battery/Alternator OFF

Doors UNLATCH



High Key (2000 ft) 110 mph

Runway 1100 ft

Low Key 1000 ft

High Base 90 mph

Landing

Gear DOWN/3 GREEN

Speed/Flaps 40°/ V_{TGT}

Smoke/Fire

- if Fire in Engine Compartment
 - Floor Vents..... CLOSE
 - ENG Fire (7).....APPLY

Land as soon as possible

- if Fire in Cabin or Electrical Fire suspected
 - Battery & Alternator..... OFF
 - Storm Window..... CLOSE
 - Floor Vents..... CLOSE
 - Cabin Air, Defrost..... CLOSE
 - Electrical EquipmentALL OFF

Leave Mags On

Fire extinguisher (if installed).....ACTIVATE

Land as soon as possible

- if Smoke/Fire is OUT
 - Storm Window as required
 - Battery..... ON
 - Alternator..... ON
 - Circuit breakersCHK

Do NOT reset

 - Essential Electrical Equipment..... ON

One at a time; turn off all radios prior turning on Avionics Master switch

 - Defective Equipment..... ISOLATE
 - Floor Vents..... as required

- if Wing/External Fire
 - Battery & Alternator..... OFF
 - External Lights & Pitot Heat OFF
 - Sideslip PERFORM

Land as soon as possible

ENG Oil Pressure Low

- Oil Temperature NORMAL
Engine Power..... MAINTAIN
Land as soon as possible
- Oil Temperature HIGH
ENG Oil Temperature High.....APPLY

ENG Oil Temperature High

- Engine Power REDUCE
Land as soon as possible

Spin Recovery

- Throttle..... IDLE
Ailerons..... NEUTRAL
RudderAPPLY FULL OPOSITE
Full Opposite to Direction of Spin Rotation
If Visual determination of Direction difficult refer to Turn Coordinator
- Elevator.....MOVE BRISKLY FORWARD
Move Elevator Far Enough To Break The Stall.
Aft CG may require full down elevator.
- Rudder/Elevator..... HOLD until Rotation Stops
Premature relaxation of the control inputs may extend the recovery.
- When Rotation Stops
Rudder NEUTRALIZE
Flight Path..... SMOOTHLY RECOVER

Precautionary Landing or Ditching

Normal Checklist Integrated

- Speed Flaps Up: 105 mph
 Range (windmilling, clean, still air): 1.0 NM/1000 ft
- Radio/Transponder "MAYDAY"/7700
- Cabin READY
- Fuel Load Consider REDUCE to Minimum
- if Ditching
 - Heavy Objects SECURE/JETTISON
 - Life Vests PREPARE/ON
 - Approach PARALLEL to Swells
 - Mixture ENRICH
 - Fuel Selector & Quantity ___ TANK
 - Altimeter SET
 - Landing Lights ON
 - Landing Site OVERFLY/SELECT
 - Gear (V_{LO} 125 mph) as required
 Up for unprepared surface/water
 - Flaps (V_{FE} 125 mph) 40°
 - Speed 90 mph
 - when landing assured
 - Battery/Alternator OFF
 - Aux Fuel Pump OFF
 - Prop PULL/LOW RPM
 - Doors UNLATCH
 - if Engine is running
 - Throttle CLOSE
 - Mixture CUT-OFF
 - Mags/Ignition OFF
 - Fuel Selector OFF

Door Open

Speed 100 mph
 Cabin Vents CLOSE
 Storm Window OPEN
 Latch CLOSE

First latch Side then latch Upper

ENG Fuel Pressure Low

Mixture FULL RICH
 Elec. Fuel Pump ON
 Mixture RICH
 DA>3.000 ft: Lean as required

- if Fuel Pressure Low or Zero

Fuel Selector OPPOSITE TANK

Land as soon as possible

INST Vacuum Suction Low

Attitude & Heading Indicator UNRELIABLE
 Turn and Bank Indicator USE
 Magnetic Compass USE
 Throttle Advance
 Descent CONSIDER
 Descent if required to keep suction in green arc

INST Pitot System Failure

Pitot Heat ON
 Alternate Air Source ON/PULL
 Consult POH for Speed/Altitude Corrections

ELEC Alternator Failure

Ammeter indicates Discharge (Minus value) or Zero or rapid fluctuations
or Alternator Warning Light on

Load Meter.....CHK
Check by turning Landing Light On/Off

- if Load Meter shows discharge or 0

Avionics Master..... OFF

Alternator OFF

Elec. Load REDUCE to Minimum

Alternator CB CHK/RESET ONCE

Wait approximately 3 min prior reset

Battery OFF 30 sec, then ON

Alternator ON

- if Alternator Reset successful

Avionics Master..... ON

- if Alternator Reset NOT successful

Alternator Switch..... OFF

Elec. Load REDUCE to Minimum

- if Battery Empty

Alternate Gear ExtensionAPPLY

Land as soon as possible

ELEC Over-Voltage

Ammeter indicates over 20 amps above known electrical load

Elec. Load REDUCE to Minimum

Alternator OFF

Battery ON/as required

Land as soon as possible

GEAR Fails to Extend

- Gear Lever (V_{LO} 125 mph) **CHK DOWN**
- Battery/Alternator..... **CHK ON**
- Gear Pump & Indicator Lights CB**CHK**
- Panel Lights **CHK OFF**
- Gear Indication**CHK BULBS**
- Speed**below 100 mph**
- Gear Lever.....**consider RECYCLE**
- if Gear NOT Down/3 Green
Emergency Gear Lever..... **OVERRIDE/UP**
Raise and Hold
 - if Gear NOT Down/3 Green
Emergency Gear Lever.....**EMERGENCY/DOWN**
Push down until Gear Locks Down
 - if Gear NOT Down/3 Green
Airplane..... **YAW ABRUPTLY** with Rudder
 - if Nose Gear NOT Down
Emergency Gear Lever..... **OVERRIDE/UP**
Raise and Hold
- GEAR Partial/Up Landing (11)****APPLY**

GEAR Fails to Retract

- if Emergency Gear Retraction required
Gear Lever **UP**
Emergency Gear Lever..... **OVERRIDE/UP**
Latch in Position
 - if Emer. Gear Retraction NOT required
Do NOT Recycle Gear
- Gear Lever (V_{LO} 125 mph)**DOWN**
- Gear Indication **3 GREEN**
- Gear Warning Horn.....**CHK**
Throttle < 14 inch

GEAR Partial/Up Landing

Normal Checklist Integrated

- if Gear Up Landing

Gear UP
 Speed.....minimum 115 mph
 Emergency Gear Lever..... OVERRIDE/UP
 Raise and Lock in Position

- if Partial Gear Landing

GEAR Fails to Extend (10)APPLY

Fuel Load..... REDUCE to Minimum
 Mixture ENRICH
 Altimeter..... SET
 Landing Light ON
 Fuel Selector & Quantity..... TANK
 Cabin READY
 Flaps (V_{FE} 125 mph)..... 40°
 Speed 90 mph

- if landing is assured

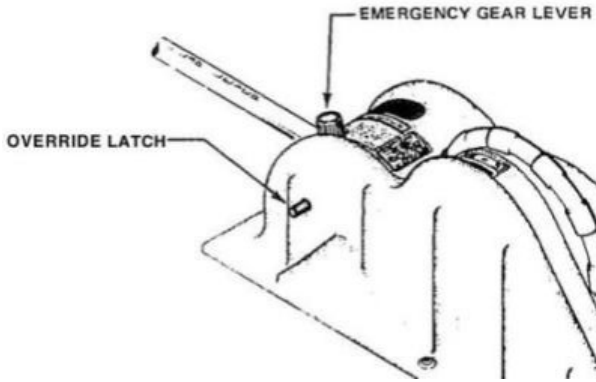
Doors UNLOCK
 Prop PULL/LOW RPM
 Aux Fuel Pump OFF
 Throttle..... CLOSE
 Mixture CUT-OFF
 Mags/Ignition..... OFF
 Battery/Alternator OFF
 Fuel Selector..... OFF

GEAR Tire Failure

Gear Selector (V_{LE} 150 mph) Leave DOWN
 Fuel Load..... REDUCE to Minimum

Perform Normal Landing while avoid braking on damaged tire

Emergency GEAR Lever



Speeds

Stall	
V_S	71 mph
V_{S0}	64 mph
Takeoff & Climb (Gear Down/Up)	
V_Y (Best Rate)	95 100 mph
V_X (Best Angle)	85 96 mph
Maneuvering	
V_A	131 mph
Operating	
V_{FE}	125 mph
V_{LO}	125 mph
V_{LE}	150 mph
V_{NO}	170 mph
V_{NE}	214 mph
Max. CWC (demonstrated)	20 mph 17,5 kts

Weights

Gross Weight	2650 lbs
Empty Weight (Standard)	1499 lbs
Useful Load (Standard)	1151 lbs
Fuel Capacity	
Both Tanks (total usable)	50 48 USG
Each Tank (total usable)	25 24 USG

Airwork

Cabin READY
Air Condition (if installed) OFF
 Elec. Fuel Pump ON
 Fuel Selector FULLEST TANK
 Mixture RICH
 Clearing turn Perform

Steep Turns

Power 22"/2400 RPM
 Bank 50°
 Rollout appr. 25° prior Hdg

Slow Flight

Power 15"/FULL FWD
 Gear (V_{LO} 125 mph) DOWN/3 GREEN
 Flaps 0° - 10° (V_{FE} 125 mph) 95 mph
 Gear (V_{LO} 125 mph) DOWN/3 GREEN
 Flaps Down 83 mph
 Power 20"/FULL FWD

Power Off Stall

Power IDLE
 At first indication of Stall
 Power FULL
 Path/Speed Recover

Airwork [Cont]

Power On Stall (T/O and Departure Stall)

Power	15"/FULL FWD
Gear (V _{LO} 125 mph).....	DOWN/3 GREEN
Flaps 0° - 10° (V _{FE} 125 mph)	95 mph
Gear (V _{LO} 125 mph).....	DOWN/3 GREEN
Flaps Down	83 mph
Power.....	FULL
Pitch	UP
At first indication of Stall	
Path/Speed	Recover

Recover

Power	Full
Flaps	10
Gear	UP
Flaps	UP
Fuel Selector.....	FULLEST TANK
Elec. Fuel Pump	OFF

Cruise Power

Alt	Pwr	KTAS	2400	2100	GPH
2000 ft	75%	156	25,0"	---	10,2
	65%	146	22,5"	25,4"	9,2
	55%	133	20,0"	22,4"	8,0
4000 ft	75%	160	24,4"	---	10,2
	65%	148	22,0"	24,8"	9,2
	55%	136	19,5"	21,9"	8,0
6000 ft	65%	152	21,5"	---	9,2
	55%	139	19,1"	21,4"	8,0
8000 ft	65%	156	21,0"	---	9,2
	55%	142	18,7"	21,0"	8,0
10000 ft	55%	145	18,3"	---	8,0
12000 ft	55%	148	17,8"	---	8,0
CLIMB		110	25" - 2500		14
HOLDING		105	17" - 2100		6,5

Cruise-Power

P.A. ISA	Power		
	RPM	%	inch
0	2400	75	25,5
15°C	2400	65	22,9
	2100		25,9
	2400	55	20,4
	2100		22,9
1000 13°C	2400	75	25,2
	2400	65	22,7
	2100		25,6
	2400	55	20,2
	2100		22,7
2000 11°C	2400	75	25,0
	2400	65	22,5
	2100		25,4
	2400	55	20,0
	2100		22,4
3000 9°C	2400	75	24,7
	2400	65	22,2
	2100		25,1
	2400	55	19,8
	2100		22,2
4000 7°C	2400	75	24,4
	2400	65	22,0
	2100		24,8
	2400	55	19,5
	2100		21,9
5000 5°C	2400	75	FT
	2400	65	21,7
	2100		FT
	2400	55	19,3
	2100		21,7

P.A. ISA	Power			
	RPM	%	inch	
6000 3°C	2400	75	--	
	2400	54	21,5	
	2100		--	
	2400	55	19,1	
	2100		21,4	
7000 1°C	2400	75	--	
	2400	65	21,3	
	2100		--	
	2400	55	18,9	
	2100		21,2	
8000 -1°C	2400	65	21,0	
	2100		--	
	2400	55	18,7	
	2100		21,0	
	9000 -3°C	2400	65	FT
2100		--		
2400		55	18,5	
2100			FT	
10000 -5°C	2400	55	18,3	
	2100		--	
11000 -7°C	2400	55	18,1	
	2100		--	

P.A. ISA	Power			inch
	RPM	%	inch	
12000 -9°C	2400	55	17,8	
	2100		--	
13000 -11°C	2400	55	17,6	
	2100		--	
14000 -13°C	2400	55	FT	
	2100		--	
$\pm 10^{\circ}\text{C}$		$\pm 0,28$ inch		
$\pm 10^{\circ}\text{F}$		$\pm 0,16$ inch		
		PWR	Ø GPH	
		75%	10,15	
		65%	9,16	
		55%	8,0	

Before Takeoff

Cabin/Doors & Windows.....	READY/CLOSED
Annunciator Panel	TEST/CHK
Fuel Quantity	___ USG
<small>KTOA: Transmit Noise Report on KTOA 122,9</small>	
HDG/Radios/ <i>VOR-Check</i>	CHK/SET
<i>Autopilot (if installed)</i>	OFF
Flaps	Up
Trim.....	Set T/O
Prop	FULL FORWARD/2700 RPM
Mixture	SET
<small>DA>3.000 ft: Run up with Full power, then LEAN to obtain max RMP</small>	
<i>Air Condition (if installed)</i>	OFF
Tracking/Timing	START

Elec. Fuel Pump	ON
Pitot Heat	as required
Landing & Strobe Lights	ON
V _R	65 mph
Speed (Best Rate)	95 mph

Climb

Gear	UP
<small>Check Ammeter Load</small>	
Flaps	UP
Speed (V _Y)	100 mph
Climb Power (500 ft)	25"/2500 RPM
• if Short Field T/O	
Emergency Gear Lever	NORMAL/Unlatched
Elec. Fuel Pump	OFF
Engine Instruments	CHK
Taxi/Landing Lights.....	as required

Cruise

Elec. Fuel Pump OFF
 Turn ON prior switching tanks
 Mixture LEAN
 Cruise Climb 110 MPH

Descent

Mixture ENRICH
 DA>3.000 ft: Lean as required (Cruise setting)
 Descent Power 20"/2000 RPM
 Speed 126 kts
 Altimeter SET
 Lights ON as required
 Fuel Selector FULLEST TANK
 Cabin READY

Landing

Air Condition (if installed) OFF
 Elec. Fuel Pump ON
 Mixture RICH
 DA>3.000 ft: Lean as required
 Flaps 0° - 10° (V_{FE} 125 mph) 95 mph
 Gear (V_{LO} 125 mph) DOWN/3 GREEN
 Flaps Down 90 mph
 Soft/Short Field: 80 mph

Go Around

Prop FULL FORWARD/2700 RPM
 Throttle FULL OPEN
 Flaps Flaps 25° 95 mph
 Obstacle (V_x): 85 mph
 Gear (V_{LO} 125 mph) UP