

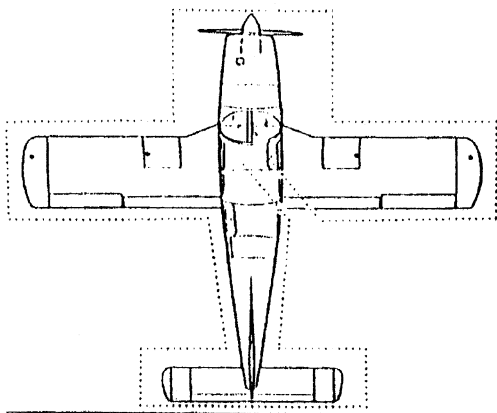
PIPER PA32-260 CHEROKEE 6

CHECK LIST

NORMAL PROCEDURES

AIRSPEEDS FOR SAFE OPERATION

	<u>MPH</u>
Never Exceed	212
Maximum Structural Cruising	168
Design Maneuvering	149
Normal Take-Off	65 - 70
(Flaps 10 ⁰ -first notch)	
Short, Soft Field	65 - 70
(Flaps 25 ⁰ -Second notch)	
Flaps Down	125
Best Rate of Climb	105
Best Angle of Climb	95
Enroute Climb	115
Stall Speeds:	
Flaps Up	71
Flaps Down-Full	63
Door Closing Speed	100
Normal Approach - Flaps Down	90
Best Gliding	100



WALK-AROUND

NORMAL PROCEDURES CHECK LIST

PREFLIGHT CHECK

Control wheel release belts
Master switch ON
Fuel quantity gauges (four tanks) check
Master switch OFF
Ignition OFF
Exterior check for damage
Control surfaces check for interference -
free of ice, snow, frost
Hinges check for interference
Wings free of ice, snow, frost
Stall warning check
Navigation lights check
Fuel tanks check supply
visually - secure caps
Fuel tank sumps drain
Fuel vents open
Main gear struts proper
inflation (4.5 in.)
Tires check
Brake blocks check
Pitot head remove cover -
holes clear
Windshield clean
Propeller and spinner check
Fuel and oil check for leaks
Oil check level
Dipstick properly seated
Cowling secure
Inspection covers secure
Nose wheel tire check
Nose gear strut proper
inflation (3.25 in.)
Air inlets clear
Alternator belt check tension
Tow bar and control locks stow
Baggage stowed properly -
secure
Baggage door close and secure
Fuel strainer drain
Primary flight controls proper operation
Cabin doors close and secure
Required papers on board
Seat belts and harness fastened - check
inertia reel

BEFORE STARTING ENGINE

Brakes set
Carburetor heat OFF
Propeller full INCREASE rpm
Fuel selector desired tank

STARTING ENGINE WHEN COLD

Master switch ON
Electric fuel pump ON
Mixture full RICH
Throttle pump fwd and aft
2 or 3 strokes,
then 1/4 open
Starter engage
Throttle adjust
Oil pressure check
If engine does not start, 1 to 3 strokes of priming
pump and repeat above without pumping throttle.

STARTING ENGINE WHEN HOT

Throttle 1/2" open
Master switch ON
Electric fuel pump ON
Mixture idle cut-off
Starter engage
Mixture advance
Throttle adjust
Oil pressure check

STARTING ENGINE WHEN FLOODED

Throttle open full
Master switch ON
Electric fuel pump OFF
Mixture idle cut-off
Starter engage
Mixture advance
Throttle retard
Oil pressure check

STARTING WITH EXTERNAL POWER SOURCE

Master switch OFF
All electrical equipment OFF
Terminals connect
External power plug Insert in
fuselage
Proceed with normal start
Throttle lowest possible
RPM
External power plug disconnect from
fuselage
Master switch ON - check ammeter
Oil pressure check

WARM-UP

Throttle 1000 to 1200 RPM

TAXIING

Chocks removed
Taxi area clear
Throttle apply slowly
Prop high RPM
Brakes check
Steering check

GROUND CHECK

Propeller full INCREASE
Throttle 2000 RPM
Magnetos max. drop 175 RPM
-max. diff. 50 RPM
Vacuum 5.0" Hg. \pm .1
Oil temp check
Oil pressure check
Annunciator panel press-to-test
Propeller exercise - then
full INCREASE
Carburetor heat check
Engine is warm for takeoff when throttle can be
opened without engine faltering.
Electric fuel pump OFF
Fuel pressure check
Throttle retard

BEFORE TAKEOFF

Master switch ON
Flight instruments check
Fuel selector proper tank
Electric fuel pump ON
Engine gauges check
Carburetor heat OFF
Seat backs erect
Mixture set
Prop set
Belts/harness fastened
Empty seats seat belts
 snugly fastened
Flaps set
Trim tab set
Controls free
Doors latched

TAKEOFF

NORMAL

Flaps set
Tab set
Accelerate to 65 to 70 MPH.
Control wheel back pressure to
 rotate to climb attitude

SHORT FIELD, OBSTACLE CLEARANCE

Flaps 25° (second notch)
Accelerate to 65 to 70 MPH depending on aircraft
weight
Control wheel back pressure to
 rotate to climb attitude
After breaking ground, accelerate to 95 MPH. and
climb past obstacle.
Accelerate to best rate of climb speed - 105 MPH.
and slowly retract the flaps.

SHORT FIELD, NO OBSTACLE

Flaps 25° (second notch)
Accelerate to 65 to 70 MPH. depending upon
aircraft weight.
Control wheel back pressure to
rotate to climb attitude
Accelerate to best rate of climb speed - 105 MPH.
and slowly retract the flaps while climbing out.

SOFT FIELD, OBSTACLE CLEARANCE

Flaps 25° (second notch)
Accelerate; pull nose wheel off as soon as possible.
Control wheel lift off at
lowest possible airspeed
Just above the ground, accelerate to best angle of
climb speed - 95 MPH. and climb past obstacle.
Continue climb while accelerating to best rate of
climb speed - 105 MPH.
Flaps retract slowly

SOFT FIELD, NO OBSTACLE

Flaps 25° (second notch)
Accelerate; pull nose wheel off as soon as possible.
Control wheel lift off at
lowest possible airspeed
Just above the ground, accelerate to best rate of
climb speed - 105 MPH and climb out.
Flaps retract slowly

CLIMB

Best rate (3400 lb) (flaps up) 105 MPH.
Best angle (3400 lb) (flaps up) 95 MPH.
En route 115 MPH.
Electric fuel pump OFF at
desired altitude

CRUISING

Reference performance charts, Avco-Lycoming Operator's Manual and power setting table.

Normal max power 75%
Power set per power table
Mixture adjust

APPROACH AND LANDING

Fuel selector proper tank
Seat backs erect
Belts/harness fasten
Electric fuel pump ON
Mixture set
Propeller set
Flaps down - 125 MPH. max
Trim to 90 MPH.

STOPPING ENGINE

Flaps retract
Electric fuel pump OFF
Radios OFF
Propeller full INCREASE
Throttle full aft
Mixture idle cut-off
Magnetos OFF
Master switch OFF

PARKING

Parking brake set
Control wheel secured with belts
Flaps full up
Wheel chocks in place
Tie downs secure

When power is restored:
 Carburetor heat OFF
 Electric fuel pump OFF
 If power is not restored prepare for power off
 landing.
 Trim for 100 MPH.

POWER OFF LANDING

Locate suitable field.
 Establish spiral pattern.
 1000 ft. above field at downwind position for
 normal landing approach.
 When field can easily be reached slow to 90 MPH.
 for shortest landing.

Touchdowns should normally be made at lowest
 possible airspeed with full flaps.

When committed to landing:
 Ignition OFF
 Master switch OFF
 Fuel selector OFF
 Mixture idle cut-off
 Seat belt and harness tight

FIRE IN FLIGHT

Source of fire check

Electrical fire (smoke in cabin):
 Master switch OFF
 Vents open
 Cabin heat OFF
 Land as soon as practicable.

Engine fire:
 Fuel selector OFF
 Throttle CLOSED
 Mixture idle cut-off
 Electric fuel pump check OFF
 Heater and defroster OFF
 Proceed with power off landing procedure.

LOSS OF OIL PRESSURE

Land as soon as possible and investigate cause.
Prepare for power off landing.

LOSS OF FUEL PRESSURE

Electric fuel pump ON
Fuel selector check on full tank

HIGH OIL TEMPERATURE

Land at nearest airport and investigate the problem.
Prepare for power off landing.

ALTERNATOR FAILURE

Verify failure
Reduce electrical load as much as possible.
Alternator circuit breakers check
Alt switch OFF (for 1 second),
then on
If no output:
Alt switch OFF

Reduce electrical load and land as soon as practical.

PROPELLER OVERSPEED

Throttle retard
Oil pressure check
Prop control full DECREASE rpm,
then set if any
control available
Airspeed reduce
Throttle as required to remain
below 2700 rpm

SPIN RECOVERY

Throttle idle
Ailerons neutral
Rudder full opposite to
direction of rotation
Control wheel full forward
Rudder neutral (when
rotation stops)
Control wheel as required to
smoothly regain
level flight altitude

OPEN DOOR

If both upper and lower latches are open, the door will trail slightly open and airspeeds will be reduced slightly.

To close the door in flight:

Slow airplane to 100 MPH.

Cabin vents close
Storm window open

If upper latch is open latch

If lower latch is open open top latch,
push door further

open and close firmly.

Lock bottom latch.

Latch top latch.

A slip in direction of open door will assist latching.