

United Flight Systems



N810DA – Warrior II - PA-28-161

NORMAL OPERATIONS

BEFORE START ENGINE

HOBBS RECORD
 PREFLIGHT INSPECTION COMPLETE
 A.R.R.O.W. CHECK
 AIRPORT DIAGRAM AVAILABLE
 PASSENGER BRIEF S.A.F.E.T.Y.

Seat & Seat Belts, Air, Fire, Exit/Emergencies,
 Traffic & Talking, Your Questions?

SEATS & SEAT BELTS LOCKED / FASTENED
 MASTER (bat & alt) OFF
 AVIONICS MASTER OFF
 FUEL SELECTOR LEFT or RIGHT
 FRESH AIR FAN OFF
 CIRCUIT BREAKERS CHECK
 CARB HEAT OFF
 THROTTLE CLOSED
 MASTER (bat & alt) ON
 BEACON ON
 NAV LIGHTS AS REQ

ENGINE START

BRAKES SET / HOLD
 MIXTURE RICH / FULL FWD
 COLD ENGINE (max 3 pumps) PRIME AS REQ
 THROTTLE ... 2 FULL STROKES then CLOSED / 1/2 IN
 FUEL PUMP ON / CHECK PRESSURE
 BRAKES HOLD
 PROP AREA CLEAR
 STARTER (8-10 seconds max) ENGAGE

****WHEN ENGINE STARTS****

THROTTLE 1000 – 1200 RPM
 OIL PRESSURE CHECK
 FUEL PUMP OFF
 FUEL FLOW CHECK
 MIXTURE LEAN

AFTER START

AVIONICS MASTER ON
 FRESH AIR FAN / HEATER / DEFROST AS REQ
 HEADSETS ON / CHECK
 ALTERNATOR OUTPUT CHECK
 GPS / CDI CHECK
 GPS DATABASE CURRENCY CHECK / ENT
 COMS SET / ATIS
 ALTIMETERS SET
 CLEARANCE (If IFR) OBTAIN
 GPS ENTER WPT/FPL/APR AS REQ
 NAVS SET / COURSE
 FLIGHT INSTRUMENTS CHECK / SET
 TRANSPONDER SET CODE / ALT MODE
 FLAPS CHECK / UP

TAXI

Do Not Ride Brakes

AIRPORT DIAGRAM AVAILABLE
 TAXI CLEARANCE OBTAIN / BRIEF
 TAXI AREA (left & right) CLEAR
 BRAKES RELEASE / CHECK
 FLIGHT INSTRUMENTS CHECK

Check in turns.

STERILE COCKPIT NO NONESSENTIAL TALKING

****Pre-Takeoff Emergency Brief****

Engine Failure on runway
 THROTTLE IDLE
 BRAKES APPLY
 STOP STRAIGHT AHEAD
 Engine Failure After Rotation
 THROTTLE IDLE
 PITCH FOR BEST GLIDE 73
 CONTINUE STRAIGHT AHEAD
 At or above 1000ft AGL – Turn around point
 TURN TO AIRPORT

RUN UP

BRAKES SET / HOLD
 FUEL PUMP ON
 FUEL GAUGES / QTY CHECK
 FUEL SELECTOR SWITCH TANKS

CONFIRM BOTH TANKS ARE WORKING

MIXTURE FULL FWD
 THROTTLE 2000 RPM
 MAGNETOS (175 max drop, mas diff. 50) CHECK
 OIL TEMPERATURE & PRESSURE CHECK
 VACUUM 5.0 Hg +/- 0.1
 ANNUNCIATOR PANEL TEST
 AMPS CHECK
 FUEL PUMP OFF
 FUEL PRESSURE CHECK
 CARB HEAT ON
 THROTTLE IDLE
 CARB HEAT OFF
 THROTTLE 1000 RPM
 MIXTURE LEAN
 FLIGHT CONTROLS FREE / CORRECT
 TRIM SET
 BRAKES RELEASE

BEFORE TAKEOFF

****TAKE OFF / EMERGENCY PLAN**** BRIEF
 FUEL SELECTOR (FULLEST TANK) PROPER TANK
 FLIGHT INSTRUMENTS CHECK
 ENGINE GAUGES CHECK
 PRIMER LOCKED
 MASTER SWITCH CONFIRM ON
 FUEL PUMP ON / CHECK PRESSURE

START 30 MINUTE TIMER

CARB HEAT OFF
 FLAPS VERIFY SET
 SEATBACKS SECURE
 SEATS & SEAT BELTS LOCKED / FASTENED

Final items when #1 for takeoff

L Flow – Left to Right

DOOR CLOSE / LOCKED
 LANDING LIGHT ON
 STROBE AS REQ
 TRANSPONDER VERIFY ALT / SET
 MIXTURE SET

TAKE OFF

THROTTLE FULL
ROTATE 43-55 KTS
YOKE APPLY BACK PRESSURE / ESTABLISH CLIMB
CLIMB 70 - 80 KTS
V_X - 63 KTS / V_Y - 79 KTS

AFTER TAKEOFF

Above 1000 AGL

CRUISE CLIMB 79 KTS
THROTTLE FULL
FLAPS UP CHECK
MIXTURE LEAN ABOVE 3000' MSL

CRUISE

THROTTLE SET
2300-2400 RPM LOCAL / 75% BHP FOR XC
ENGINE / SYSTEM INSTRUMENTS CHECK
FUEL SELECTOR PROPER TANK
FUEL PUMP OFF / CHECK PRESSURE
LANDING LIGHT OFF
MIXTURE LEAN

V Speeds	KDWH Frequencies
V _R 50	Ground 121.8
V _Y 79	Tower 118.4
V _X 63	Unicom 122.95
V _{FE} 103	West Practice .. 123.5
V _A 111	ATIS 128.375
V _{NO} 126	Hou App NW ... 119.7
V _{NE} 160	Hou App SW 123.8
V _G 73	Max Demo Xwind .17

DESCENT

For XC use

ATIS / AWOS CHECK
APPROACH BRIEFING COMPLETE
ALTIMETER SET
CARB HEAT AS REQ
THROTTLE AS REQ
MIXTURE SLIGHTLY ENRICH

APPROACH (15NM FROM AIRPORT)

ATIS / AWOS CHECK
APPROACH BRIEFING COMPLETE
ALTIMETER CHECK
FUEL PUMP ON
FUEL SELECTOR PROPER TANK
MIXTURE SLIGHTLY ENRICH
PARKING BRAKE OFF
LANDING LIGHT ON

When direct to IAF or Vectored

FLIGHT & NAV Instruments SET / IDENT
CDI KEY VLOC / GPS
AIRSPEED 90 KTS

BEFORE LANDING CHECKLIST

G.U.M.P.S.

FUEL SELECTOR PROPER TANK
MIXTURE SET FOR ALT / FULL RICH
FUEL PUMP ON
CARB HEAT ON
POWER AS REQ
SEAT BELTS / SWITCHES CHECK
FLAPS (V_{FE} 103) AS REQ

GO AROUND / MISSED APPROACH

"Cram, Climb, Clean, Click, Call"

THROTTLE FULL FWD
CARB HEAT OFF
FLAPS 25 IMMEDIATELY
PITCH 60 KTS / PITCH FOR CLIMB
FLAPS 10 POS RATE, OBST CLEARED, 70 KTS
FLAPS UP AFTER REACHING SAFE ALT 76 KTS
Fly assigned or published heading & altitude

AFTER LANDING

When aircraft is stopped

GROUND OR ASSIGNED FREQ CHECK
FLAPS UP
CARB HEAT OFF
FUEL PUMP OFF
MIXTURE LEAN
TAXI CLEARANCE OBTAIN / BRIEF

SHUTDOWN

CALL FOR FUEL @ KDWH 122.95
TRANSPONDER 1200 / VFR
AVIONICS MASTER OFF
THROTTLE 1000 RPM
MIXTURE CUTOFF

When Propeller stops

MAGNETOS OFF
MASTER SWITCH OFF
ELECTRICAL SWITCHES OFF
HOBBS / TACH RECORD

Secure aircraft, tiedown and walk around.

Note and record squawks

*Speeds from the original POH were given in MPH. They were converted to knots for this checklist and rounded up.

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This checklist is for reference. It is not intended to replace the POH / AFM.

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PIPER WARRIOR II - PREFLIGHT

CABIN

Walk up to aircraft INSPECT FOR DAMAGE
Oil Level CHECK
Pitot Tube Cover..... REMOVE
HOBBS RECORD
POH IN-AIRCRAFT
UFS clip board and keys..... IN-AIRCRAFT
Check List..... IN-AIRCRAFT
Air Worthiness Certificate IN-AIRCRAFT
Registration IN-AIRCRAFT
GPS Reference Guide IN-AIRCRAFT
Weight and Balance CHECKED
Parking Brake SET
Control Wheel RELEASE BELTS
Magneto Switch OFF
Avionics Switch..... OFF
Circuit Breakers IN

POWER

Master Switch (Batt).....ON
Fuel Qty (R & L) CHECK
AvionicsON
Avionics Fan (If Installed)VERIFY ON
GPS data base..... VERIFY CURRENT
Avionics Switch..... OFF
Annunciator Panel TEST
Beacon.....ON
Navigation LightsON
Taxi/Landing Lights.....ON
Pitot HeatON

VERIFY LIGHTS, PITOT HEAT, STALL WARNING

POWER - CONTINUED

Navigation LightsOFF
Taxi/Landing Lights.....OFF
Pitot HeatOFF
Master SwitchOFF
Elevator Trim Control TAKEOFF
Fuel Selector Valve LEFT or RIGHT
Alternate Static Air Valve CHECK FORWARD
Fire Extinguisher..... CHECK
Flaps (Extend One Notch at a Time)..... EXTEND

RIGHT WING

Flap..... CHECK
Aileron..... CHECK
Wing Tip CHECK
Leading Edge CHECK
Fuel Quantity..... CHECK VISUALLY
Fuel Filler Cap..... SECURE
Right Tire CHECK
Right Brake SECURE/WEAR INDICATOR
Right Brake Line NO LEAKS
Right Main Gear Strut SECURE
Right Wing Fuel Sump DRAIN
Right Wing Tiedown REMOVE and STOW
Right Wing Cabin Air Intake CHECK

NOSE

Cowling..... CHECK / SECURE
Engine Oil Dipstick/Filler Cap CHECK
Engine Cooling Air Inlets CLEAR
Prop and Spinner..... CHECK
Alternator Belt CHECK TENSION
Nosewheel Strut and Tire..... CHECK
Air Intake CHECK
Nose Sump (pilot side) DRAIN
Windscreen CHECK (CLEAN)

LEFT WING

Left Wing Cabin Air Intake CHECK
Fuel Quantity..... CHECK VISUALLY
Fuel Filler Cap..... SECURE
Left Tire CHECK
Left Brake SECURE/WEAR INDICATOR
Left Brake Line NO LEAKS
Left Main Gear Strut SECURE
Left Wing Fuel Sump CHECK
Left Wing Tiedown REMOVE and STOW
Leading Edge CHECK
Wing Tip CHECK
Static Wicks (if installed) SECURE
Aileron..... CHECK
Flap..... CHECK

LEFT FUSELAGE

Body STRAIGHT
COM/GPS/VOR Antennas..... CHECK
Data Plate..... CHECK

RUDDER

Stabilator / Trim CHECK
Tail Tiedown REMOVE
Rudder..... CHECK
Static Wicks (If Installed) SECURE

RIGHT FUSELAGE

Body STRAIGHT
Baggage Door SECURE

N810DA – PIPER WARRIOR II

EMERGENCY PROCEDURES

ENGINE FIRE DURING START ON GROUND

IF ENGINE HAS NOT STARTED

MIXTURE IDLE CUTOFF
THROTTLE OPEN
STARTER CRANK
ELECTRIC FUEL PUMP OFF

ABANDON IF FIRE CONTINUES

ENGINE FIRE IN FLIGHT

SOURCE OF FIRE CHECK

ELECTRICAL FIRE

MASTER SWITCH OFF
VENTS OPEN
CABIN HEAT OFF

LAND AS SOON AS PRACTICABLE

ENGINE FIRE

FUEL SELECTOR OFF
THROTTLE CLOSED
MIXTURE IDLE CUTOFF
ELECTRIC FUEL PUMP OFF
HEATER and DEFROSTER OFF
(PROCEED WITH POWER OFF LANDING PROCEDURE)

ENGINE POWER LOSS DURING TAKEOFF

SUFFICIENT RUNWAY REMAINING

LAND STRAIGHT AHEAD

INSUFFICIENT RUNWAY REMAINING

- MAINTAIN SAFE AIRSPEED
- MAKE ONLY SHALLOW TURNS TO AVOID OBSTRUCTIONS
- FLAPS AS SITUATION REQUIRES

SUFFICIENT ALTITUDE GAINED

MAINTAIN SAFE AIRSPEED

FUEL SELECTOR FULLEST FUEL TANK
ELECTRIC FUEL PUMP CHECK ON
MIXTURE CHECK RICH
CARB HEAT ON
Primer CHECK LOCKED
(If Power is Not Regained, Proceed with Power Off Landing)

ENGINE POWER LOSS IN FLIGHT

BEST GLIDE 73 KIAS
FUEL SELECTOR FULLEST FUEL TANK
ELECTRIC FUEL PUMP ON
MIXTURE RICH
CARB HEAT ON
ENGINE GAUGES CHECK
(for indication of cause of power loss)
Primer CHECK LOCKED
(If NO fuel pressure is indicated, check tank selector position to be sure it is on a tank containing fuel)

WHEN POWER IS RESTORED

CARB HEAT OFF
ELECTRIC FUEL PUMP OFF
(if power is NOT restored, prepare for a power off landing)

TRIM FOR 73 KIAS

POWER OFF LANDING

FLY TO SUITABLE LANDING FIELD

BEST GLIDE 73 KIAS
Ignition Switch OFF
Master Switch OFF
Fuel Selector OFF
Mixture IDLE CUTOFF
Seatbelt and Harness TIGHT
Doors UNLATCH PRIOR TO TOUCHDOWN

LOSS OF OIL PRESSURE/HIGH OIL TEMP

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

LOSS OF FUEL PRESSURE

Electric Fuel Pump ON
Fuel Selector CHECK ON FULL TANK

ALTERNATOR FAILURE

VERIFY FAILURE ALT ANNUNCIATOR ILLUMINATED

AMMETER SHOWS ZERO

Alt Switch OFF
REDUCE ELECTRICAL LOAD AS MUCH AS POSSIBLE
Alternator Circuit Breakers .. CHECK & RESET
Alt Switch ON

IF POWER NOT RESTORED

Alt Switch OFF

**REDUCE ELECTRICAL LOAD and
LAND AS SOON AS POSSIBLE**

ENGINE ROUGHNESS

CARB HEAT ON

IF ROUGHNESS CONT. AFTER 1 MINUTE

CARB HEAT OFF
MIXTURE . ADJUST FOR MAX SMOOTHNESS
ELECTRIC FUEL PUMP ON
FUEL SELECTOR SWITCH TANKS
ENGINE GAUGES CHECK
MAGNETO SWITCH .. “L” then “R” then BOTH

If operation is satisfactory on either one, continue on that MAG at reduced power and full “RICH” mixture to first airport.

PREPARE FOR POWER OFF LANDING

SPIN RECOVERY

Throttle IDLE
Ailerons NEUTRAL
Rudder FULL OPPOSITE
to direction of rotation
Control Wheel FULL FORWARD
(to break stall)
Rudder NEUTRAL (when rotation stops)
Control Wheel AS REQ TO SMOOTHLY
REGAIN LEVEL FLIGHT ATTITUDE