



PIPER CHEROKEE PA28-140

GENERAL INFORMATION

PRE-FLIGHT

TIME SENSITIVE

EMERGENCY

PIPER CHEROKEE 140

CHECKLIST

[FLIGHT PLAN DESIGNATION IS "PA28A"]

EMERGENCY CONTACT

The following are First Landings' emergency contact telephone numbers. We ask that you call the numbers in the order listed. In addition, please continue down the phone list until you reach someone. Please do not assume a voice message left on one of the numbers will be immediately received.

Office (407) 886-7612

Jose Diaz Reyes (407) 413-3330

Adam Valencic (407) 557-7909

INFO:

EngineLycoming O320-E2A

Rated HP150 BHP @ 2700 RPM

Oil TypePhillips X/C (20w-50 or 100w)

Oil Capacity8 qts.

Fuel100LL or 80/87

....Dual Tanks

....25 Gal per side

....50 Gal total

....1 Gal unusable each wing

AIRCRAFT V SPEEDS & LIMITATIONS

	MPH	KIAS
V _R	45-50	38-43
V _X	74	68
V _Y	85	77
V _{NE}	171	148
V _{NO}	140	121
V _A	129	112
V _{FE}	115	100
V _{S1}	63	55
V _{S0}	54	48
V _G	80	70
Max demonstrated cross wind	17 Kts.	
Gross Weight	2150 lbs	
Max ceiling (gross)	14,300'	
Take-off run (@SL gross)	800'	
Landing run (@SL gross)	535'	
Take-off run 50ft (@SL gross)	1,700'	
Landing run 50ft (@SL gross)	1,075'	

75% power, 7000' (130 MPH)

Useful Load - N95315 853.8lbs

Intentional Spins - Prohibited

PREFLIGHT INSPECTION

Preparation: Remove gust locks, Tie Down Ropes, Pitot Tube Cover, Other Plane Protection Items/Covers.

Roll plane, back and forth to check all tires

CABIN

- ⊗ Hobbs & Tach.....Check and Record
- ⊗ DocumentsAROW
- ⊗ Ignition & MasterOff
- ⊗ All Electrical.....Off
- ⊗ Trim TabsNeutral Position
- ⊗ AvionicsOff
- ⊗ Master (Clear Area)On
- ⊗ Fuel Gauges.....Check Quantities
- ⊗ FlapsFull Down
- ⊗ Lights.....Check
- ⊗ MasterOff
- ⊗ Fuel Select ControlOn Fuller Tank

WARNING

For Flight Safety, Pilot Should Verify Actual Fuel Quantity Visually in Tanks Before Takeoff.

EXTERIOR CHECK

- ⊗ Right FlapCheck Hinges, Connections
- ⊗ Right AileronCheck Movement, Hinges
- ⊗ Right WingNo Damage, Ice
- ⊗ R. Wing Nav Lt.....Check
- ⊗ Right Fuel TankVisually Check Quantity
- ⊗ Right Wing Tie-down...Remove
- ⊗ Right Fuel Vent.....Check Clear
- ⊗ Right Fuel Sump.....Drain & Check
- ⊗ Right StrutCheck Inflation
- ⊗ Right Tire, Brake.....Check Inflation, Wear
- ⊗ Engine Oil LevelCheck (6-8 qts), Leaks
- ⊗ Spark Plug WiresCheck for Wear
- ⊗ Fuel LeaksCheck

EXTERIOR CHECK CONT.

- ⊗ Cowl & Prop Check for Nicks, Security
- ⊗ Alternator Belt Check Wear, Tightness
- ⊗ Air Intake & Filter Check for Obstructions
- ⊗ Landing Light Check
- ⊗ Nose Gear Check Tire & Strut
- ⊗ Hydraulic Fluid Res Check to line
- ⊗ Engine Fuel Sump Drain, Check for Water
- ⊗ Windshield Check Clean
- ⊗ Left Fuel Tank Visually Check Quantity
- ⊗ Stall Warning Clear
- ⊗ Left Fuel Sump Drain, Check for Water
- ⊗ Left Strut Check Inflation
- ⊗ Left Tire, Brake Check Inflation, Wear
- ⊗ Left Fuel Vent Check Clear
- ⊗ Left Wing Tie-down Remove
- ⊗ Pitot-Static System Check
- ⊗ Left Wing No Damage
- ⊗ L. Wing Nav Light Check
- ⊗ Left Aileron Check Movement, Hinges
- ⊗ Left Flap Check Hinges, Connections
- ⊗ Left Fuselage Check for Damage
- ⊗ Vertical Stabilizer Check
- ⊗ Beacon Lt Check
- ⊗ Stabilator (Elevator) Check Movement
- ⊗ Anti-Servo Check
- ⊗ Rudder Check
- ⊗ Tail Tie Down Remove
- ⊗ Right Fuselage Check
- ⊗ Antennas Check

ENGINE START

- ⊗ Tow-Bar Removed/VERIFY
- ⊗ All Seats, Belts, Door .. Set & Secure
- ⊗ Passenger Briefing
 - ⊗ Seat Belt use
 - ⊗ Door Operation
 - ⊗ Emergency Equipment
 - ⊗ Motion Sickness
 - ⊗ Sterile Cockpit
 - ⊗ Cockpit Resource Management Briefing (CRM)
- ⊗ Parking Brake Set
- ⊗ Fuel Selector Check on Fuller Tank
- ⊗ Flaps Up (Visually Check)
- ⊗ Trim Neutral
- ⊗ All Electrical Switches · Off
- ⊗ Mixture Control Rich
- ⊗ Throttle Open 1/4"
- ⊗ Carb Heat Cold
- ⊗ Prime engine with Throttle if necessary
- ⊗ Prop Call "CLEAR" & Visually Check
- ⊗ Master Switch On
- ⊗ Electric Fuel Pump On
- ⊗ Beacon On
- ⊗ Ignition Switch Start
- ⊗ Throttle Adjust to 800-1000RPM
- ⊗ Oil Pressure Check (Needle In Green)
- ⊗ Mixture Lean 1"
- ⊗ Avionics & Radios On
- ⊗ Transponder STBY
- ⊗ Nav & Taxi Lights On (Night)
- ⊗ Brake Check Before Taxiing

WARNING

If Oil Pressure Doesn't Rise Within 10 Seconds,

ENGINE RUNUP

- ⊗ Nose Gear Straight
- ⊗ Parking Brake Hold
- ⊗ Throttle 800 RPM
- ⊗ Cabin Door Closed & Latched
- ⊗ Seat Belts Check Self & Pax
- ⊗ Flight Controls Check Movement
- ⊗ Trim Tab Set for Takeoff
- ⊗ Fuel Selector Check ON Fuller Tank
- ⊗ Flight Instruments Check & Set
- ⊗ Radios Set for Frequencies
- ⊗ Fuel Pump Off, Check Press, Then On
 - ⊗ Check L&R Tanks Separately
- ⊗ Throttle 2000 RPM
- ⊗ R-L Magnetos Max 150 Drop/50 Differential
- ⊗ Carb Heat ON Check RPM Drop, OFF
- ⊗ Ammeter Check Charging
- ⊗ Suction Gauge Check 5" HG +/- .1
- ⊗ Engine Instruments Check
- ⊗ Throttle 800 RPM

BEFORE TAKEOFF

- ⊗ Mixture Full Rich
- ⊗ Transponder Switch to Altitude
- ⊗ Throttle Friction Lock · Adjust as Needed
- ⊗ Flaps 10°
- ⊗ Landing & Strobes On (Night)
- ⊗ Directional Gyro Set by Compass
- ⊗ Tower Clearance If Applicable

TAKEOFF

- ⊗ Throttle Full, Carb Heat Cold
- ⊗ Rotate 45-50 MPH
- ⊗ Elec. Fuel Pump Off at 500AGL
- ⊗ Flaps Up
- ⊗ Engine Instruments In Green
- ⊗ T.O. Time Noted

CRUISE

- ⊗ Throttle Max 2500 RPM
- ⊗ Mixture Lean Above 3000 Ft.
- ⊗ Fuel Select Alternate Tanks 45mins

CAUTION

Check Fuel Gauges Frequently With One Tank Shut Off To Prevent Fuel Starvation.

PRE-LANDING CHECK

- ⊗ Tune & Get ATIS Info
- ⊗ Advise Tower of Distance and Direction From Airport if Applicable
- ⊗ Check Seat Belts Self & Pax
- ⊗ Fuel Selector On Fuller Tank
- ⊗ Fuel Mixture Rich
- ⊗ Electric Fuel Pump On
- ⊗ Landing Light On (Night)

LANDING

- ⊗ Electrical Fuel Pump .. Verify On
- ⊗ Throttle Establish 85 MPH
- ⊗ Flaps 1st Notch (10°) under 115 MPH
- ⊗ Base Leg Flaps 2nd Notch (25°)
- ⊗ Final Leg Flaps 3rd Notch (40°)
- ⊗ Landing Speed Flare .. 55-60 MPH

POST LANDING CHECK

- ⊗ Clear Active Runway... Clear/Radio Call
- ⊗ Flaps Retracted
- ⊗ Elec. Fuel Pump Off
- ⊗ Elevator Trim Set to Neutral
- ⊗ Transponder Set to Standby
- ⊗ Contact Gnd. Con. For Clearance if Applicable

SECURING AIRCRAFT

- ⊗ Avionics & Radios Off
- ⊗ Electrical Switches Off
- ⊗ Mixture Idle Cut-Off
- ⊗ Ignition Off
- ⊗ Master Switch Off
- ⊗ Control Lock In Place
- ⊗ Hobbs Meter & Tach ... Record
- ⊗ Wing & Tail Tie-Downs Secure

LANDING WITH A FLAT NOSE TIRE

- ⊗ Pre-landing checklist COMPLETE
- ⊗ Approach NORMAL
- ⊗ Flaps AS REQUIRED
 - ⊗ 85 MPH Flaps UP-10
- ⊗ Land and maintain aircraft NOSE HIGH attitude as long as possible

LANDING WITH A FLAT MAIN TIRE

- ⊗ Pre-landing checklist COMPLETE
- ⊗ Approach NORMAL
- ⊗ Flaps FULL
- ⊗ Directional Control MAINTAIN
- ⊗ Land the airplane on the opposite side of runway to the side with the defective tire to compensate for change in direction, which is to be expected during final rolling.
- ⊗ Touchdown with the GOOD TIRE FIRST and hold flat tire off the ground as long as possible.

DOOR OPEN IN FLIGHT

- ⊗ Airspeed 100 MPH Or Less
- ⊗ Cabin Vents Closed
- ⊗ Push Door Further Open Then Shut, Locking Top Latch

**A Slip In The Direction Of The Open Door
Will Assist In Latching Procedure**

ALTERNATOR FAILURE

**If A Zero Reading Is Being Indicated By The Ammeter,
First Activate An Electrical Device To Ensure The Ammeter
Isn't Just Showing Low. If No Increase Is Seen, Alternator
Failure Can Be Assumed.**

- ⊗ Electrical Load Reduce
- ⊗ Alternator Breaker Check
- ⊗ Alt Switch Off For 1 Second, Then On

**If Ammeter Continues To Show No Output, Or Alternator
Will Not Stay Reset, Turn Off ALT Switch, Maintain**

EMERGENCY PROCEDURES

Emergency procedures shown in bold faced type are immediate action items which should be committed to memory.

ENGINE FAILURES AND MALFUNCTIONS

ENGINE FIRE DURING START

- ⊗ IF STARTED
 - ⊗ RUN ENGINE TO 1800 RPM For 2 Minutes
 - ⊗ ENGINESHUTDOWN AND INSPECT
- ⊗ IF NOT STARTED
 - ⊗ **ThrottleFULL OPEN**
 - ⊗ **Mixture.....IDLE CUT-OFF**
 - ⊗ **CONTINUE CRANKING TO EXTINGUISH FLAMES**

ENGINE FAILURE DURING TAKEOFF ROLL

- ⊗ **Throttle.....IDLE**
- ⊗ **Brakes.....APPLY AS NEEDED**
- ⊗ Wing Flaps.....RETRACT
- ⊗ Mixture.....IDLE CUTOFF
- ⊗ Magnetos.....OFF
- ⊗ Master SwitchOFF

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

NOSE DOWN!

- ⊗ **Airspeed80 MPH**
Suitable Landing Site off Nose, No more than 45* either way
- ⊗ **FlapsAS REQUIRED**
- ⊗ MixtureIDLE CUTOFF
- ⊗ Magnetos.....OFF
- ⊗ Master switchOFF
- ⊗ Door LatchOPEN (Just Prior to Touchdown)

ENGINE ROUGHNESS OR RPM LOSS

- ⊗ **Carb Heat.....ON**
- ⊗ **Throttle.....Full**
- ⊗ **MagnetosCheck Both**
- ⊗ **MixtureLean (as required)**

ENGINE FAILURE DURING FLIGHT

- ⊗ **Establish Glide80 MPH**
- ⊗ **Select Emergency Landing Site**
- ⊗ **Fuel SelectorSwitch To Another Tank With Fuel**
- ⊗ **Electric Fuel Pump.....ON**
- ⊗ **MixtureFULL RICH**
- ⊗ **Carb Heat.....ON**
- ⊗ **PrimerCheck In & Locked**
- ⊗ **Throttle.....Open**
- ⊗ Engine GaugesCheck for Problem
- ⊗ Master SwitchCheck On
- ⊗ Magnetos.....Check on Both
- ⊗ Ignition to Start if Propeller Stopped

IF ALTITUDE PERMITS, TRY RESTART CONTINUOUSLY

SECURING AIRCRAFT FOR FORCED LANDING

- ⊗ Fuel SelectorOFF
- ⊗ MixtureIdle Cut-Off
- ⊗ Throttle.....Closed
- ⊗ Flaps.....As Required
- ⊗ Ignition SwitchOff
- ⊗ Transponder.....Set 7700
- ⊗ RadioSet to 121.5, Declare
 - ⊗ "Mayday, Mayday, Mayday, N95315, Location"
- ⊗ Seats and BeltsSECURE
- ⊗ DoorAjar Just Before Landing
- ⊗ Master SwitchOff When Field Made

LOW OIL PRESSURE

- ⊗ Oil Temp.....CHECK
 - Above Green or Rising; **LAND** as soon as possible and be alert for impending engine failure
- ⊗ Throttle.....REDUCE IMMEDIATELY
 - If stable within the green arc; **LAND** as soon as practical
- ⊗ Oil Temp/PSIMonitor

If Roughness Continues Land As Soon As Practical

ENGINE FIRE IN-FLIGHT

- ⊗ **Mixture**IDLE CUTOFF
 - ⊗ **Fuel Selector**OFF
 - ⊗ **Ignition Switch**OFF
 - ⊗ **Master Switch**.....OFF
 - ⊗ Cabin Heat/AirCLOSED
 - ⊗ Air Speed.....INCREASE TO BLOW OUT FIRE,
 - ⊗ DO NOT EXCEED V_{NE} 171 MPH
- DO NOT Attempt an In-Flight Restart**
- ⊗ Procedure For a Forced Landing

ELECTRIC FIRE IN CABIN IN FLIGHT

- ⊗ **Master Switch**.....OFF
 - ⊗ **Air Vents**.....OPEN
 - ⊗ **Cabin Heat**OFF
 - ⊗ **Fire Extinguisher**ACTIVATE,
 - ⊗ **Ventilate Cabin After Discharge**
 - ⊗ Avionics.....OFF
 - ⊗ ALL Other SwitchesOFF (Except Magnetos)
- IF FIRE HAS NOT BEEN EXTINGUISHED**
- ⊗ **Master Switch**ON
 - ⊗ **Rapid Descent**Execute
 - ⊗ **DO NOT EXCEED V_{ne}**
 - ⊗ Avionics.....ON
 - ⊗ RadioAlert ATC or 121.5 MAYDAY
 - ⊗ Forced LandingExecute
- IF FIRE HAS BEEN EXTINGUISHED AND ELECTRICAL POWER IS NECESSARY**
- ⊗ Cabin VentsOpen
 - ⊗ Circuit BreakersCheck for Open, DO NOT RESET
 - ⊗ Master SwitchON
 - ⊗ Avionics.....ON
 - ⊗ Precautionary Landing...Execute

WING FIRE

- ⊗ **NAV Light**..... OFF
- ⊗ Sideslip to Keep Flames Away from the Fuel Tank and Cabin
- ⊗ Land as Soon as Possible

PRECAUTIONARY LANDING WITH ENGINE POWER

- ⊗ Seatbelts..... SECURE
- ⊗ Airspeed 85 MPH
- ⊗ Wing Flaps As Needed
- ⊗ Radio ALERT ATC/ MADAY 121.5
- ⊗ Transponder SQUAWK 7700
- ⊗ Selected Field FLY OVER
 - ⊗ (noting terrain & obstacles)
- ⊗ Airspeed 80 MPH
- ⊗ Mater Switch..... OFF (ALT&BAT)
 - ⊗ (when landing is assured)
- ⊗ ELT..... ACTIVATE
- ⊗ Door Latch..... OPEN
 - ⊗ (just prior to touchdown)
- ⊗ Touchdown..... SLIGHTLY TAIL LOW
- ⊗ Mixture IDLE CUTOFF
- ⊗ Magentos OFF
- ⊗ Brakes..... APPLY HEAVILY

