



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
Peter Lankester	(352) 362-8722
Jim Williams	(239) 938-5796
Adam Valencic	(407) 557-7909

INFO:

Engine.....Lycoming 0320-E2A

Rated HP 150 BHP @ 2700 RPM

Oil Type.....Phillips X/C (20w-50 or 100w)

Oil Capacity.....8 qts.

Fuel..... 100LL or 80/87

....Dual Tanks

....25 Gal per side

....50 Gal total

....1 Gal unusable each wing

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 74 KNOTS
- ⊗ Wing Flaps As Needed
- ⊗ Radio ALERT ATC/ MADAY 121.5
- ⊗ Transponder SQUAWK 7700
- ⊗ Selected Field FLY OVER
 - ⊗ (noting terrain & obstacles)
- ⊗ Airspeed 70 KNOTS
- ⊗ Master 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

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}	64.....	55
V _{S0}	55.....	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
- ⊗ Documents AROW
- ⊗ Ignition & Master Off
- ⊗ All Electrical Off
- ⊗ Trim Tabs Neutral Position
- ⊗ Avionics Off
- ⊗ Master (Clear Area) On
- ⊗ Fuel Gauges Check Quantities
- ⊗ Flaps Full Down
- ⊗ Lights Check
- ⊗ Master Off
- ⊗ Fuel Select Control On Fuller Tank

WARNING

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

EXTERIOR CHECK

- ⊗ Right Flap Check Hinges, Connections
- ⊗ Right Aileron Check Movement, Hinges
- ⊗ Right Wing No Damage, Ice
- ⊗ R. Wing Nav Lt Check
- ⊗ Right Fuel Tank Visually Check Quantity
- ⊗ Right Wing Tie-down .. Remove
- ⊗ Right Fuel Vent Check Clear
- ⊗ Right Fuel Sump Drain & Check
- ⊗ Right Strut Check Inflation
- ⊗ Right Tire, Brake Check Inflation, Wear
- ⊗ Engine Oil Level Check (6-8 qts), Leaks
- ⊗ Spark Plug Wires Check for Wear
- ⊗ Fuel Leaks Check

ENGINE FIRE IN-FLIGHT

- ⊗ Mixture IDLE CUTOFF
 - ⊗ Fuel Selector OFF
 - ⊗ Ignition Switch OFF
 - ⊗ Master Switch OFF
 - ⊗ Cabin Heat/Air CLOSED
 - ⊗ Air Speed INCREASE TO BLOW OUT FIRE,
 - ⊗ DO NOT EXCEED V_{NE} 148 KNOTS
- 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 Switches OFF (Except Magnetos)
- IF FIRE HAS NOT BEEN EXTINGUISHED**
- ⊗ Master Switch ON
 - ⊗ Rapid Descent Execute
 - ⊗ DO NOT EXCEED V_{ne}
 - ⊗ Avionics ON
 - ⊗ Radio Alert ATC or 121.5 MAYDAY
 - ⊗ Forced Landing Execute
- IF FIRE HAS BEEN EXTINGUISHED AND ELECTRICAL POWER IS NECESSARY**
- ⊗ Cabin Vents Open
 - ⊗ Circuit Breakers Check for Open, DO NOT RESET
 - ⊗ Master Switch ON
 - ⊗ Avionics ON
 - ⊗ Precautionary Landing ... Execute

ENGINE FAILURE DURING FLIGHT

- ⊗ Establish Glide 70 KNOTS
 - ⊗ Select Emergency Landing Site
 - ⊗ Fuel Selector Switch To Another Tank With Fuel
 - ⊗ Electric Fuel Pump ON
 - ⊗ Mixture FULL RICH
 - ⊗ Carb Heat ON
 - ⊗ Engine Gauges Check for Problem
 - ⊗ Primer Check In & Locked
 - ⊗ Throttle Open
 - ⊗ Master Switch Check On
 - ⊗ Magnetos Check on Both
 - ⊗ Ignition to Start if Propeller Stopped
- IF ALTITUDE PERMITS, TRY RESTART CONTINUOUSLY**

SECURING AIRCRAFT FOR FORCED LANDING

- ⊗ Ignition Switch Off
- ⊗ Fuel Selector OFF
- ⊗ Throttle Closed
- ⊗ Mixture Idle Cut-Off
- ⊗ Flaps As Required
- ⊗ Transponder Set 7700
- ⊗ Radio Set to 121.5, Declare
 - ⊗ "Mayday, Mayday, Mayday, N95315, Location"
- ⊗ Seats and Belts SECURE
- ⊗ Door Ajar Just Before Landing
- ⊗ Master Switch Off 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/PSI Monitor
 - If Roughness Continues Land As Soon As Practical**

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
- ⊗ Tall 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 ON
- ⊗ **Carb Heat**Off
- ⊗ **Fuel Selector**.....Check on Fuller Tank
- ⊗ **Flaps**.....Up (Visually Check)
- ⊗ **Trim**.....Neutral
- ⊗ **All Electrical Switches** ·Off
- ⊗ **Mixture Control**Rich
- ⊗ **Throttle**Open 1/4"
- ⊗ **Prime engine with Throttle if necessary**
- ⊗ **Prop**Call "CLEAR" & Visually Check
- ⊗ **Beacon**.....On
- ⊗ **Master Switch**On
- ⊗ **Electric Fuel Pump**.....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
- ⊗ **Get ATIS & Clearance** ..If Applicable

WARNING

If Oil Pressure Doesn't Rise Within 10 Seconds,
Shut Down Engine

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**
 - ⊗ **ENGINE**.....SHUTDOWN AND INSPECT
- ⊗ IF NOT STARTED
 - ⊗ **Throttle**FULL 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 Switch**OFF

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

NOSE DOWN!

- ⊗ **Airspeed**70 KNOTS
- ⊗ **Suitable Landing Site off Nose, No more than 45* either way**
- ⊗ **Flaps**.....AS REQUIRED
- ⊗ **Mixture**.....IDLE CUTOFF
- ⊗ **Magnetos**OFF
- ⊗ **Master switch**OFF
- ⊗ **Door Latch**.....OPEN (Just Prior to Touchdown)

ENGINE ROUGHNESS OR RPM LOSS

- ⊗ **Carb Heat**ON
- ⊗ **Throttle**Full
- ⊗ **Magnetos**.....Check Both
- ⊗ **Mixture**.....Lean (as required)

LANDING WITH A FLAT NOSE TIRE

- ⊗ Pre-landing checklist ···· COMPLETE
- ⊗ Approach ······ NORMAL
- ⊗ Flaps ······ AS REQUIRED
 - ⊗ 74 KNOTS··· 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 ······ 87 KNOTS 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
Minimum Electrical Load and Land As Soon As Practical.**

ENGINE RUNUP

- ⊗ Nose Gear ······ Straight
- ⊗ Parking Brake ······ Hold
- ⊗ Throttle ······ 1000 RPM
- ⊗ Cabin Door ······ Closed & Latched
- ⊗ Seat Belts ······ Check Self & Pax
- ⊗ Flight Controls ······ Free and Correct
- ⊗ 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
- ⊗ Mixture Control ······ Rich
- ⊗ Throttle ······ 2000 RPM
- ⊗ R-L Magnetos ······ Max 150 Drop/50 Differential
- ⊗ Carb Heat ······ ON Check RPM Drop, OFF
- ⊗ Ammeter ······ Check Charging
- ⊗ Engine Instruments ······ Check
- ⊗ Throttle ······ 1000 RPM
- ⊗ Mixture Control ······ Lean

BEFORE TAKEOFF

- ⊗ Fuel Pump ······ ON
- ⊗ Mixture ······ Full Rich
- ⊗ Transponder ······ Switch to Altitude
- ⊗ Throttle Friction Lock ···· Adjust as Needed
- ⊗ Flaps ······ 10°—25°
- ⊗ Landing & Stobes ······ On (Night)
- ⊗ Directional Gyro ······ Set by Compass
- ⊗ Tower Clearance ······ If Applicable
- ⊗ Take OFF Time ······ Noted

TAKEOFF

- ⊗ Throttle Full, Carb Heat Cold
- ⊗ Rotate ······ 60 KNOTS
- ⊗ Flaps ······ Up
- ⊗ Engine Instruments ······ In Green
- ⊗ Climb Out ······ 77 KNOTS
- ⊗ Elec. Fuel Pump ······ Off at 1000AGL

CRUISE

- ⊗ Throttle..... Max 2500 RPM
- ⊗ Mixture Lean Above 3000 Ft.
- ⊗ Fuel Select Alternate Tanks 30 mins

CAUTION

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

PRE-LANDING CHECK

- ⊗ Tune & Get ATIS Info, GPS set Brief Approach
- ⊗ 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)

BEFORE LANDING

- ⊗ Electrical Fuel Pump... Verify On
- ⊗ Carb Heat.....OFF (unless indication of icing)
- ⊗ Throttle..... 1500-1700 RPM
- ⊗ Mixture.....FULL RICH
- ⊗ Flap.....10°
- ⊗ Lights.....ON

FLAPS IF NEEDED:

- ⊗ Flaps 1st Notch (10°) under 100 KNOTS
- ⊗ Base Leg Flaps 2nd Notch (25°)
- ⊗ Landing Assured Flaps 3rd Notch (40°)
- ⊗ Landing Speed Flare..... 48-52 KNOTS

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