PIPER ARCHER II - NORMAL CHECKS

Prestart

Seats	Adjusted
Doors	Closed
Harnesses	Fastened
Area	Clear & Suitable
Fuel Endurance timer	Set

Start

Fuel	Lowest tank
Trim	Neutral
Flap	Retracted
Park Brake	Set
Instruments	Left to Right
Radios	Off
Transponder	Off
Breakers	All in
Carb Heat	Off / Cold
Mixture	Full Rich
Throttle	Cracked
Anti Col & Beacon	On
Fuel Pump	On
Masters	On
Electric Trim	OFF
Key	In ready
Prime	As Required
Prop and area	Clear
Start	Key Start

After Start

Throttle	1200 RPM
Oil Pressure	Active
Alternator	Charging
Fuel Pressure	Stable
Fuel Pump	Off
Magnetos	Dead cut check
Radio	On
Radio Freq	Check and Squelch
Transponder	STBY
Fuel Endurance Timer	Start

Taxi Checks

Brakes	Check
Gyro Instruments	Moving Freely
Compass	Moving Freely

Power Checks / Run Ups

Parked	Into wind
Park Brake	Set
Fuel Pump	On
Fuel Tank	Change to Fullest
Fuel Pump	Off
Temp, Press, suction	Active
Power	2000 RPM
Brakes	Holding
Carb Heat	Cycle
Magnetos	L, Both, R, Both *Max drop 175 max difference 50*
Temp and Press	Stable
Power	Throttle Closed
Carb Heat	On
Idle Check	Not below 500 RPM
Power	1200 RPM

Pre Take off Checks (DVA's)

Too	**Trim**	Set
	Throttle Friction	Appropriate
Many	**Mixture**	Full Rich
	Masters	On
Pilots	**Primer**	Locked
	Pitch	Fixed
Fly	**Flap**	Cycle and Set
	Fuel	Pump On
		Pressure
		Fullest Tank
		Tank Timer
In	**Instruments**	Set
	Ignition	Both
High	**Hatches**	Secure
	Harnesses	Fastened
Cloud	**Controls**	Full and Free
	Clear	Clearing turn

Line Up Checks

Lights	All On
Camera	TPNDR ALT
Action	Temp, Press Carb Ht Cycle

DO NOT REMOVE FROM AIRCRAFT

NORMAL CHECKS cont.

HASELL		
H	Height	Suitable for recovery
A	Airframe	State configuration
S	Security	Cockpit Secure
E	Engine	Temps and Press Fuel Pump ON
L	Locality	Suitable
L	Lookout	Clearing Turn
L	Lights	All ON

SADIE		
S	Suction	Green Range
A	Ammeter	Charging
D	Directional Indicator	Aligned
I	Icing	Carb Heat Cycle
E	Engine	T and P's

Prelanding Checks - BUMFISH		
B	Brakes	Pressure
U	Undercarriage	Fixed
M	Mixture	Full Rich
F	Fuel	Fuel Pump On
I	Ignition	On Both
S	Security	Cockpit Secure
H	Hatches & Harnesses	Secure

After Landing Checks	
Vacate runway	
Flaps	Retracted
Fuel Pump	Off
Landing Light	Off
Transponder	Off

Shut Down	
ELT	Tune and Squelch 121.5
Radio	119.5 and OFF
Power	< 1000 RPM
Ignition	Deadcut L, R, OFF, Both
Mixture	Idle Cut Off
Keys	Out
Masters	Off
Aircraft Log	Filled out

EMERGENCY CHECKS

Engine fire on start	
Starter	Crank Engine
Mixture	Idle Cut OFF
Throttle	Full Throttle
Fuel Pump	OFF
Fuel Selector	OFF
Abandon aircraft if fire continues	

Engine Fire in flight	
Fuel Selector	OFF
Throttle	Closed
Mixture	Idle Cut OFF
Fuel Pump	OFF
Cabin Heat	OFF
Defroster	OFF
Proceed with a forced landing	

Loss of oil pressure
Land as soon as possible.
Be prepared for engine failure and force landing

Loss of fuel pressure	
Fuel Pump	ON
Fuel selector	check fullest tank
	Change tank if sufficient fuel
Land as soon as possible.	
Be prepared for engine failure and force landing	

Alternator Failure	
Verify failure	
Reduce electrical load	
Alternator circuit breaker	Check
Alt switch	OFF (1 sec) then ON
If no output	OFF
Land as soon as possible.	

Operating Information			
Vs1	55 kts	VX	64 kts
Vso	49 kts	VY	76 kts
VFE	89 kts	Best Glide	76 Kts
VNO	100 kts	Demo X-wind	17 kts
VA	113 - 89 kts		
VNE	148 kts		
Normal Approach – Full Flap		66 kts	
Precision Approach – Full Flap		55-60 kts	
Fuel Burn		40 litres per hour	
Minimum Oil		6 quarts	

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