

PA-28-181

Registration: _____

Serial Number: _____

*Consult Aircraft Manual For Official Procedures
and Weight & Balance Information*

LEGEND

NORMAL CHECKLIST

EMERGENCY CHECKLIST

REQUIRED MEMORY ITEMS

NORMAL PROCEDURES

AIRCRAFT ACCEPTANCE

Maintenance StatusCHECK
Weight & BalanceWITHIN LIMITS
Emergency & Safety Equipment.....CHECK
Required Aircraft Documents.....CHECK
Hobbs TimeRECORD
Tachometer TimeRECORD

– Checklist Complete –

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NORMAL PROCEDURES - PA-28-181

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PREFLIGHT INSPECTION

**Remove cabin cover, pitot cover,
cowl plugs and external gust locks.**

Cabin:

Aircraft Acceptance CheckCOMPLETE
Control LockREMOVE
Fuel SelectorRIGHT
Trim.....SET FOR TAKEOFF
Carb Heat.....OFF
MixtureCUTOFF
ThrottleCLOSED
Avionics & Electrical Equipment.....OFF
Circuit BreakersCHECK IN
Magnetos.....OFF & KEY REMOVED
Propeller AreaVISUALLY CLEAR
Master SwitchON
Fuel Gauges and AnnunciatorsCHECK
LightingCHECK
Pitot Heat.....CHECK
Master SwitchOFF
Pitot/Static SystemDRAIN
Alternate Static Source.....CLOSED
Magnetic Compass.....FREE/STEADY/FULL
Flaps.....EXTEND

Fuel System:

Right TankSAMPLE 1 POINTS
GascolatorSAMPLE 1 POINTS
Left Tank.....SAMPLE 1 POINTS

Right Wing:

Flap / Aileron / LightsCHECK
 Leading Edge / Top SurfaceCHECK
 Fuel Filler.....QUANTITY & SECURITY
 Tie-Down / ChockREMOVE
 Right Main GearCHECK

Nose:

Nose Strut / Linkage / DamperCHECK

NOTE

*Inspect from side only.
 Never lean into prop arc.*

Engine Oil.....CHECK QUANTITY
 Engine Compartment.....UNOBSTRUCTED
 Propeller and SpinnerCHECK
 Air FilterCHECK
 Windshield.....CHECK & CLEAN

Left Wing:

Left Main GearCHECK
 Tie-Down / ChockREMOVE
 Top Surface / Leading EdgeCHECK
 Fuel Filler.....QUANTITY & SECURITY
 Pitot-Static Blade / Stall Warning Vane ...CHECK
 Lights / Aileron / FlapCHECK

Fuselage/Empennage:

Left Fuselage Condition.....CHECK
 Control Surfaces.....CHECK
DO NOT MOVE RUDDER BY HAND!
 Tail Tie-DownREMOVE
 Lights/Antennas.....CHECK VISUALLY
 Right Fuselage ConditionCHECK
 Baggage DoorCLOSED & LATCHED
 Flaps.....RETRACT BEFORE BOARDING PAX

**Make sure cargo is secure,
 baggage door is latched,
 and all chocks & tie-downs are removed
 prior to boarding.**

– Checklist Complete –

BEFORE ENGINE START

Preflight Inspection.....COMPLETE
 Door & Windows.....CLOSED & LOCKED
 Departure Procedures & ChartsPREPARED
 Passengers & CrewBRIEFED
 Seats & BeltsADJUSTED & LOCKED
 Fuel Selector.....LEFT or LOWER TANK
 Trim.....SET FOR TAKEOFF
 Avionics & Electrical Equipment.....OFF
 Circuit BreakersCHECK IN
 BrakesTEST & SET

– Checklist Complete –

ENGINE START

Prime

Beacon (FIN Strobe)ON
 Master SwitchON
 MixtureRICH
 Throttle 1/4 OPEN
 PrimerAS NECESSARY (5 shots)
 PrimerIN & LOCKED
 ThrottleCLOSED

Engine Start

Fuel PumpON, CHECK PRESSURE
 Propeller AreaCall "CLEAR"
 ThrottleSLIGHTLY OPEN, HAND ON
 StarterENGAGE
 Power1000 RPM
 Oil PressureABOVE RED LINE IN 30 SEC
 Fuel PumpOFF, CHECK PRESSURE
 MixtureLEAN
 Quadrant FrictionAS NECESSARY
 Avionics & Electrical EquipmentON
 TransponderSTANDBY (1200 IF VFR)
 Radios (Nav/Comm/GPS)ON & SET

– Checklist Complete –

BEFORE TAXI

Heading IndicatorSET TO COMPASS
 ClearanceAS REQUIRED
 LightsAS REQUIRED
 BrakesRELEASE & TEST

– Checklist Complete –

DURING TAXI

Brakes & SteeringCHECK
 Flight InstrumentsCHECK & SET
*During left and right taxi turns, check MC - AI - HI - TC:
 "Turning - Level - Turning - Turning - Ball Opposite"*
 – Checklist Complete –

BEFORE TAKEOFF / ENGINE RUNUP

BrakesSET
 Fuel SelectorRIGHT or FULLEST TANK
 Door & WindowsCLOSED & LOCKED
 Flight ControlsFREE & CORRECT
 Electric Trim & AutopilotTEST & SET

Engine Runup Check

MixtureRICH
 Power2000 RPM
 Engine Gauges & SuctionCHECK
 Annunciator PanelCHECK
 MagnetosCHECK RPM DROP
 AlternatorCHECK
 Carb HeatON=RPM DROP / OFF=RPM RISE
 Gyro InstrumentsCHECK & RESET
 Low IdleCHECK
 Power1000 RPM

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After Engine Check

Quadrant FrictionSET
 AutopilotVERIFY OFF
 Departure Engine Failure BriefingPilot Flying

“If we lose the engine with sufficient runway remaining, land & stop on the remaining runway.

If we lose the engine below pattern altitude with insufficient runway remaining, land straight ahead, avoiding obstacles.

If we lose the engine at or above pattern altitude, declare emergency and circle to land if able.”

Emergency Procedures.....REVIEW
 Departure Procedures.....REVIEW
 BrakesRELEASE

– Checklist Complete –

TAKEOFF

Taxiway Line-Up

Fuel Selector.....RIGHT or FULLEST TANK
 Trim.....SET FOR TAKEOFF
 Flaps.....SET FOR TAKEOFF
 Pitot Heat.....AS REQUIRED

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After Cleared Onto Runway

Mixture.....RICH
 Fuel PumpON
 Wing Strobes / Landing Light.....ON
 Transponder.....ALTITUDE
 Heading.....VERIFY RUNWAY NUMBER
 Time Off.....RECORD

– Checklist Complete –

CLIMB

Clear of Runway

Brakes.....STOP WHEEL ROTATION

Clear of Obstacles

Flaps (If Used).....RETRACT

500' AGL

PowerMAINTAIN FULL

AirspeedV_Y

1000' AGL

Fuel Pump.....OFF, CHECK PRESSURE

Landing Light.....OFF

Engine Gauges.....CHECK

– Checklist Complete –

CRUISE

PowerSET

Mixture.....LEAN

Fuel Selector.....SWITCH AS APPROPRIATE

Heading IndicatorSET TO COMPASS

– Checklist Complete –

NOTE

Repeat CRUISE checklist after each altitude change, or every 30 minutes enroute.

DESCENT

Flight Instruments.....SET
 MixtureENRICH WITH DESCENT
 PowerSET FOR DESCENT
 Arrival ProceduresREVIEW
 Instrument ApproachBRIEF & SET UP
 Passengers.....BRIEF

– Checklist Complete –

BEFORE LANDING

IAF (IFR) or Approaching Airfield (VFR)

Seats & BeltsADJUSTED & FASTENED
 Fuel SelectorFULLEST TANK
 Fuel PumpON
 Landing Light.....ON
 Flaps.....AS REQUIRED (Approach Setting)
 MixtureFULL FORWARD

Turn Autopilot OFF except for coupled approach.

FAF (IFR) or each Downwind-Base-Final (VFR)

MixtureFULL FORWARD
 Power.....AS REQUIRED (say setting)
 FlapsAS REQUIRED (say setting)
 Airspeed.....AS REQUIRED (say setting)

– Checklist Complete –

NOTE

Abeam landing point: 1600 RPM / pitch for 85 KIAS / 10 °

Base: 1500 RPM / 25° / 75 KIAS

Final: 1500 RPM / 40° / 65 KIAS

(Power settings vary with density altitude)

GO-AROUND

Mixture / ThrottleFULL FORWARD
 Pitch.....ESTABLISH CLIMB
 FlapsRETRACT TO 25°
 Airspeed.....V_x / V_y
 Flaps.....POSITIVE RATE, RETRACT FULLY
 Trim.....AS REQUIRED

NOTE

Return to BEFORE LANDING Checklist

– Checklist Complete –

AFTER LANDING (CLEAR OF RUNWAY)

Flaps.....RETRACT
 TransponderSTANDBY
 Wing StrobesOFF
 Time OnRECORD
 Fuel Pump.....OFF
 MixtureLEAN
 Landing / Taxi Lights.....AS REQUIRED

– Checklist Complete –

SHUTDOWN AND SECURING AIRCRAFT

BrakesHOLD
 Avionics & Electrical Equipment.....OFF
 Power1000 RPM
 Magnetos.....GROUNDING CHECK
 MixtureCUTOFF
 Magnetos.....OFF & KEY REMOVED
 Master SwitchOFF
 Fuel Selector.....RIGHT

Before leaving aircraft, verify...

Hobbs TimeRECORDED
 Tachometer TimeRECORDED
 Maintenance SquawksRECORDED
 Control Lock.....INSTALLED
 Seat Belts.....STOWED NEATLY
 Parking BrakeOFF
 Pitot CoverINSTALLED
 Cowl Plugs.....INSTALLED
 Tie-Downs / Chocks.....INSTALLED
 CabinCLEAN & TRASH REMOVED
 DoorsLOCKED

– Checklist Complete –

END OF NORMAL PROCEDURES

Passenger Briefing

Smoking is not allowed on board the aircraft or anywhere in the aircraft parking area. Federal law requires compliance with all placards and crewmember instructions.

Seatbelts must be fastened at all times and should be worn low and tight across the hips. To fasten the lap belt, place the metal tab in to the buckle. To adjust, pull the loose end of the strap. To release the seatbelt, lift up on the buckle. The shoulder belt clips onto the lap belt and must be worn for takeoff and landing.

Front seat passengers are seated by the exit. The door has two latches - one at the front and one at the top of the door. To open the door, twist the top latch downward, then pull up on the front handle. In the event of an emergency landing, the door must be opened in the air before landing, when ordered by the pilot. Exit to the rear of the aircraft, avoiding the engine and propeller.

Rear seat passengers should exit first before front seat passengers.

Please do not touch any flight controls, switches, or radios, unless instructed by the pilot. This includes the rudder pedals by your feet, for the front seat passenger.

Please do not talk to the pilot during taxi, takeoff, or landing. However, you must notify the pilot immediately at ANY time if you do not feel well, are uncomfortable, or need to land for physical necessity.

All personal electronic devices must be turned completely off for takeoff and landing. Some personal electronic devices may be used in-flight with the pilot's permission. Cellphones and other devices that contain transmitters may not be used at any time.

Fresh air vents and heat are available for your comfort. The pilot can show you how to use the ventilation features.

Before landing, ensure your seat is upright, seatbelt secure, and all personal items put away. After landing, please keep your seatbelt fastened until the engine is shut down.

Thank you for your attention. We hope you enjoy your flight.

ENGINE FAILURE DURING / AFTER TAKEOFF

Sufficient Runway

ThrottleCLOSED
 If AirborneLAND ON REMAINING RUNWAY
 Maintain Directional Control
 Taxi Clear If Able

Insufficient Runway / Below Pattern Altitude

AirspeedBEST GLIDE
 Passengers“BRACE FOR IMPACT!”
 RadioOPEN MIC / MAYDAY

Do Not Maneuver! Land straight ahead.

DoorOPEN BEFORE TOUCHDOWN
 MixtureCUTOFF
 Fuel PumpOFF
 Master SwitchOFF

At or Above Pattern Altitude

WingsLEVEL
 AirspeedTRIM FOR BEST GLIDE
 Mixture / ThrottleFULL FORWARD
 Fuel PumpON
 FlapsRETRACT
 Circle To LandIF ABLE
 MAYDAYANNOUNCE INTENTIONS
 DoorOPEN BEFORE TOUCHDOWN
 Master SwitchOFF BEFORE TOUCHDOWN

– Checklist Complete –

ENGINE FAILURE IN FLIGHT

WingsLEVEL
 AirspeedTRIM FOR BEST GLIDE
 Mixture / ThrottleFULL FORWARD
 Fuel PumpON
 Fuel SelectorSWITCH TANKS
 FlapsRETRACT
 Landing PointIDENTIFY & APPROACH
 Carb HeatON

Restart Attempt

MixtureRICH
 Fuel SelectorSWITCH or FULLEST TANK
 Fuel PumpON
 ThrottleHALF OPEN
 Magneto SwitchCHECK R-L-BOTH
 StarterENGAGE IF PROP STOPPED

Forced Landing / Before Touchdown

Transponder7700
 Radio CallCURRENT OR 121.5
 PassengersBRIEF
 ThrottleCLOSED
 MixtureCUTOFF
 Fuel PumpOFF
 MagnetosOFF
 FlapsAS REQUIRED
 Master SwitchOFF BEFORE TOUCHDOWN
 DoorOPEN BEFORE TOUCHDOWN
 TouchdownSLIGHTLY TAIL-LOW

– Checklist Complete –

ENGINE FIRE DURING START

StarterCONTINUE TO ENGAGE
 Fuel Pump.....OFF

If the engine starts:

Throttle1800 RPM (few minutes)
 MixtureCUTOFF
 Fuel SelectorOFF
 EngineINSPECT

If the engine fails to start:

StarterCONTINUE TO ENGAGE
 Fuel SelectorOFF
 MixtureCUTOFF
 ThrottleFULL FORWARD
 Fuel Pump.....OFF
 Master SwitchOFF
 MagnetosOFF
 Fire ExtinguisherOBTAIN

EVACUATE AIRPLANE

– Checklist Complete –

CABIN FIRE

Master SwitchOFF
 Cabin Heat / Air / VentsCLOSED
 Fire ExtinguisherACTIVATE
 When fire is extinguished:
 Cabin Heat / Air / VentsOPEN
 CabinVENTILATE
 Checklist....EXECUTE ENGINE FAILURE IN FLIGHT
WITH FORCED LANDING
 – Checklist Complete –

WING FIRE

Landing / Taxi / Nav / Strobe LightsOFF
 Pitot HeatOFF

**Perform a forward-slip to keep flames away
 from the fuel tank and cabin.**

“Step on the fire and fly away from it.”

**Land as soon as possible, using flaps only as
 required when landing is assured.**

Checklist....EXECUTE ENGINE FAILURE IN FLIGHT
WITH FORCED LANDING
 – Checklist Complete –

ENGINE FIRE IN FLIGHT

ThrottleCLOSED
 MixtureCUTOFF
 Fuel Pump.....OFF
 Fuel SelectorOFF
 Cabin Heat & AirOFF
 Airspeed100 KIAS OR GREATER
 Checklist....EXECUTE ENGINE FAILURE IN FLIGHT
WITHOUT RESTART ATTEMPT
 – Checklist Complete –

ELECTRICAL FIRE IN FLIGHT

Master SwitchOFF
 Avionics Master.....OFF
 Cabin Heat & AirOFF
 Fire ExtinguisherAS NECESSARY
 CabinVENTILATE

If Fire Appears Out

Avionics & Electrical Equipment.....EACH OFF
 Circuit BreakersCHECK - NO RESET
 Master SwitchON
 Avionics MasterON
 Avionics & Electrical Equipment.....MINIMAL
Turn On Individually To Isolate Fault
 – Checklist Complete –

SPIN RECOVERY

Simultaneously:

PowerIDLE
 AileronsNEUTRAL
 RudderFULL OPPOSITE SPIN DIRECTION
 ElevatorBRISKLY FORWARD

Then:

When Rotation Stops ...NEUTRAL RUDDER and
SMOOTH PULL-OUT
 PowerFULL
 Airspeed.....PITCH FOR V_Y
 – Checklist Complete –

END OF EMERGENCY PROCEDURES

All Speeds in KIAS

V _R	60
V _{SO}	49
V _S	55
V _X	64
V _Y	76
V _{GLIDE}	76
V _{FE}	102
V _A	113 @ 2550 lbs
V _{NO}	125
V _{NE}	154

Crosswind Component.....17 knots

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