

Preflight inspection:

Outside inspection, **remove tow bar**..... completed
 Aircraft & personal documents..... on board
 Aircraft logbook..... name & field & zvm
 Airsickness bags..... on board
 Weight & balance..... computed
 Bagage..... stowed
 Bagage door..... closed & locked
 Door closed & locked 2 times
 Seats..... adjusted & locked
 Safety belts.....fastened

Starting engine:

Parking brake..... set
 Circuit breakers..... tight
 All switches..... off
 Strobe light..... on
 Mixture.....rich
 Carburator heat.....cold
 Flaps..... up
 Battery master + alternator..... on
 Auxillary Suction..... checked and off
 Fan..... off
 Annunciator panel..... test
 Fuel quantity..... checked
 Fuel selector..... less fullest tank
 Fuel pump..... on (check pressure)
 Left magneto..... on
 Throttle..... 1½ cm open..... no pumping
 Primer, depending on temperature..... 4-8 seconds
 Propeller area clear! Start engine..... 1000 rpm
 Oil pressure..... green
 Right magneto..... on
 Fuel pump..... off & check pressure
 Ampere meter..... positive indication
 Radio master..... on
 Flight instruments..... checked & set

Pre-flight checklist PH-VSX Piper Archer III

During Taxi:

Brakes / nosewheel steering.....checked
 Magnetic compass, gyro's..... checked

Before takeoff:

Parking brake..... set
 Fuel selector fullest tank or if Mogas.....right tank
 Flight control's..... checked
 Flaps via 40° to 25°(grass)/0°(concrete)..... set
 Trims..... free & neutral
 Engine instruments.....checked
 Flight instruments..... checked & set

Engine check:

Mixture..... rich
 Carburator heat..... cold
 Check behind..... clear
 Engine.....2000 rpm
 Engine instruments + suction..... all in the green
 Magneto's..... max drop 175 & max diff 50 rpm
 Carburator heat..... drop ± 75 rpm
 Engine idle..... 600-700 rpm
 Engine..... 1000 rpm

Fuel pump.....on
 Annunciator panel.....no lights/only pitot heat
 Transponder in mode C.....set

Line up:

Fan off
 Circuit no incoming traffic
 Radio call.....performed
 Compass, gyro..... on runway heading
 Wind.....checked
 Throttle..... full open
 Engine..... min. 2200 rpm
 Rotating speed..... 60 kias

After take off / overshooting:

Until 200ft.....70 kias
 Carburator heat.....check cold
 Flaps up above 200ft, →76 kias
 Mixture check rich
 Trim..... set

After leveling off:

Engine..... as required
 Fuel pump off

Downwind:

Engine..... ±1900 rpm
 Speed 80-85 kias
 Flaps (< 102 kias) 10°/first notch
 Brakes..... checked
 Mixture.....rich, + carb.heat..... hot
 Fuel selector fullest tank or if Mogas.....right tank
 Fuel pump on
 Fuel quantity checked
 Instruments checked
 Safety belts fastened

End of downwind or base:

Engine..... ±1500 rpm
 Flaps..... 25°/second notch
 Speed..... 75 kias

In- & after flight checklist PH-VSX

Final:

Flaps full
 Speed..... 66-70 kias + ½ gust

After leaving runway:

Flaps up
 Carburetor heat cold
 Fuel pump..... off
 Landing, taxi, navigation lights..... off
 Transponder standby

Engine shutdown:

Parking brake set
 Throttle 1000 rpm
 Radio Master off
 Magneto's check cut off.....
 only last flight of day at max.....900 rpm
 Engine1200 rpm
 Mixture..... idle cut off
 Magneto's.....off
 Battery master + Alternator switch.....off
 All switches..... off
 Fuel valve..... off
 ZVM/ times..... noted in aircraft logbook
 Flight controls.....(with belts).....locked

In yellow = do by heart but check afterwards.

1st trouble-checks

Carburetor heat..... hot
 Fuel pump on
 Fuel selector change
 Speed 76 kias

2nd trouble checks

Mixturerich
 Magneto's checked

Engine failure

Crash-drill

Emergency radio call (if possible)..... done
 Seatbelts & loose objects..... tight
 Fuel valve..... closed
 Mixture idle cut off
 Fuel pump, radio, master + all switches..... off
 ELTon
 door unlocked
 Master + alternator. switch.....off, before touchdown