

Fly Corps Aviation – Cherokee 140 – N7524R

<p style="text-align: center;"><u>–Interior Preflight–</u></p> <p>Hobbs Time..... Check AROW Documents.....Check Control Wheel Lock.....Remove Fuel Selector (Check L/R/O).....Fullest Tank Primer.....In & Locked Throttle.....Idle Mixture.....Idle Cut-Off Magnetos.....Off Switches.....Off Carb Heat.....Off Flaps.....Extend Trim.....Aft for T/O Cabin Ht/Defrost.....Off Circuit Breakers.....In Master Switch.....On Fuel Quantity Indicators.....Check Stall Warning Light.....Check Lights & Pitot Heat.....Check then off Master Switch.....Off</p> <p style="text-align: center;"><u>–Exterior Preflight–</u></p> <p>Right Wing Flap & Aileron.....Check Right Wingtip Condition & Lights.....Check Right Wing Leading Edge.....Check Right Wing Tie Down/Chocks.....Remove Right Main Gear Assembly.....Check Right Wing Lower Surface.....Check Fuel Sump (1).....Sample Right Wing Fuel Quantity.....Check Right Wing Fuel Filler Cap.....Secure Right Wing Upper Surface.....Check Oil Quantity.....6-8 Quarts Cowling.....Secure Exhaust.....Secure/No Cracks Engine Cooling Air Inlets.....Clear Alternator Belt.....(Push Don't Pull).....Check Propeller & Spinner.....Check Air Filter.....Check Nose Wheel Strut & Tire.....Check Fuel Strainer.....Sample Left Wing Leading Edge.....Check Left Main Gear Assembly.....Check Left Main Chocks.....Remove Left Wing Tie Down.....Remove Left Wing Lower Surface.....Check Fuel Sump (1)Sample Fuel Tank Vent.....Check Left Wing Fuel Quantity.....Check</p>	<p>Left Wing Fuel Filler Cap.....Secure Left Wing Upper Surface.....Check Stall Warning Vane.....Check Pitot Mast Cover.....Removed Pitot/Static Mast.....Check Left Wingtip Condition/Lights.....Check Left Aileron & Wing Flap.....Check Aft Fuselage (Left side).....Check Horizontal Stabilator.....Check Tail Tie Down.....Remove Vertical Stab & Rudder.....Check Trim Tabs.....Check Antennas.....Check Aft fuselage (Right side).....Check Last Look: Tie-Downs, Chocks, Fuel Caps</p> <p style="text-align: center;"><u>–Before Start–</u></p> <p>Preflight Inspection.....Complete Seats/Belts.....Adjusted & Locked Cabin Door.....Closed & Latched Passengers.....Secured & Briefed Brakes.....Set & Hold Flaps.....Retract Fuel Selector.....Fullest Tank Primer.....In & Locked</p> <p style="text-align: center;"><u>–Engine Start–</u></p> <p>Carb Heat.....Off Mixture.....Rich Throttle.....Open ¼ inch Master Switch.....On Alternator.....On BeaconOn Fuel Pump.....On Primer.....1-3 Strokes Area.....CLEAR PROP Magnetos.....Both StarterPush Throttle.....1,000 RPM Engine Gauges.....In the Green Fuel Pump.....Off Mixture.....Lean 1 Inch Avionics Master.....On</p> <p style="text-align: center;"><u>–Before Taxi–</u></p> <p>Nav Lights.....On Circuit Breakers.....Recheck In Flight Instruments.....Set GPS.....Direct or Flt Plan.....Entered ATIS/AWOS.....(KSAV 123.75).....Set BARO Pressure in Altimeter.....Set</p>	<p>Obtain Clearance.....(KSAV 119.55).....Set Transponder.....Squawk Code/Alt Taxi Clearance.....(KSAV 121.9).....Brief Route</p> <p style="text-align: center;"><u>–Taxi–</u></p> <p>Parking Brake.....Off Attitude Indicator.....Less than 5° Bank Heading Indicator.....Direction of Turn Turn Coordinator.....Bank Towards/Ball Away</p> <p style="text-align: center;"><u>–Engine Runup–</u></p> <p>Brakes.....Set & Hold Fuel Selector.....Fullest Tank Primer.....In & Locked Flaps.....Up Trim (Elevator & Rudder).....Set Mixture.....Rich Throttle.....2,000 RPM Magnetos.....Check Left/Right (175/50) Ammeter.....Apply Load Engine Gauges.....In the Green Fuel Pump. On (Fuel Pressure stable)..Then Off Carb Heat.....On Throttle.....Idle then 1,000 RPM Carb Heat.....Off Circuit Breakers.....In Pitot Heat.....As Required Flight Instruments.....Check Seatbelts.....Secured Doors/Windows.....Closed Frequencies.....Set Flight Controls.....Free & Correct Take-off Briefing.....Complete</p> <p style="text-align: center;"><u>–Normal Take Off–</u></p> <p>Take-Off Clearance... (KSAV 119.1)...Complete Fuel Pump.....On Landing Light.....On Carb Heat.....Off Mixture.....Rich Flaps.....0-25° Rotate.....60 MPH Climb (VX).....75MPH Climb(VY).....85MPH</p> <p style="text-align: center;"><u>–Climb –</u></p> <p>Airspeed.....100MPH Flaps.....Retract at Safe Altitude Power.....Full Mixture.....Lean above 5000</p>	<p style="text-align: center;"><u>–Cruise–</u></p> <p>Power.....2100-2400 RPM Mixture.....Lean above 3000 Fuel Pump.....Off (stable fuel flow) Landing Light.....Off Engine Gauges.....In the Green</p> <p style="text-align: center;"><u>–Descent–</u></p> <p>Fuel Selector.....Fullest Tank Mixture.....Rich Flaps.....Under 115 MPH Engine Gauges.....In the Green</p> <p style="text-align: center;"><u>–Before Landing–</u></p> <p>Fuel Selector.....Fullest Tank Mixture.....Rich Carb Heat.....As Required Fuel Pump.....On Landing Light.....On Seatbelts.....Secure Approach Speed.....85MPH (no flaps) 70-80 MPH (flaps extended)</p> <p style="text-align: center;"><u>–After Landing–</u></p> <p>Mixture.....Lean 1 Inch Flaps.....Retract Trim.....Reset Fuel Selector.....Fullest Tank Fuel Pump.....Off Carb Heat.....Off Pitot Heat.....Off</p> <p style="text-align: center;"><u>–Shutdown–</u></p> <p>Avionics Master.....Off Lights.....Off Throttle.....Idle Mixture.....Idle Cut-Off Magnetos.....Off Alternator.....Off Master Switch.....Off Control Wheel Lock.....Install Seat Belts.....Secure Windshield Shade.....Installed Pitot Mast Cover.....Install Tie-Down Straps (3).....Tight</p>
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–Short Field Take Off–

Flaps.....25°
 Brakes.....Applied
 Throttle.....Forward
 Mixture.....Best Power
 Engine Gauges.....In the Green
 Brakes.....Release
 Rotate.....60 MPH
 Obstacle Climb.....VX 74 MPH

–When Clear of Obstacles–

Flaps.....Retract
 Climb.....VY 85 MPH

–Short Field Landing–

Flaps.....40°
 Final Approach.....75 MPH
 Brakes.....Applied

–Do NOT Skid Tires–

Flaps.....Retract
 Control Yoke.....Aft

–Soft Field Take Off–

Flaps.....25°
 Mixture.....Lean for Best Power
 Throttle.....Forward
 Rotate.....ASAP

–Remain in Ground Effect–

Airspeed.....Build Up
 Climb.....VY 85 MPH

–Soft Field Landing–

Flaps.....25°
 Final Approach.....75 MPH

–Do NOT Apply Brakes–

Control Yoke.....Aft

–Engine Fail on Take Off–

Throttle.....Idle
 Brakes.....Apply
 Flaps.....Retract
 Mixture.....Idle Cut-Off
 Ignition.....Off
 Master Switch.....Off

–Immediately After Take Off–

Best Glide.....80 MPH (Flaps Retracted)
 Mixture.....Idle Cut-Off
 Fuel Selector.....Off
 Fuel Pump.....Off
 Ignition Switch.....Off
 Wing Flaps.....As Required

Master Switch.....Off
 Cabin Door.....Unlatch
 Land.....Straight Ahead

–In Cruise Flight Restart Procedure–

Best Glide.....80 MPH (Flaps Retracted)
 Landing Area.....Identify
 Fuel Selector.....Fullest Tank/Switch
 Throttle.....Adjust
 Mixture.....Rich
 Carb Heat.....On (hot)
 Fuel Pump.....On
 Primer.....In & Locked
 Ignition Switch.....Both/Start
 If Propeller Stopped

–Forced Landing Without Power–

Best Glide.....80 MPH (Flaps Retracted)
 Landing Area.....Pilot Option
 Transponder.....7700
 Mayday.....121.5 (Time Permitting)
 Seats/Belts.....Upright/Locked
 Fuel Selector.....Off
 Mixture.....Idle Cut-Off
 Ignition.....Off
 Flaps.....40° (recommended)
 Master Switch.....Off
 Doors.....Unlatch
 Cockpit/Passengers.....Prepare
 Touchdown.....Tail Low
 Brakes.....Apply Heavily
 When Stopped.....Exit Aircraft

–Ditching–

Transponder.....7700
 Mayday.....121.5 (Time Permitting)
 Seats/Belts.....Upright/Locked
 Baggage.....Secure or Jettison
 Flaps.....25-40°
 Without Power.....80 MPH (25°)
 With Power.....300 fpm Descent at 75MPH
 High Winds.....Land into Wind
 Light Winds, Heavy Swells.....Land Parallel
 Cabin Doors.....Unlatch
 Touchdown.....Level Attitude
 Face.....Cushion
 ELT.....Activate
 Airplane.....Evacuate
 Life Vest/Raft.....Inflate

–Engine Fire During Start–

Cranking.....Continue
If Engine Starts:
 Throttle.....1800 RPM for 3 minutes
 Engine.....Shutdown & Inspect

If Engine Does NOT Start:

Mixture.....Idle Cut-Off
 Throttle.....Full
 Cranking.....Continue
 Fuel Selector.....Off
 Fuel Pump.....Off
 Fire Extinguisher.....Activate
 Master Switch.....Off
 Ignition.....Off

–Evacuate & Extinguish Fire If Able–

–Engine Fire In Flight–

Throttle.....Closed
 Mixture.....Idle Cut-Off
 Fuel Selector.....Off
 Fuel Pump.....Off
 Master Switch.....Off
 Vents/Cabin Air/Heat.....Closed
 Airspeed.....100MPH

–Execute Forced Landing without Power–

–Electrical Fire in Flight–

Master Switch.....Off
 Avionics Master.....Off
 All Switches.....(Except Ignition).....Off
 Vents/Cabin Air/Heat.....Closed
 Fire Extinguisher.....Activate
 Vents.....Open

When fire is out

IF electrical power is necessary:

Master Switch.....On
 Circuit Breakers.....Check/Do Not Reset
 Switches.....One at a Time.....On
 Aircraft.....Inspect for Damage

–Wing Fire–

Navigation Lights.....Off
 Strobe Lights.....Off
 Pitot Heat.....Off

–Slip Away from Fire–

–Cabin Fire–

Master Switch.....Off
 Fire Extinguisher.....Activate
 Cabin Air/Heat.....Off
 Vents.....Open

–Land ASAP–

–Icing–

Pitot Heat.....On
 Altitude/Heading.....Adjust
 Cabin Heat/Defroster.....On
 Throttle/Mixture.....Adjust for Max RPM
 Carb Heat.....Apply as Needed
 Land.....ASAP
 Flaps.....Do Not Use
 Approach Speed.....85 MPH
 –Increase Approach Speed for Greater
 Amounts of Ice Build-up–

Always Check POH for Other Emergency Checklists

–V SPEEDS –

V_{SO}.....55 MPH
 V_{SI}.....64 MPH
 V_R.....60 MPH
 V_X.....74 MPH
 V_Y.....85 MPH
 V_{FE}.....115 MPH (10-40° Flaps)
 V_A.....129 MPH
 Best Glide.....80 MPH
 V_{NO}.....140 MPH
 V_{NE}.....171 MPH
 Tire Pressure.....M&N 24 PSI
 Max Take-Off.....2150 LBS

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