

Fly Corps Aviation – Cherokee 140 – N95111

–Interior Preflight–

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

–Exterior Preflight–

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

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

–Before Start–

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

–Engine Start–

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.....Ground Lean
 Avionics Master.....On

–Before Taxi–

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

Obtain Clearance.....(KSAV 119.55).....Set
 Transponder.....Squawk Code/Alt
 Taxi Clearance.....(KSAV 121.9).....Brief Route

–Taxi–

Parking Brake.....Off
 Attitude Indicator.....Less than 5° Bank
 Heading Indicator.....Direction of Turn
 Turn Coordinator.....Bank Towards/Ball Away

–Engine Runup–

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

–Normal Take Off–

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).....74MPH
 Climb(VY).....85MPH

–Climb–

Airspeed.....100MPH
 Flaps.....Retract at Safe Altitude
 Power.....Full
 Mixture.....Lean above 5000

–Cruise–

Power.....2100-2400 RPM
 Mixture.....Lean above 3000
 Fuel Pump.....Off (stable fuel flow)
 Landing Light.....Off
 Engine Gauges.....In the Green

–Descent–

Fuel Selector.....Fullest Tank
 Mixture.....Rich
 Flaps.....Under 115 MPH
 Engine Gauges.....In the Green

–Before Landing–

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)

–After Landing–

Mixture.....Ground Lean
 Flaps.....Retract
 Trim.....Reset
 Fuel Selector.....Fullest Tank
 Fuel Pump.....Off
 Carb Heat.....Off
 Pitot Heat.....Off

–Shutdown–

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

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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
 Throttle.....1800 RPM for 3 minutes
 Engine.....Shutdown & Inspect

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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