

NORMAL CHECKLIST P28T / D - EMAO en

Safety Check : Ignition ... OFF / Gear Handle ... DOWN / Battery u. Generator ... OFF

COCKPIT CHECK

Preflight inspectionCOMPL
 Documents..... ABOARD
 Cabin Doors CLOSED & LOCKED
 Seats & Seat Belts.....ADJUSTED & FASTEND
 BrakesSET
 Gear lever DOWN
 Alternate air.....CLOSED
 All Electric Switches..... OFF
 Avionic Master..... OFF
 AP.....OFF
 Circuit Breakers.....CKD
 Fuel Selector FULLER TANK

BEFORE START ENGINE CHECK

Mixture RICH
 Prop Lever FULL FORWARD
 Throttle FULL FORWARD
 Fuel pump.....OFF
 Master Switch.....ON
 Gear 3 green
 Rotating Beacon.....ON

START ENGINE LIST

Prime **POH** (0¹/1s; 10¹/6s; 20¹/4s)
Throttle..... **close**
Prop Area **CLEAR**
Starter **ENGAGE**
Throttle **1.000 RPM**
Oil Pressure **CKD**

AFTER START ENGINE CHECK

Avionic Master / Intercom / Avionics..... ON
 GNS 430 / COM / NAV SET
 TransponderSTBY
 HSISLAVED ON / X-CKD
 ADF (sync) SET
 Altimeters QNH & FIELD ELEVSET / X-CKD

TAXI CHECK

Brakes CKD
 Flight Instruments (Turn, Turn, Turn, Erected) CKD
 Magnetic Compass (filled up, swings freely,±10°) CKD
 Flight Controls FREE and CORRECT

RUN UP LIST

Parking Brake..... SET
 Annunciator panelCKD
 engine instruments.....green arc
 Throttle 2.000 RPM
 Magnetos check max drop 150 / 50 RPM
 prop (200 – 300 RPM) CKD / FULL FORWARD
 alternate air CKD
 suction CKD
 Amp Meter..... CKD
 Throttle..... 1000 RPM

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BEFORE TAKE-OFF CHECK

Fuel Selector..... FULLER TANK
 fuel pump OFF
 Throttle friction control.....ADJUST
 MixtureRICH
 Doors / Windows..... CLOSED & LOCKED
 Flaps 0° (0° - 2. Stufe: 25°) CKD / SET ___ °
 TrimTAKE OFF
 NAV-Setting COMPL
 Departure (& Emergency) briefing COMPL
 Parking Brake..... RELEASED

LINE-UP CHECK

Transponder..... AS REQ.
 Landing Light ON
 Pitot Heat..... AS REQ.
 Directional Gyro..... RWYHDG

AFTER T/O CHECK

GearUP
 Landing LightOFF
 Flaps UP
 Power max 30 MAP / 2450 RPM / RICH
 V_{climb enroute} 104 KIAS

CRUISE CHECK

Power (max: 28 MAP / 2.400 RPM) SET
 Trim SET
 Mixture s. POH unter 65% / EGT: 100° rich of PEAK... LEAN
 ALL 30 MIN: Fuel selector..... left / right

APPROACH CHECK

ATIS..... RECEIVED
 NAV – SETTING..... COMPL
 APCH – BRIEFING..... COMPL
 Atimeters.....
 Seat Belts.....FASTEND
 Fuel Selector..... FULLER TANK
 Mixture.....ENRICH
 Power (20 MAP / downwind: 100 KIAS, base: 90 KIAS) SET

FINAL CHECK

Gear < 133 KIAS DOWN / 3 green
 Flaps < 108 KIAS.....(1. Stufe: 10°)
 Mixture RICH
 Landing Light ON
 Flaps3. Stufe: 40°
 Prop FULL FORWARD
 V_{TGT} (85 - 95 KIAS) / (V_{REF} 80 KIAS) ... (80)KIAS



NORMAL TAKE-OFF VALUES

Flaps (0° - 2. Stufe: 25°) 0°
 Power..... 38 MAP / FULL RPM / RICH
 V_R..... 77 KIAS
 V_{CLIMB} (V_R 79 KIAS / V_R 97 KIAS)..... 97 KIAS

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AFTER LANDING CHECK

Flaps UP
 Landing Light OFF
 Pitot Heat OFF
 Transponder STBY

PARKING LIST

Brakes (SET)
 Avionik Master OFF
Throttle idle for 5 MIN
 Mixture CUT OFF
 Magnetos (& key on top) OFF
 Master Switch OFF
 All Electric Switches OFF
 Steuerhorn mit Gurt sichern
 Time COPIED

NACH DEM FLUG

COCKPIT CLEANED
 WINDOWS CLEANED
 LEADING EDGE CLEANED
 COWLING CLEANED
 SPINNER / PROP CLEANED
 AIRCRAFT secured with WHEEL CHOCKS
 AIRCRAFT TIED DOWN

Open items:.....20 € in the office !

Powersettings

T/O - max bis 400ft GND 38 " / 2.500 RPM
 Initial Climb Power - 1500 ft GND.. 33" / 2.450 RPM
 Cruise Climb Power..... 30 " / 2.450 RPM

Cruise max 28" / 2.400 RPM
 Training 25" / 2.450 RPM
 Descent (min 15" MAP) 20 " / 2.400 RPM
 Holding 20" / 2.400 RPM

V_R..... 77 KIAS
 V REF Flaps 0°..... 86 KIAS
 V REF Flaps 10°..... 85 KIAS
 V REF Flaps 25°..... 82 KIAS
 V REF Flaps 40°..... 80 KIAS

Anflug – V_{TGT} > 50 ft / Flaps 40°..... 85 – 95 KIAS

V_X..... 79 KIAS V_A 1315 kg..... 124 KIAS
 V_Y..... 97 KIAS V_A 859 kg..... 97 KIAS
 V_{climb enroute}..... 104 KIAS
 V_{best glide}..... 97 KIAS
 V_{G extend}..... 133 KIAS
 V_{G retract}..... 111 KIAS V_{S / 0°}..... 66 KIAS
 V_{FE}..... 108 KIAS V_{S0 / 40°}..... 61 KIAS

V_{NE}..... 193 KIAS

MTOW..... 1.315 kg X_{Wind max} 17 Kts
 BW 875,5 kg fuel Winkel 171 l
 BW (Moment).. 1967 kgm fuel..... 272 l

EGT (links) .. Soll 1550° optimal
 EGT (links) ..max 1580° keinesfalls höher !

CHT.....350°
 ablesen je einzelnen Zylinder mit dem EDM700



EMERGENCY CHECKLIST P28T / D - EMAO en

EMERGENCY LANDING

BEST GLIDE ANGLE 97 KIAS
 PROP..... LOW RPM
 LANDING AREA DETERMINATE
 GEAR..... AS REQ. BY TERRAIN

IF LANDING ASSURED:

BEST GILDE RATE 80 KIAS
 SEATBELTS & HARNES FASTENED
 CABIN DOOR OPEN
 FLAPS AS REQ.
 FUEL SELECTOR OFF
 MAGNETOS OFF
 MIXTURE..... CUT-OFF
 BATTERY & ALTERNATOR OFF

EMERGENCY GEAR EXTENSION

BATTERY & ALTERNATOR ON
 PANEL LIGHTS (daytime) OFF
 CIRCUIT BREAKERS.....CHECK
 GEAR LIGHT BUBLES INTERCHANGE

IF GEAR IS NOT EXTENDED:

AIRSPEED BELOW 88 KIAS
 GEAR HANDLE DOWN
 EMERG. GEAR HANDLE PUSH DOWN
 RAPID RUDDER MOVEMENTS .. PERFORM
 GEARCHECK DOWN / 3 GREEN

ELECTRICAL FIRE

BATTERY & ALTERNATOR OFF
 CABIN AIR..... OPEN
 CABIN HEAT & DEFROST OFF
Land as soon as possible

ENGINE FAILURE AFTER T/O

SAFE AIRSPEED 80 KIAS
 FLAPS AS REQ.

RUNWAY SUFFICIENT

GEAR DOWN
 LAND ON RUNWAY

RUNWAY NOT SUFFICIENT

GEAR AS REQ. BY TERRAIN
 LAND STRAIGHT AHEAD

ENGINE FAILURE IN FLIGHT

BEST GLIDE SPEED 91 KIAS
 FUEL SELECTOR OTHER TANK
 MIXTURE RICH
 FUEL PUMP ON
 ALTERNATE AIR OPEN
 MAGNETOS BOTH

If no restart possible, perform emergency landing

ALTERNATOR FAILURE

CIRCUIT BREAKER CHECK
 ELECTRICAL LOAD INCREASE
 LOAD METER CHECK
 ALTERNATOR OFF FOR 30 SEC

IF ALTERNATOR NOT WORKING

ALTERNATOR OFF
 ELECTICAL LOAD REDUCE
land as soon as possible

This list does not replace thorough knowledge of the official AOM. © MFA
 Nach Abstellung Innenraum und Frontscheibe sauber - Bordbuch - Seile - gesichert - DANKE-

The official AOM contains additional and expanded procedures not listed in this checklist. Users should be familiar with all procedures.

Allgemeine Behandlungsgrundsätze

Take off Power nicht über 38 MAP
Kurzes maximales Steigen nicht über ... 33 MAP
Steigenmax 30 MAP

Dauerleistung nicht über28 MAP / 2400 RPM

CHT ablesen über EDM 700 je einzeltem Zylinder, Soll: 350° , keinesfalls 400° überschreiten!

Keine Leistungseinstellung größer 65 % Power, außer kurzfristig im Start

NICHT LEANEN: im Cimb bis 15.000 ft full rich !
(beim Turbo sind 30 inch gleich 30 inch = unter Meereshöhe, es gibt keine Notwendigkeit zum Leanen wegen Höhenabnahme!)

STRECKE: bei Flügen bis 12.000 ft ist das Leanen normalerweise nicht notwendig !
AUF TEMPERATUREN ACHTEN

KEIN PEAK ermitteln bei Leistungen größer 25"

Leistungserhöhung:.....Mixture - RPM - Throttle
Leistungsreduzierung:...Throttle - RPM - Mixture

Sinkflug:

Power-Reduzierung langsam (max -5" MAP je 2 Minuten): unbedingt zu hohe Abkühlungsrate des Motors vermeiden: die EGT-Temp soll nicht mehr als 30° / Minute sinken; ablesbar über EDM700 CLD anzeige, wenn blinkt = deutlich zu hohe Abkühlungsrate!

Mindestpower 15" MAP beibehalten; falls stärkeres Sinken notwendig, zusätzliche Vollkreise zum Sinken einplanen oder z.B. Fahrwerk unter 133 KIAS zur Widerstandserhöhung ausfahren;

Bei Sinkflug steigt der Ladedruck laufend an, deshalb MAP beobachten und lfd. reduzieren (unter 28" MAP);

Die Leistung des Turboladers erhöht sich während des Anrollens, deshalb zuerst auf 33 " MAP und dann auf max 38 " MAP nachregulieren;

Motor vor dem Abstellen 5 Minuten im niedrigsten Leerlauf nachlaufen lassen, sonst geht der Turbolader kaputt. (Die Taxizeit kann für die 5 Min schon mit angerechnet werden)