

N7579P (PA24-250) Checklist

Before Starting Engine

Preflight inspection..... complete
Flaps..... up
Seats, belts, harnesses..... adjusted & locked
Landing gear selector..... DOWN
Landing gear emergency handle..... FORWARD
Fuel selector..... fullest main tank
All avionics switches..... off
Circuit breakers..... check-in
Breaks..... hold
Flight controls..... free & correct

Starting Engine

Carburetor heat..... cold
Propeller..... HIGH RPM
Mixture..... full rich
Master switch..... on
Landing Gear Light..... DOWN on
Beacon..... on
Fuel Pump..... on (check pressure)
Prime..... 4 times only when < 40F (5C)
Throttle..... cycle 3 times and open ¼ inch
Prop area..... clear orally
Ignition switch..... start
Throttle..... adjust 1,000 rpm (MP ≥ 15)
Mixture..... lean for taxi
Oil pressure..... check
Fuel Pump..... OFF (check pressure)

Before Taxi

A.T.I.S..... obtain then set GND
Altimeter..... set
Heading indicator..... set & note wind
Transponder..... standby & set code
Breaks..... check first 10 feet

PAO Radios

ATIS	135.275	Chevron	122.85
TOWER	118.60	Exxon	122.95
GND	125.00		

Speeds (KIAS) PA-24-250

V _r 57	V _{s1} 60	V _{lo} 130	V _{ne} 175
V _x 61	V _{so} 53	V _a 134	V _{glide} 70
V _y 90	V _{fe} 108	V _{no} 139	

N7579P (PA24-250) Checklist

Before Takeoff

Parking Breaks..... set
Doors and windows..... closed & latched
Flight instruments..... set & checked
Fuel selector..... fullest tank
Elevator and rudder trim..... set for takeoff
Mixture..... full rich
Throttle..... 2,000 rpm
Suction gauge..... check
AI & HI..... set
Ammeter..... check
Engine gauges..... check
Carburetor heat..... check for RPM drop
Magnetos..... check (<125 each, <50 differential)
Prop... cycle 3 times and check (RPM, MP, OP)
Throttle..... 1,000 rpm
Transponder..... set code, ALT, TEST
Parking Breaks..... release
Radios..... set

Final items

Flaps..... as required
Mixture..... full rich (below 3,000 ft)
Fuel Pump..... on

After Takeoff

Landing gear selector..... UP (check light)
Landing gear emergency handle..... BACKWARD
Oil pressure..... check
Fuel pump..... off (over 1,000 AGL)
Fuel pressure..... check

Turn, Time, Twist, Throttle, Talk

	RPM/MP	IKTS	VSI	AI
Climb	2400/24	95	1000	7
Cruise	2300/23	157	0	0
Cruise Descend	2100/20	130	-500	FB
App. Level	2100/20	100	0	0
Prec. Ap.	Prop Full/18	100	-500	HB
Non-Prec. App.	Prop Full/15	100	-700	-5

N7579P (PA24-250) Checklist

Before Landing

A.T.I.S..... obtain
Belts, harnesses (pilot and passengers)..... locked
Flaps..... up
Mixture..... full rich
Propeller..... HIGH RPM
CARB heat (only when old weather)..... on
Fuel pump..... on
Fuel selector..... fullest tank
Landing gear selector (<110)..... DOWN (check light)
Landing gear emergency handle..... FORWARD
Landing light..... on
Magnetos..... both
Prime..... locked
Normal Approach..... 75 KIAS
Short/Soft Field Approach..... 65 KIAS

After Landing

Flaps..... up
Carburetor heat..... off
Mixture..... leaner for taxi
Fuel pump..... off
Lights..... as required
Transponder..... off

Shutdown

Breaks..... hold
Avionics master, electrical equipment..... off
Mixture..... idle cut off
Ignition switch..... off
Master switch..... off
Cabin air..... close
Post flight inspection..... complete

Signal	Ground	In Flight
Steady Green	Cleared for Takeoff	Cleared to Land
Flashing Green	Cleared to Taxi	Ret. for Landing
Steady Red	STOP	Give way
Flashing Red	Taxi Clear of Rwy.	Airport Unsafe
Flashing White	Ret. to Starting Pt.	N/A
Alt. Red/Green	CAUTION	CAUTION

PA24-250 Emergency Procedures

Engine Failure during Takeoff

Throttle..... CLOSED
Breaks..... APPLY
Mixture..... IDLE CUT-OFF
Ignition switch..... OFF
Master switch..... OFF

Engine Failure Immediately after Takeoff

Airspeed..... SAFE AIRSPEED
Flaps..... UP
Mixture..... FULL RICH
CARB heat..... ON
Fuel pump..... ON
Fuel selector..... SWITCH TANKS

Engine Failure during Flight

Airspeed..... **75kts**
Mixture..... FULL RICH
CARB heat..... ON
Master switch..... ON
Fuel pump..... ON
Fuel selector..... SWITCH TANKS
Magnetos..... BOTH
Prime..... LOCKED
Ignition switch..... RESTART

Landing w/o Engine Power

Airspeed..... **75kts**
Transponder..... 7700
Radio..... MAYDAY on 121.5MHz
Mixture..... IDLE CUT-OFF
Master switch..... OFF
Magnetos..... OFF
Fuel selector..... OFF

Emergency Transponder Codes

7700..... Emergency
7600..... Radio Failure
7500..... Hijack

N7579P Preflight Checklist (1/2)

Interior

Control lock..... remove
Magnetos..... off
Keys..... on dashboard
Mixture..... lean
Avionics master switch, electrical equipment..... off
Master battery switch..... on
Pitot heat..... on
Beacon..... strobe
Nav lights..... on
Landing light..... on
Fuel gages..... check

Go outside

Beacon..... check
Nav light (right)..... check
Strobe light (right)..... check
Landing light..... check
Petot heat..... check
Nav light (left)..... check
Strobe light (left)..... check
Master switch..... off
Avionics switch, electrical equipment..... off
Flaps..... down
Bring fuel checker

Right Wing

Flap..... check
Aileron..... check
Wing tip..... check
Leading edge..... check
Fuel level..... check
Fuel vent..... check
Fuel sump..... check
Gear/tire/brake..... check
Tie/chock..... release

N7579P Preflight Checklist (2/2)

Nose

Windshield..... check clean
Engine/oil/belt..... check
Cowl (right)..... secure
Exhaust..... check
Spinner..... check
Propeller..... check
Air intake..... check
Brake fluid..... check
Cowl (left)..... secure
Annunciator Panel..... check
Nose gear/strut/tire..... check
Fuel sump..... check
Chock..... away

Leftt Wing

Fuel sump..... check
Gear/tire/brake..... check
Tie/chock..... release
Fuel vent..... check
Petot tube..... check
Leading edge..... check
Fuel level..... check
Wing tip..... check
Aileron..... check
Flap..... check
Fuselage..... check

Empenage

Stabilator..... check
Trim tab..... check
Vertical stabilizer..... check
Rudder..... check
Tie..... release
Fuselage..... check

N7579P (PA24-250) Checklist

Before Approach

ATIS..... check
Altimeter..... set
App. Plate (how low, how long, which way)..... check
Avionics..... set
Airspeed..... check
MKR & DME..... set
HI & Compass..... in sync
Timer..... set
Pre-landing Check..... execute

Before Landing

Gas:

Fuel pump..... on
Fuel selector..... fullest tank

Undercarriage (<130 IAS)..... DOWN (check light)

Landing gear emergency handle..... FOREWARD

Mixture..... full rich

Propeller..... HIGH RPM

Flaps..... up

CARB heat (only when old weather)..... on

Landing light..... on

Magnetos..... both

Prime..... locked

Belts, harnesses (pilot and passengers)..... locked

After Landing

Flaps..... up

Carburetor heat..... off

Mixture..... leaner for taxi

Fuel pump..... off

Lights..... as required

Transponder..... off

Shutdown

Breaks..... hold

Avionics master, electrical equipment..... off

Mixture..... idle cut off

Ignition switch..... off

Master switch..... off

Cabin air..... close

Post flight inspection..... complete

Required Reports

1. Vacating assigned altitude
2. Altitude change — VFR on top
3. Unable climb/descend 500 FPM
4. Missed approach
5. Change TAS 5% or 10 knots
6. Time and altitude reaching holding fix
7. Leaving holding fix
8. Hazardous weather conditions
9. NAVAID malfunctions

Holding

Entry	Right Pattern		Left Pattern	
	begin	end	begin	end
Teardrop	OH-70°	OH	OH+70°	OH
Parallel	OH	IH-70°	OH	IH+70°
Direct	IH-70°	OH-70°	IH+70°	OH+70°

Light-gun Signals

Signal	Ground	In Flight
Steady Green	Cleared for Takeoff	Cleared to Land
Flashing Green	Cleared to Taxi	Ret. for Landing
Steady Red	STOP	Give way
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IFR Communication Failure

- Squawk **7600**
- **VMC:** maintain VFR, land as soon as practicable, notify ATC after landing

IMC:

- **Route**
 - **Assigned:** by route assigned in last ATCC
 - **Vectored:** go direct frompoint of radio failure to fix, route, airway in vector clearance
 - **Expected:** by route in EFC
 - **Filed:** flight plan route
- **Altitude:** highest of below **on each route segment**
 - **Minimum:** MEA
 - **Expected:** altitude ATC has advised to expect in the further clearance
 - **Assigned:** altitude assigned in the last ATCC
- **Leave clearance limit**
 - when limit is app. fix, commence descent or descent and approach at EFC time; if none, as close to EAT
 - when limit is not app. fix, leave limit fix at EFC time; if none, proceed to app. Fix and commence descent or descent and approach at estimated time as calculated from filed or amended ATCC
 - **ATCC:** ATC clearance
 - **EFC:** expected further clearance
 - **EAT:** estimated arrival time as calculated from as calculated from filed or amended ATCC
 - See FAR 91.185