



**PIPER SARATOGA II HP
PA-32R-301
NORMAL PROCEDURES
CHECKLIST**

*This is to be used as a REFERENCE ONLY, it is not a substitute for the Airplane Flight Manual.

*Refer to AFM/POH for amplified procedures. User assumes all risk of use in using this product. User consents to and understands that American Flight Schools bears no liability for the use of this product.

Vr.....84-88	Vno.....160
Vy (SL).....93	Vne.....191
	Vlo(retract).....110
Vso.....63	Vle.....132
Vs.....67	Vle(extension)...132
Vfe.....110	Best Glide.....83
Va134-105	Max T/O.....3600lbs
Max Xwind.....17	Max LND.....3300lbs

KAPA - Tower	118.9
KAPA - Ground	121.8
KAPA - ATIS	120.3
KAPA - Approach	132.75
KBJC - Tower	118.6
KBJC - Ground	121.7
KBJC - ATIS	126.25
KBJC - Approach	126.1
KFTG - Tower	120.2
KFTG - Ground	124.7
KFTG - ATIS	119.25
FSS	122.2

BEFORE STARTING ENGINE

1. Brakes.....SET
2. Circuit breakers.....CHECK IN
3. Alternate airOFF
4. Propellerfull INCREASE rpm
5. Avionics.....OFF
6. Fuel selector.....desired tank
7. Passenger Briefing.....complete

NORMAL START- COLD ENGINE

1. Throttle.....1/2 in. open
2. Battery master switch.....ON
3. Alternator switch.....ON
4. Magnetos.....ON
5. Electric fuel pump.....ON
6. Mixture.....prime - then idle cut-off
7. Propeller.....clear
8. Starter.....engage
9. Mixturefull RICH
10. Throttle.....adjust
11. Oil pressure.....CHECK

NORMAL START- HOT ENGINE

1. Throttle.....1/2 in. open
2. Battery master switch.....ON
3. Alternator switch.....ON
4. Magnetos.....ON
5. Electric fuel pump.....ON
6. Mixture.....idle cut-off
7. Propeller.....clear
8. Starter.....engage
9. Mixture.....advance
10. Throttle.....adjust
11. Oil pressure.....CHECK

ENGINE START WHEN FLOODED

1. Throttle.....open full
2. Battery master switch.....ON
3. Alternator switch.....ON
4. Magnetos.....ON
5. Electric fuel pump.....OFF

6. Mixture.....idle cut-off
7. Propeller.....clear
8. Starter.....engage
9. Mixture.....advance
10. Throttle.....retard
11. Oil pressure.....CHECK

STARTING WITH EXTERNAL POWER SOURCE

1. Battery master switch.....OFF
2. Alternator switch.....OFF
3. Magnetos.....ON
4. All electrical equipment.....OFF
5. Terminals.....connect
6. External power plug.....Insert
Proceed with normal start
7. Throttle.....lowest possible RPM
8. External power plug -disconnect from fuselage
9. Battery master switch.....ON
10. Alternator switch...ON-check ammeter
11. Oil pressure.....check

WARM-UP

1. Throttle.....1000 to 1200 RPM

TAXIING

1. Taxi area.....clear
2. Parking brake.....released
3. Prophigh RPM
4. MixtureSET
5. Throttle.....apply slowly
6. Brakes.....check
7. Steering.....check

GROUND CHECK (RUN-UP)

1. Parking break.....set
2. Propeller full INCREASE
3. Throttle.....2000 RPM
4. Mixture.....SET
5. Magnetos.....max. drop 175 RPM
max. diff. 50 RPM

6. Vacuum.....4.8 to 5.2 in. Hg
7. Oil temperature.....check
8. Oil Pressure.....check
9. Air conditioner.....check
10. Ammeter.....check
11. Annunciator panel.....press-to-test
12. Propeller..cycle x3 then full INCREASE
13. Alternate air check
14. Fuel Tank.....Switch Tanks
15. Electric fuel pump.....OFF
16. Fuel flowcheck
17. Throttle.....retard

BEFORE TAKEOFF (RUN-UP)

1. Battery master switch.....verify ON
2. Alternator switch.....verify ON
3. Magnetos.....verify ON
4. Flight instruments.....check
5. Fuel selector.....fullest tank
6. Electric fuel pump.....ON
7. Engine gauges.....check
8. Alternate air CLOSED
9. Seat backs.....erect
10. Seats....adjusted and locked in position
11. Belts/harness.....fastened/check
12. Empty seats.....seat belts
.....securely fastened
13. Mixture.....set
14. Propeller set
15. Flaps.....set
16. Trim.....set
17. Controls.....free
18. Door.....latched
19. Air conditioner.....OFF

TAKEOFF

NORMAL TECHNIQUE

1. Flaps..... retracted
2. Trim.....set

3. Accelerate to 84 to 88 KIAS depending on weight
4. Control wheel.....back pressure
.....to smoothly rotate to climb attitude

SHORT FIELD OBSTACLE CLEARANCE

1. Flaps.....25
2. Trim.....slightly aft of neutral
3. Throttle...full power prior to brake release
4. Accelerate to69 to 72 KIAS
.....(depending on aircraft weight)
5. Control wheelback pressure
..... to rotate to climb attitude
6. After breaking ground.....accel to 74 to 77 KIAS(depending on aircraft weight)
7. Accelerate to climb speed
8. Flaps.....retract slowly

CLIMB

1. Best rate (3600lb, gear-down, flaps up) 85KIAS
2. Best rate (3600lb, gear-up, flaps up)93KIAS
3. En route.....103 KIAS
4. Electric fuel pump.....OFF

CRUISING

1. Power.....set per power table
2. Mixture.....adjust
3. Fuel Tank.....proper tank

APPROACH AND LANDING

1. Fuel selector.....proper tank
2. Seat backs.....erect
3. Seats.....adjust and locked in position
4. Belts/harness.....fasten/adjust
5. Electric fuel pump.....ON
6. Mixture.....SET
7. Propellerfull increase
8. Gear Down – 132 KIAS
9. Flaps.....set – 110 KIAS max
10. Air conditioner.....OFF

NORMAL TECHNIQUE

1. Flaps..... as required
2. Trim 95 KIAS
3. Throttleas required

SHORT FIELD TECHNIQUE

4. Flaps..... 40
5. Trim 80 KIAS
6. Throttleas required

AFTER LANDING

1. Flaps.....retract
2. Air conditioner..... as required
3. Electric fuel pump.....OFF
4. Mixture.....lean for taxi back
5. Lights.....as needed

STOPPING ENGINE

1. Air conditioner.....OFF
2. Avionics master switch.....OFF
3. Electrical switches.....OFF
4. Throttle.....closed
5. Mixture.....idle cut-off
6. Magneto switches.....OFF
7. Alternator switch.....OFF
8. Battery master switch.....OFF

PARKING

1. Parking Brake.....SET
2. Flaps.....full up
3. Control Wheel..secured with seat belts
4. HOBBS & TACH.....record
5. Doors.....locked
6. Wheel chocks.....in place
7. Tie downs.....secure