N623WJ
Piper Arrow II
PA28R-200

Aircraft Checklist

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Dec 2012

N623WJ CHECKLIST DEC 2012

GENERAL

This checklist has been developed for the Piper Arrow II, PA28R-200 aircraft, Tail Number N623WJ.

This aircraft is NOT approved for flight into known icing conditions.

Airplane is equipped with:

Integral Fuel Tanks: two 24 gallon capacity tanks in the wings. TOTAL 48 GALLONS USUABLE. Aviation Gasoline 100LL (blue) or 100/130 (green) minimum grades.

In the filler neck of each tank is a visual measuring tab which permits partial filling of the fuel system.

1. When the fuel level touches the bottom of the filler neck 17 GALLONS OF FUEL.

CAUTION : DO NOT TAKE OFF WHEN FUEL QUANTITY GAGES INDICATE LESS THAN 10 GALLONS IN EACH TANK.

CAUTION: All flight planning for fuel consumption must be accomplished using appropriate charts and graphs based on time and fuel burn per hour. Fuel quantity gages will not be used in fuel management. Fuel quantity must be established visually and not by dependence upon fuel gages.

AIRCRAFT CRITICAL SPEEDS
TAIL NUMBER 623WJ

ALL SPEEDS ARE MPH (IAS) FOR WORST CASE MAX GROSS WEIGHT

Stall, Gear/Flaps Down (V_{SO}) .....64 MPH

Stall, Gear/Flaps Up (V_{SI}) .....71 MPH

Best Angle of Climb (V_X) gear down .....85 MPH

Best Angle of Climb (**Vx**) gear up .....96 MPH

Best Rate of Climb (**V**y) gear down …… 95 MPH

Best Rate of Climb (**V**y) gear up …….. 100 MPH

Cruise Climb gear up …….. 110 MPH

Maximum Flap Speed (V_{FE})……125 MPH

Maximum Gear Speed:
Maximum Gear Extension (V_{LE}).....150 MPH
Maximum Gear Retraction (V_{LO}).....125 MPH

Maneuvering Speed (V_A) .....131 MPH

Maximum Cruise Speed (V_{NO}) .....170 MPH

Never to Exceed Speed (V_{NE}).....214 MPH

L/D MAX .....105 MPH

N623WJ CHECKLIST DEC 2012

INTERIOR :

1. Form 781 .....CHECK
2. ARROW Documents ……CHECK
3. Control Lock (bungie/belt)..... REMOVE
4. Landing Gear Handle..... DOWN
5. Throttle .....IDLE
6. Mixture..... CUT OFF
7. All Switches ..... OFF
8. Circuit Breakers…….…… IN
9. Auto Pilot ……..…….. OFF
10. Battery Switch..... .ON
11. Fuels Quantity ..... CHECK
12. Instrument Lighting Rheostat OFF (for day operations)
13. Landing gear position indicator lights ……..3 GREEN
14. Exterior Lights..... CHECK
15. Stall Warning System- Chk by lifting tab...warning light
15. Battery Switch..... OFF
16. Alternate Static Source ..... CLOSED
17. Alternate Air Source Valve .....……OFF
18. Fuel Selector Valve SET TO DESIRED TANK (check for movement)
19. Flaps..... DOWN
20. Drain Tool ..... OBTAIN

EXTERIOR:

RIGHT WING:

1. Flaps..... CHECK
2. Aileron ..... CHECK
3. Wing Tip and Light..... CHECK
4. Wing Tie Down ..... DISCONNECTED
5. Fuel System Vent ..... UNOBSTRUCTED
6. Fuel Sump ..... DRAIN
7. Fuel Tank Quantity ..... CHECKED (Cap Secure)
8. Chocks ..... REMOVE
9. Landing gear shock strut.... CHECK (proper inflation 2”)
10. Tire, Wheel, Brake, Gear Door ..... CHECK (for leaks)
11. Cabin Vent ……..…….. CHECK

NOSE SECTION:
1. Right Cowl .....SECURE
2. Engine Oil Level ..... MIN 6 Qts, MAX 8 Qts
3. Cowl Scoop ……..…….CHECK FOR OBSTRUCTIONS
4. Propeller/Spinner ..... CHECK
5. Engine Air Inlet…..……..……CHECK INLET AREA
6. Landing/Taxi Light…..……..CHECK CONDITION
7. Tire and Nose Gear ..... CHECK (2-3" strut, leaks)
8. Left Cowl .....SECURE
9. Fuel Strainer ..... DRAIN

LEFT WING:
1. Cabin Vent..... CHECK
2. Gear Extension MastRemove Cover, CHK for obstructions
3. Fuel Quantity .....…CHECK cap secure
4. Landing gear shock strut.... CHECK (proper inflation 2")
5. Tire, Wheel, Brake, Gear Door ..... CHECK (for leaks)
6. Fuel Sump……..…….. DRAIN
7. Fuel System Vent.. .....UNOBSTRUCTED
8. Wing Tie Down ..... DISCONNECTED
9. Pitot Tube Cover…...remove, chk openings for blockage
10. Wing Tip and Lights ..……..CHECK
11 Aileron ..... CHECK
12. Flap ..... CHECK

EMPANNAGE:
1. Antennas and Fuselage……..CHECK CONDITION
2. Stabilator and Trim ..……...CHECK
3. Tail Tie Down..……..REMOVE
4. Control Surfaces -CHECK free of movement & security
5. Position Lights & Flashing Beacon..... CHECK
6. Aircraft Cover……..……...STOW
7. Baggage Compartment - SECURE Bags & LOCK Door

N623WJ CHECKLIST DEC 2012

BEFORE STARTING ENGINE:
1. Doors.....CLOSE/LOCK
2. Passengers.....BRIEF
3. Seats .....POSITION AND LOCK
4. Seat Belt and Shoulder Harness..... FASTEN
5. Circuit Breakers .....CHECK
6. Avionics, all switches (7)..……..……..….. OFF
7. Alternate Air.....CLOSED

STARTING ENGINE:

COLD START:
1. Mixture..... FULL RICH
2. Propeller .....FULL FORWARD
3. Battery/Alternator Switches..... ON
4. Rotating Beacon ..... ON
5. Throttle .....OPEN ½ INCH
6. Fuel Pump…ON, Slight indication of fuel flow, then OFF
7. Mixture……..……...IDLE CUTOFF
8. Propeller Area……..……...CLEAR
9. Brakes .....HOLD
10. Start Switch ..... (Rotate and push in)…START
11. Mixture.....RICH (AS ENGINE FIRES)
12. Throttle……..……..1000 rpm

HOT START:
1. Mixture..... IDLE CUT OFF
2. Propeller .....FULL FORWARD
3. Battery/Alternator Switches..... ON
4. Rotating Beacon ..... ON
5. Throttle .....OPEN 1/2 INCH
6. Fuel Pump……..……...OFF
7. Propeller Area.....CLEAR
8. Brakes .....HOLD
9. Start Switch ..... (Rotate and push in)…START
10. Mixture.....RICH (AS ENGINE FIRES)
11. Throttle ..... 1000 rpm

FLOODED START:

1. Mixture..... CUT OFF
2. Propeller .....FULL FORWARD
3. Battery/Alternator Switches..... ON
4. Rotating Beacon ..... ON
5. Throttle .....FULL OPEN
6. Fuel Pump.....OFF
7. Propeller Area.....CLEAR
8. Brakes .....HOLD
9. Start Switch ..... (Rotate and push in)…START
10. Mixture.....RICH (AS ENGINE FIRES)
11. Throttle ..... 1000 rpm

AFTER START:

1. Oil Pressure..... RISE WITHIN 30 SECONDS
2. Throttle .....1000 TO 1200 RPM (WARM UP)
3. Engine Instruments.....CHECK
4. Radios ..... ON
5. Transponder .....STANDBY
6. Flaps..... UP
7. Nav Lights .....(if necessary)..ON
8. Flight Instruments ..... CHECK/SET
9. Autopilot……OFF
10. ATIS/Clearance ..... OBTAIN
11. Fuel……Switch Tanks

TAXI:

1. Maintain 1200 rpm for ground ops, lean mixture
2. Brakes .....CHECK
3. Heading Indicator..... CHECK/SET
4. Ailerons ..... POSITION for crosswind taxi
5. Nose wheel steering .....CHECK
6. Turn Coordinator, HI, Compass .....CHECK IN TURN

N623WJ CHECKLIST DEC 2012

RUN UP:

1. Brakes .....HOLD
2. Fuel .....FULLEST TANK
3. Mixture.....RICH below 5000 feet
4. Propeller .....FULL FORWARD
5. Fuel pump ..... ON
6. Alternator Function ..... CHECK
7. Throttle .....2000 RPM
8. Engine Instruments..... CHECK
9. Magnetos.. CHECK (175 Max Drop, 50 Max Difference)
10. Alternate Air Source..... CYCLE (no RPM change)
11. Propeller .....EXERCISE 3 TIMES NOT BELOW 1500 RPM
12. Fuel Pump ..... OFF, check pressure, then back ON
13. Throttle ..... 1000 rpm

BEFORE TAKEOFF:

1. Trim ..... SET
2. Flaps..... 0 deg NORMAL, 25 deg SHORT FIELD
3. Flight Controls .....CHECK
4. Fuel ..... FULLEST TANK
5. Mixture.....RICH
6. Propeller .....FULL FORWARD
7. Doors & Windows .....CLOSE/SECURE
8. Seat Belt & Shoulder Harness .....SECURE
9. Flight Instruments/Avionics ..... CHECK
10. Autopilot ..... OFF
11. Fuel Pump .....CONFIRM ON
12. Take Off Procedures ..... REVIEW
13. Transponder .....ALT
14. Heading Indicator..... CHECK
15. Takeoff Clearance ..... OBTAIN

NORMAL TAKE OFF:
1. Flaps.....0 deg
2. Throttle .....FULL OPEN
3. Rotate.....60-70 MPH
4. Climb ..... 95 MPH (Gear Down); 100 MPH (Gear Up)
5. Landing Gear .....UP (below 125 MPH)
6. M.P./Prop.....25"/2500 rpm at 700 AGL

SHORT FIELD TAKEOFF
1. Wing Flaps.....25°
2. Brakes .....APPLY
3. Throttle .....FULL OPEN
4. Mixture RICH (above 5000 ft LEAN to obtain max RPM)
5. Brakes ..... RELEASE
6. Elevator Control--Slightly TAIL LOW, Rotate 60-65 MPH
7. Climb Speed....85 MPH (until all obstacles are cleared)
8. Gear ..... UP
9. Accelerate to 100 MPH, Slowly RETRACT FLAPS

SOFT FIELD TAKEOFF
1. Flaps.....25°
2. Lift off at lowest possible airspeed, Accelerate to 85 MPH
3. Landing Gear.....UP at a safe altitude
4. After Clearing Obstacle.100 MPH, Retract Flaps Slowly

CLIMB:
1. Power ..... 25"@2500 RPM (AT 700 AGL)
2. Mixture RICH (lean above 5000 MSL for smooth operation)
3. AIRSPEEDS
   - Cruise Climb.....110 MPH
   - Best Angle of Climb .....96 MPH
   - Best Rate of Climb .....100 MPH
4. Engine Instruments/Ammeter ..... CHECK

N623WJ CHECKLIST DEC 2012

CRUISE:
1. Power ..... SET (See Performance Tables)
2. Mixture ..... LEAN

WARNING
IMPROPER LEANING PROCEDURES WILL GREATLY REDUCE ENDURANCE

3. Fuel Pump ..... OFF
4. Fuel ..... SWITCH after 1 hour, then back after 2 hours
5. Engine, Flight Instruments, Ammeter..... CHECK

DESCENT:
1. Altimeter ..... SET
2. Fuel ..... DESIRED TANK
3. Engine, Instruments, Ammeter..... CHECK
4. Throttle ..... 15" MINIMUM
5. Mixture.....ENRICH AS REQUIRED
6. Seat Belt & Shoulder Harness .....SECURE
7. Landing Light ..... AS REQUIRED

BEFORE LANDING:
1. Fuel ..... FULLEST TANK
2. Landing Gear Switch ..... DOWN
3. Mixture..... FULL RICH
4. Propeller .....FULL FORWARD
5. Landing Gear .....CONFIRM DOWN
6. Flaps..... AS REQUIRED
7. Fuel Pump ..... ON
8. Landing Light ..... AS REQUIRED
9. Autopilot ..... OFF
10. AIRSPEEDS:
    - Final Approach (Full Flaps).....90 MPH
    - Final Approach (No Flaps).....105 MPH
    - IFR Approach Speed .....105 MPH
    - Stall Speed (Gear/Flaps Down) .....64 MPH
    - Stall Speed (Gear/Flaps Up).....71 MPH

SHORT FIELD LANDING

1. Wing Flaps……..FULL DOWN (40°)
2. Airspeed……..90 MPH (until flare)
3. Propeller……2600 RPM
4. Power--REDUCE to idle after clearing obstacle
5. Touchdown……...MAIN WHEELS FIRST
6. Brakes……..APPLY HEAVILY
7. Wing Flaps……RETRACT

BALKED LANDING

1. Throttle……..FULL OPEN
2. Wing Flaps……25° IMMEDIATELY
3. Climb Speed……..……..65 MPH
4. Wing Flaps….25° until obstacles are cleared
   RETRACT after reaching a safe altitude

AFTER LANDING / CLEAR OF RUNWAY:

1. Landing Light/Taxi Lights ..... AS REQUIRED
2. Transponder ..... STANDBY
3. Flaps..... UP
4. Fuel Pump ..... OFF
5. Unnecessary Radios/Avionics..... OFF

SHUT DOWN AT FUEL PIT:

1. Throttle ..... 1,000 RPM
2. All Radios/Avionics ..... OFF
3. Exterior Lights/Nav Lights ..... OFF
4. Throttle ..... CLOSED
5. Mixture..... CUT OFF
6. Magnetos..... OFF
7. Battery/Alternator Switches..... OFF
8. Chocks ..... IN PLACE
9. Ground Wire ..... ATTACH
10. Service Aircraft ..... RECORD FUEL

N623WJ CHECKLIST DEC 2012

SECURING AIRPLANE

1. Parking Brake ..... SET as required
2. Tiedown Wings, then tighten tail tiedown ..... CHECK
3. Chock Main wheel ..... CHECK
4. Hobbs, Tach, fuel and Squawks ..... RECORD
5. Control Lock ..... …INSTALL

Clean Cabin, Store Belts, Replace Sun Screens and Covers

6. Collect Keys and Airplane Book, pilot gear…… CHECK
7. Log Aircraft back in……Note Squawks, fuel, oil, flight time
8. Return keys to Key box …… CHECK

9. CLOSE FLIGHT PLAN

EMERGENCY PROCEDURES

AIRSPEEDS FOR EMERGENCY OPERATION

Engine Failure After Takeoff: MPH (IAS)

Wing Flaps - UP.....105
Wing Flaps - Down.....90

Maneuvering Speed
2650 lbs.....131
2350 lbs…….....123
2000 lbs…….113

Maximum Glide (Flaps UP, Gear UP):
2650 lbs.……..105
2350 lbs…...……99
2000 lbs……...……91

Precautionary Landing With Engine Power.....90

Landing Without Engine Power:
Wing Flaps Up.....90
Wing Flaps Down.....90

Emergency Gear Extension.....100

N623WJ CHECKLIST DEC 2012

OPERATIONAL CHECKLISTS

ENGINE FAILURES

ENGINE FAILURE DURING TAKEOFF RUN

1. Throttle--IDLE
2. Brakes--APPLY HEAVILY
3. Wing Flaps--RETRACT
4. Mixture--IDLE CUTOFF
5. Ignition Switch--OFF
6. Master Switch--OFF

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

IF SUFFICIENT RUNWAY REMAINS:

1. Landing Gear--DOWN
2. LAND STRAIGHT AHEAD

IF AREA AHEAD IS ROUGH OR OBSTACLES MUST BE CLEARED:

1. Landing Gear--UP (Latch Extension Lever in Override Position)

IF THERE IS SUFFICIENT ALTITUDE TO ATTEMPT A RESTART:

1. Maintain Safe Airspeed
2. Fuel Selector--SWITCH To Another TANK WITH FUEL
3. Electric Fuel Pump--ON
4. Mixture--RICH
5. Alternate Air--ON
6. Emergency Gear Lever--AS REQUIRED

ENGINE POWER LOSS IN FLIGHT

1. Airspeed-- 110 mph
2. Landing Gear--UP, Flaps--UP
3. Fuel Selector Valve--SWITCH to tank containing fuel
4. Electric Fuel Pump--ON
5. Mixture--RICH
6. Alternate Air--ON
7. Engine Gauges--CHECK to determine cause of power loss
8. If NO FUEL PRESSURE, check tank selector ON a tank with fuel

WHEN POWER IS RESTORED:

9. Alternate Air--OFF
10. Electric Fuel Pump--OFF

IF THE ABOVE STEPS DO NOT RESTORE POWER:

PREPARE FOR AN EMERGENCY LANDING (SEE POWER OFF LANDING)

IF TIME PERMITS

1. Radio--TRANSMIT "MAYDAY" CALL 121.5 MHz
2. Transponder--7700
3. Master Switch--ON
4. Ignition Switch--"L" then "R" then "BOTH"
5. Throttle and Mixture--TRY DIFFERENT SETTINGS
6. Fuel Selector--TRY A DIFFERENT TANK

N623WJ CHECKLIST DEC 2012

FORCED LANDINGS

POWER OFF LANDING

1. Airspeed – Trim for Best Glide 105 MPH (Flaps&Gear UP)
2. Emergency Gear Lever -- OVERRIDE ENGAGED
3. Propeller -- FULL AFT

DETERMINE IF GEAR UP OR GEAR DOWN LANDING IS REQUIRED

GEAR DOWN LANDING

1. Gear--DOWN When Committed to Landing
2. Throttle--CLOSED
3. Master and Ignition Switches--OFF
4. Flaps--AS DESIRED
5. Fuel Selector Valve--OFF
6. Mixture--IDLE CUTOFF
7. Seat Belts--TIGHTEN
8. Door--UNLATCH PRIOR TO TOUCHDOWN
9. Touchdown--Slightly TAIL LOW, Lowest Possible Speed
10. Brakes--APPLY HEAVILY

GEAR UP LANDING

1. Gear Lever--UP
2. Flaps--AS DESIRED
3. Throttle--CLOSED
4. Master and Ignition Switches--OFF
5. Fuel Selector Valve--OFF
6. Mixture--IDLE CUTOFF
7. Seat Belts--TIGHTEN
8. Door--UNLATCH PRIOR TO TOUCHDOWN

9. Touchdown--LOWEST POSSIBLE AIRSPEED

PRECAUTIONARY LANDING WITH ENGINE POWER

1. Airspeed--105 MPH
2. Wing Flaps 25°
3. Selected Field--FLY OVER, noting terrain and obstructions, then retract flaps upon reaching a safe altitude and airspeed
4. Radios and Electrical Switches--OFF
5. Wing Flaps--40° (on final approach)
6. Airspeed--90 MPH
7. Master Switch--OFF
8. Doors--UNLATCH PRIOR TO TOUCHDOWN
9. Touchdown--SLIGHTLY TAIL LOW
10. Ignition Switch--OFF
11. Brakes--APPLY HEAVILY

DITCHING

1. Radio--TRANSMIT MAYDAY on 121.5 MHz , giving location and intentions and SQUAWK 7700
2. Heavy Objects --SECURE OR JETTISON
3. Landing Gear—UP
4. Approach--High Winds, Heavy Seas--INTO THE WIND
Light Winds, Heavy Swells--PARALLEL TO SWELLS
5. Wing Flaps--40° recommended
6. Power--ESTABLISH 300 FPM DESCENT AT 90 MPH

NOTE

If no power is available, approach at 105 MPH (flaps up) or 90 MPH with 10° flaps

6. Cabin Door--UNLATCH

N623WJ CHECKLIST DEC 2012

7. Touchdown--LEVEL ATTITUDE AT ESTABLISHED RATE OF DESCENT
8. Face--CUSHION at touchdown with folded coat
9. Airplane--EVACUATE through cabin doors. If necessary, open storm window and flood cabin to equalize pressure so door can be opened.
10. Life Vests and Raft--INFLATE

FIRES

DURING START ON GROUND

If Engine Fails to Start:

1. Mixture--IDLE CUT-OFF
2. Throttle--OPEN
3. Starter--CONTINUE (to pull fire into engine)
4. Engine--SECURE
a. Master Switch--OFF
b. Ignition Switch--OFF
c. Mixture--IDLE CUT-OFF
d. Fuel Selector Valve--OFF
5. Fire--EXTINGUISH using fire exting, wool blanket or dirt
6. Fire Damage--INSPECT, repair damage or replace damaged components or wiring before conducting another flight

If Engine Starts:

1. Power--2000 RPM for a few minutes
2. Engine--SHUT DOWN and inspect for damage

ENGINE FIRE IN FLIGHT

1. Fuel Selector Valve--OFF
2. Throttle--CLOSE
3. Mixture--IDLE CUT-OFF
4. Heater--OFF (In all cases of fire)
5. Defroster--OFF (In all cases of fire)
6. If terrain permits--LAND IMMEDIATELY

ELECTRICAL FIRE IN FLIGHT (Smoke in Cabin)

1. Master Switch--OFF

2. Vents--OPEN
3. Cabin Air / Heat--CLOSED
4. Fire Extinguisher--ACTIVATE (if available)

WARNING

After discharging an extinguisher in a closed cabin, ventilate the cabin

(Continued)

If fire appears out and electrical power is necessary for continued flight:

5. Radio Switches--OFF
6. Master Switch--ON
7. Circuit Breakers--CHECK for faulty circuit, do not reset
8. Radios / Electrical Switches--ON one at a time, with delay after each until short circuit is located
9. Vents / Cabin Air / Heat--OPEN when it is ascertained that fir e is completely extinguished

CABIN FIRE

1. Master Switch--OFF
2. Vents / Cabin Air / Heat--CLOSED (to avoid drafts)
3. Fire Extinguisher--ACTIVATE (if available)

WARNING

After discharging an extinguisher in a closed cabin, ventilate the cabin

4. Land the airplane as soon as possible to inspect for damage

WING FIRE

1. Navigation Light Switch--OFF
2. Pitot Heat Switch (if installed) --OFF
3. Strobe Light Switch (if installed) -- OFF

N623WJ CHECKLIST DEC 2012

NOTE

Perform a side slip to keep flames away from fuel tank and cabin, and land as soon as possible using flaps only as required on final approach.

ICING

INADVERTENT ICING ENCOUNTER

1. Pitot Heat--ON
2. Turn back or change altitude to obtain an outside temperature that is less conducive to icing
3. Pull cabin heat control full out and open defroster outlets to obtain maximum windshield defroster airflow. Adjust cabin air control to get maximum defroster heat and airflow
4. Open the throttle to increase engine speed and minimize ice build-up on propeller blades
5. Alternate Air Source--ON, Lean the mixture to 75° rich of maximum EGT
6. Plan a landing at the nearest airport. With an extremely rapid ice build-up, select a suitable “off airport” landing site
7. With an ice accumulation of 1/4 inch or more on the wing leading edges, be prepared for a significantly higher stall speed.
8. Leave wing flaps retracted. With a severe build-up on the horizontal tail, the change in wing wake airflow direction caused by wing flap extension could result in loss of elevator effectiveness.
9. Open left window and, if practical, scrape ice from a portion of the windshield for visibility in the landing approach
10. Perform a landing approach using a forward slip, of necessary for improved visibility

11. Approach at 105-110 MPH depending upon the amount of ice accumulation
12. Perform a landing in a level attitude

STATIC SOURCE BLOCKAGE
(Erroneous Instrument Reading Suspected)
1. Alternate Static Source Valve--PULL ON
2. CAUTION: ALTIMETER AND AIRSPEED READINGS WILL NOT BE AS ACCURATE AS WITH THE NORMAL STATIC SOURCE

ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS

AMMETER SHOWS EXCESSIVE RATE OF CHARGE(Full Scale deflection)

1. Alternator--OFF
2. Alternator Circuit Breaker--CHECK
3. Nonessential Electrical Equipment--OFF
4. Flight--TERMINATE as soon as practical

ALTERNATOR FAILURE
(Ammeter Reads Zero or Alternator Enunciator Light On)

1. Landing Light--ON...Observe Ammeter..No Increase Implies Alternator Failure
2. Electrical Load--REDUCE
3. Alternator Circuit Breaker--CHECK IN
4. Alternator Switch--OFF (for 1 second)--ON
5. Low Voltage Light--CHECK OFF

If Enunciator Light Remains ON, or Ammeter Reads Zero

6. Alternator--OFF
7. Non-essential Radio and Electrical Equipment--OFF
8. Flight--TERMINATE as soon as practical

N623WJ CHECKLIST DEC 2012

NOTE:
If battery is fully discharged, the gear will have to be lowered using the EMERGENCY LANDING GEAR EXTENSION procedure

EMERGENCY LANDING GEAR EXTENSION

1. Master Switch--ON
2. Circuit Breakers--CHECK
3. Panel Lights--OFF (daytime, can mask gear ind. lights)
4. Gear Indicator Bulbs--CHECK

IF GEAR DOES NOT CHECK DOWN AND LOCKED

5. Airspeed--BELOW 100 MPH
6. Landing Gear Selector--DOWN
7. Emergency Gear Lever--OVERRIDE ENGAGED Position

IF GEAR STILL FAILS TO LOCK DOWN

8. Emergency Gear Lever--EMERGENCY DOWN Position

IF GEAR STILL FAILS TO LOCK DOWN

9. YAW Abruptly SIDE TO SIDE with rudder

IF THE NOSE GEAR WILL NOT LOCK DOWN

10. SLOW TO LOWEST SAFE AIRSPEED
11. Emergency Gear Lever--OVERRIDE ENGAGED Position
12. Landing Gear Selector--DOWN

IF GEAR DOES NOT CHECK DOWN

13. RECYCLE Gear Lever through UP position then DOWN

NOTE:

If all electrical power has been lost, the gear must be extended using the above procedure. The landing gear position lights will be inoperative

HIGH OIL TEMPERATURE

1. LAND AS SOON AS PRACTICABLE to investigate

LOSS OF OIL PRESSURE

PARTIAL LOSS

1. Usually Signifies a Malfunction of the Oil Regulating System
2. As Soon as Possible--LAND

COMPLETE LOSS

1. THE ENGINE MAY STOP SUDDENLY
2. PROCEED--Toward Nearest Airport
3. MAINTAIN ALTITUDE--Until a Dead Stick Landing Could Be Made
4. CHECK OTHER GAUGES-- For indications of actual oil pressure loss (high temperature, oil smoke, etc)
5. NOTIFY ATC/FSS Of Your Situation
6. CONSIDER--An Off Airport Landing while power is still available
7. If Engine Stops-- Perform POWER OFF LANDING

N623WJ CHECKLIST DEC 2012

LOSS OF FUEL PRESSURE

1. Electric Boost Pump--ON
2. Mixture Control--RICH (Forward)

LANDING WITH A FLAT MAIN TIRE

1. Approach--NORMAL
2. Touchdown--GOOD TIRE FIRST, hold airplane off flat tire as long as possible

PROPELLER OVERSPEED

1. Throttle--RETARD
2. Oil Pressure--CHECK
3. Propeller Control--FULL DECREASE RPM...,,SET If controllable
4. Airspeed--REDUCE
5. Throttle--AS REQUIRED BELOW 2700 RPM
6. Problem Not Resolved--LAND AS SOON AS PRACTICABLE

SPINS

1. Throttle--IDLE
2. Rudder--FULL OPPOSITE TO DIRECTION OF ROTATION
3. Control Wheel--FULL FORWARD
4. Rudder--NEUTRAL When Rotation Stops
5. Control Wheel--AS REQUIRED To smoothly regain level flight

NOTE:

With the backup gear extender, the landing gear will extend during a spin, and will retract during recovery. Gear extension has no adverse effect on the spin characteristics.

OPEN DOOR

An open door will not affect the normal flight characteristics, and a normal landing can be made with an open door. An open door will trail in a slightly open position and airspeed will be reduced slightly.

To close the door in flight:

1. Slow the airplane to 100 MPH
2. Cabin Vents--CLOSE
3. Storm Window--OPEN
4. If Upper Latch is Open--LATCH...If lower latch is open - open top latch, push door further open then close rapidly. Latch top latch.

A slip in the direction of the open door will assist in the latching procedure

N623WJ CHECKLIST DEC 2012