



OE-KBS

PIPER P28A / GNS 430

MTOW: 1.157 kg / 2.550 lb

A/C-Size: W: 10,7 m H: 2,3 m L: 7,2 m

F P L (E X A M P L E)

| | | |
|----|-------------------|---------------------------------|
| 7 | A/C ID | OE-KBS |
| 8 | Flight Rules | V, I, Y, Z |
| | Type of Flight | G |
| 9 | Type of A/C | P28A |
| | Wake Turbul. Cat. | L |
| 10 | Equipment | DFGRSY / S |
| 13 | Departure A/D | LOAV |
| | Departure Time | 0830 |
| 15 | Speed | N0110 |
| | Flight Level | VFR |
| | Route | RADLY |
| 16 | Destination A/D | LJPZ |
| | Total EET | 0200 |
| | Alternate A/D | LOWG |
| 18 | Other Info. | EET/RADLY0045 PBN/B2C2D2O2S1 |
| 19 | Endurance | 0500 |
| | Persons on Bord | 1 - 4 |
| | Emerg. Equipm. | ELT |
| | A/C Colour | GREY / RED |
| | Name PIC | NAME / TEL |

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OPERATOR

Motorflug Union - Wien

A-2540 Bad Vöslau, Flugplatz

3fly.at: +43 2252 77340

CONTACT

| | |
|------------------|-----------------|
| Tower LOAV | +43 1 900729201 |
| Maintenance LOAV | +43 2252 790894 |
| A I S | +43 51703 3211 |
| M E T | +43 51703 3443 |

FUEL

| | |
|---------------------|-------------------|
| Fuel | Super Plus98 ETBE |
| Fuel (alternative)* | AVGAS 100LL |
| Maximum Fuel | 189 L / 50 gal |
| Unusable Fuel | 7,6 L / 2 gal |

*) If alternative Fuel used → Entry in A/C LOG

OIL

| | |
|------------|---------------|
| Shell Aero | 15W-50 |
| Minimum | 4 Qts 3,8 Ltr |
| Maximum | 8 Qts 7,6 Ltr |

TIRE

| | |
|------------|-----------------|
| Front Tire | 18 psi/1,24bar |
| Main Tires | 24 psi /1,65bar |

SPEED

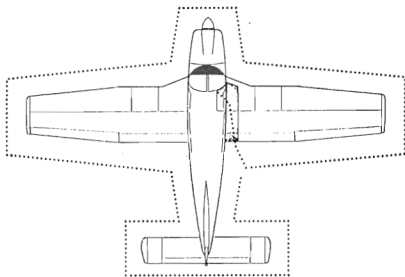
| | |
|---------------------------------------|----------|
| V _{SO} (Stall- Flaps max) | 49 KIAS |
| V _G (best glide, Flaps up) | 76 KIAS |
| Max. Demo. X-Wind | 17 knots |

COM FAIL

| | | |
|--|--|--|
| | Clear to Land | |
| | Return to Landing | |
| | Continue Circling | |
| | A/D unsafe, don't Land | |
| | Land at this A/D and proceed to Apron - wait for Clearance | |



Consult POH / AFM for "Warnings, Cautions and additional Information"

PREFLIGHT**OUTSIDE**

| | |
|----------------------|-----------|
| 1 Fuel Tank Sumps | 2 x DRAIN |
| 2 Eng. Fuel Strainer | DRAIN |
| 3 Pitot Cover | REMOVE |

CABIN

| | |
|-------------------|--------------|
| 4 Req. Documents | ON BOARD |
| 5 Avionics Master | CHECK / OFF |
| 6 Ignition | OFF |
| Master BAT | ON |
| Fuel Quantity | CHECK |
| Nav Lights | CHECK IF REQ |
| Landing Light | CHECK |
| ACL | CHECK |
| Pitot Heat | CHECK |
| Panel Light | CHECK |
| Stall Warning | CHECK |
| Master BAT | OFF |

BATTERY

OUTSIDE CONT.

| | |
|--------------------------|-----------|
| 15 Exterior / Damage | CHECK |
| 16 Control Surfaces | CHECK |
| 17 Hinges | CHECK |
| 18 Wings (Ice, Snow) | CHECK |
| 19 Fuel Tank Quantity | CHECK |
| 20 Fuel Vents (Open) | CHECK |
| 21 Main Gear Struts | CHECK |
| 22 Tires | CHECK |
| 23 Brake Blocks | CHECK |
| 24 Pitot Head | CHECK |
| 25 Windshield | CLEAN |
| 26 Propeller / Spinner | CHECK |
| 27 Fuel & Oil (Leaks) | CHECK |
| 28 Oil-Level (4 - 6 Qts) | CHECK |
| 29 Oil-Dipstick | SECURE |
| 30 Cowling | SECURE |
| 31 Inspection Covers | SECURE |
| 32 Nose Wheel Tire | CHECK |
| 33 Nose Gear Strut | CHECK |
| 34 Air Inlets | CLEAR |
| 35 Alternator Belt | CHECK |
| 36 Tow Bar | STOW |
| 37 Baggage | SECURE |
| 38 Baggage Door | CLOSE |
| 39 Prim. Flight Contr. | PROPER OP |

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BEF. ENGINE START

| | | |
|----|------------------|--------------|
| 1 | Outside Check | COMPL |
| 2 | Tow Bar, Chocks | REMOVED |
| 3 | Cabin Door | CLOSE / LOCK |
| 4 | Seat Belts | FASTENED |
| 5 | Avionic Master | CHECK / OFF |
| 6 | Circuit Breakers | CHECK / IN |
| 7 | Carburetor Heat | CHECK / OFF |
| 8 | Fuel Selector | DESIR. TANK |
| 9 | Alternate Static | CLOSED |
| 10 | Alternate Vacuum | PUSH IN |

| | | |
|----|--------------------|----------------|
| 17 | Throttle 1.000 rpm | ADJUST |
| 18 | Oil Pressure | CHECK |
| 19 | Warm Up at | 800 - 1200 rpm |
| 20 | Nav Lights | ON IF REQ |

FLOODED ENGINE START

| | | |
|----|----------------|----------------|
| 1 | Throttle | FULL FWD |
| 2 | Master ALT/BAT | ON |
| 3 | Fuel Pump | OFF |
| 4 | ACL | ON |
| 5 | Mixture | IDLE CUT-OFF |
| 6 | Prop Area | CLEAR |
| 7 | Starter | ENGAGE |
| 8 | Mixture | FULL RICH |
| 9 | Throttle | RETARD |
| 10 | Oil Pressure | CHECK |
| 11 | Warm Up at | 800 - 1200 rpm |
| 12 | Nav Lights | ON IF REQ |

ENGINE START

| | | |
|----|----------------|---------------|
| 1 | Parking Brake | SET |
| 2 | Master ALT/BAT | ON |
| 3 | Verify Pump A | AUDIBLE |
| 4 | Fuel Pressure | VERIFY |
| 5 | Verify Pump B | AUDIBLE |
| 6 | Fuel Pressure | VERIFY |
| 7 | Fuel Pumps | VERIFY OFF |
| 8 | ACL | ON |
| 9 | Mixture | FULL RICH |
| | - Prime | 3 - 6 STROKES |
| | - Throttle | OPEN 7 mm |
| | - Throttle | OPEN 13 mm |
| 13 | Primer | LOCKED |
| 14 | Fuel Pump | ON |
| 15 | Prop Area | CLEAR |
| 16 | Starter | ENGAGE |

ENGINE START - Ext. Power

| | | |
|----|---------------------|------------|
| 1 | Master ALT/BAT | OFF |
| 2 | All Electr. Equipm. | OFF |
| 3 | Piper Ext. Power | INSERT |
| 4 | Engine Start | PROCEED |
| 5 | Throttle | LOWEST RPM |
| 6 | Piper Ext. Power | DISCONNECT |
| 7 | Master ALT/BAT | ON |
| 8 | Oil Pressure | CHECK |
| 9 | ACL | ON |
| 10 | Ammeter | CHECK |
| 11 | Nav Lights | ON IF REQ |

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BEFORE TAXI

| | | |
|-------------|--------------------|---------|
| 1 | Avionic Master | ON |
| 2 | Annunc. Panel | PRESS |
| 3 | Fuel Pump | OFF |
| 4 | Landing Light | AS REQ |
| 5 | GPS Selftest | CHECK |
| 6 | GPS after Selftest | ENTER |
| 7 | Slaving System | SLAVED |
| 8 | Flight Instruments | SET |
| 9 | Taxi Area | CLEAR |
| 10 | Parking Brake | RELEASE |
| TAXI | Throttle apply | SLOWLY |
| | Brakes | CHECK |
| | Steering | CHECK |
| | Turn & Bank Ind. | CHECK |

BEFORE TAKEOFF

| | | |
|---------------|------------------|--------------|
| 1 | Parking Brake | SET |
| RUN UP | Throttle | 2.000 rpm |
| | Oil Pressure | CHECK |
| | Oil Temp | CHECK |
| | Magnetos R-B-L-B | 175 / 50 rpm |
| | Carburetor Heat | CHECK |
| | Vacuum | 5 +/- 0.1 HG |
| | Fuel Pump | CHECK / OFF |
| | Fuel Pressure | CHECK |
| | Throttle - IDLE | CHECK |
| | Throttle | 1.000 rpm |

| | | |
|----|---------------------|---------------|
| 12 | Artificial Horizon | ADJUST |
| 13 | Flight Instruments | CHECK / SET |
| 14 | Radios / Nav / GPS | SET |
| 15 | CDI Source | SELECT |
| 16 | Fuel Pump | ON |
| 17 | Landing Light | AS REQ |
| 18 | Pitot Heat | AS REQ |
| 19 | Mixture | FULL RICH |
| 20 | Carburetor Heat | CHECK / OFF |
| 21 | Primer | LOCKED |
| 22 | Fuel Selector | RIGHT TANK |
| 23 | Flaps (10°/25°/40°) | CHECK |
| 24 | Flaps | AS REQU.D. |
| 25 | Trim Tab | SET for T/O |
| 26 | Controls | FREE |
| 27 | Door | LATCHED |
| 28 | Seatbel. / Harness | FASTEN / ADJ. |
| 29 | Departure Briefing | COMPL |
| 30 | T/O Briefing | COMPL |
| 31 | Approach Sector | CLEAR |
| 32 | Parking Brake | RELEASE |

LINE UP / TAKEOFF

| | | |
|---|----------------|---------------------|
| 1 | Runway Heading | CONFIRM |
| 2 | Transponder | ALT |
| 3 | Engine Gauges | CHECK |
| 4 | Landing Light | AS REQ |
| 5 | Flaps | AS REQU.D. |
| 6 | Throttle | FULL FWD |
| 7 | Rotate | 52 - 65 KIAS |

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SHORT FIELD T/O

| | |
|----------------------|---------------------|
| 1 Flaps | 25° |
| 2 Rotate | 41 - 49 KIAS |
| 3 After brk Ground | 45 - 54 KIAS |
| 4 Accelerate to | 64 KIAS |
| 5 After pass. Obst | FLAPS 10° |
| 6 Flaps retr. slowly | UP |
| 7 Accelerate to | 76 KIAS |

CRUISE

| | |
|--|--------------|
| 1 Cruise Power   | AS REQ |
| 2 Trim | ADJUST |
| 3 Mixture | ADJUST |
| 4 Fuel Pump | OFF |
| 5 Fuel Sel. 30 min | SWITCH |
| 6 Fuel Level-Right Tank | MIN 1/4 FULL |

SOFT FIELD T/O

| | |
|----------------------|---------------------|
| 1 Flaps | 25° |
| 2 Rotate | 41 - 49 KIAS |
| 3 After T/O acceler. | 45 - 54 KIAS |
| 4 Accelerate to | 76 KIAS |
| 5 Flaps retr slowly | UP |

NORMAL DESCENT


| | |
|----------------------|-----------------|
| 1 Throttle (if Req.) | 2500 rpm |
| 2 Airspeed | 122 KIAS |
| 3 Mixture | RICH |
| 4 Carburetor Heat | ON IF REQ |
| 5 Fuel Selector | RIGHT TANK |
| 6 Appr. Briefing | COMPL |

CLIMB

| | |
|----------------------|----------------|
| 1 Flaps (500 ft AGL) | UP |
| 2 Climb Speed | 76 KIAS |
| 3 Landing Light | OFF |
| 4 Engine Gauges | CHECK |
| 5 Trim | AS REQ |
| 6 Vy Flaps up | 76 KIAS |
| 7 Vx Flaps up | 64 KIAS |
| 8 En Route Climb | 87 KIAS |
| 9 Mixture | AS REQ |
| 10 Oil Temperature | CHECK |

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POWER OFF DESCENT

| | |
|-------------------|--|
| 1 Carburetor Heat | ON IF REQ |
| 2 Throttle | CLOSE |
| 3 Airspeed | AS REQ |
| 4 Mixture | AS REQ |
| 5 Fuel Selector | RIGHT TANK |
| 6 Power | verify with Throttle  every 30 sec |



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LANDING

| | |
|---|---------------------|
| 1 Fuel Selector | RIGHT TANK |
| 2 Fuel Pump | ON |
| 3 Seat Backs | ERECT |
| 4 Belts & Harness | ADJUST |
| 5 Landing Light | AS REQ |
| 6 Mixture | RICH |
| 7 Carburetor Heat  | ON IF REQ |
| 8 Approach Speed | 102 KIAS MAX |
| 9 Flaps | SET |
| 10 Normal Approach | 75 KIAS |
| 11 Flaps Final | 40° |
| 12 Final APP Spd | 66 KIAS |

SHUT DOWN

| | |
|-------------------|--------------|
| 1 Parking Brake | SET IF REQ |
| 2 Avionic Master | OFF |
| 3 NAV Light | OFF |
| 4 Landing Light | OFF |
| 5 Panel Light | OFF |
| 6 Throttle | FULL AFT |
| 7 Mixture | IDLE CUT/OFF |
| 8 ACL | OFF |
| 9 Magnetos | OFF |
| 10 Master ALT/BAT | OFF |
| 11 Flaps | CHECK UP |

| | | |
|------------------|----------------------|---------------------|
| GO AROUND | Throttle | FULL FWD |
| | Carburetor Heat | OFF |
| | Flaps (retr. slowly) | 10° |
| | Best Angle | 65 - 68 KIAS |
| | Clear of Obstacles | FLAPS UP |

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AFTER LANDING

| | |
|-------------------|---------|
| 1 Transponder | STANDBY |
| 2 Fuel Pump | OFF |
| 3 Pitot Heat | OFF |
| 4 Carburetor Heat | OFF |
| 5 Flaps | RETRACT |



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PA-28-181

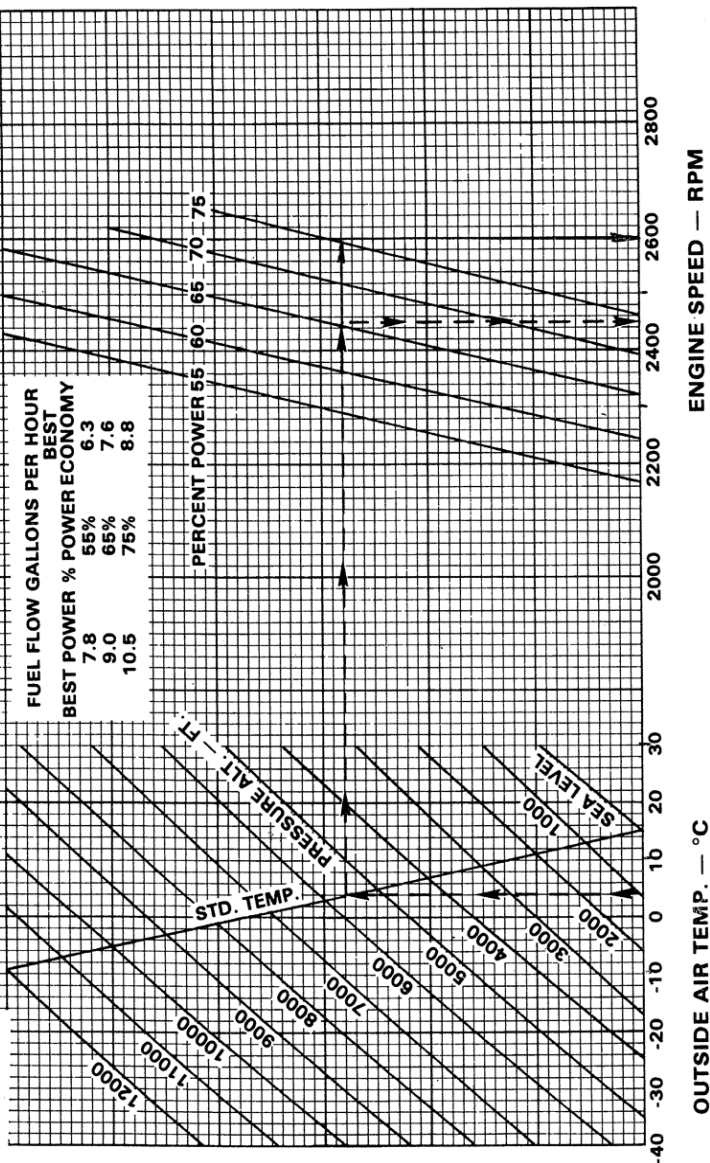
ENGINE PERFORMANCE

BEST POWER MIXTURE
(MIXTURE LEANED TO 100° F RICH OF PEAK EGT)

| FUEL FLOW GALLONS PER HOUR | |
|----------------------------|-----|
| BEST | |
| BEST POWER | 7.8 |
| 55% POWER ECONOMY | 6.3 |
| 65% | 7.6 |
| 75% | 8.8 |
| 10.5 | 8.8 |

PERCENT POWER 55 60 65 70 75

Example:
Cruise pressure altitude: 5500 ft.
Cruise OAT: 4°C
Percent power: 65%
Engine RPM: 2450 RPM



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NORMAL AIRSPEEDS

TAKEOFF

| | | |
|--|-------------------------|--------------|
| | $V_{(R)}$ | 52 - 65 KIAS |
| | $V_{(X)}$ Flaps UP | 64 KIAS |
| | $V_{(Y)}$ Flaps UP | 76 KIAS |
| | Cruise - Climb Flaps UP | 87 KIAS |

LANDING

| | | |
|--|---------------------------------|----------|
| | Normal Descent | 122 KIAS |
| | Normal Approach Speed | 75 KIAS |
| | Final Approach Speed 40° Flaps | 66 KIAS |
| | Maximum Flap Speed | 102 KIAS |
| | Maximum Demonstrated Cross-Wind | 17 KTS |

CRUISE

| | | |
|--|------------------------------|---------------|
| | $V_{(A)}$ Maneuvering | 89 - 113 KIAS |
| | $V_{(NO)}$ Max Turbulent Air | 125 KIAS |
| | $V_{(NE)}$ Max Airspeed | 154 KIAS |

AIRSPEEDS FOR EMERGENCY

| | | |
|---|-------|----------|
| $V_{(A)}$ Maneuvering Speed @ 2550 lbs | _____ | 113 KIAS |
| $V_{(A)}$ Maneuvering Speed @ 1634 lbs | _____ | 89 KIAS |
| $V_{(B)}$ Turbulent Air Penetration Speed | _____ | 113 KIAS |



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