

Normal Checklist – Piper Arrow 200

INITIAL	START	RUN-UP	TAKEOFF	DESCENT	AFTER LANDING
Weather & Den.Alt. Weight & Balance Performance Req. Flight Plan – File Papers – A.R.O.W. Flaps – Extend Gear Lever – Down Master – On Gear Lights – Green Pitot Heat – Test Stall Indicator – Test Lights – Int. / Ext. Fuel Gauges – True Master – Off EXTERIOR SUMMARY <i>After Geographical Check</i> Fuel Quantity Fuel Quality Caps/Drains/Vents Engine / Oil / Belt Prop / Air Intake Exhaust System Surfaces & Controls Pitot & Static Ports Gear / Tires / Brakes Antennas Ties / Chocks Baggage Door Final Walk Around INTERIOR Passenger Brief Hobbs / Tach Time Fuel – Proper Tank Circuit Breakers Alternate Static ELT – Armed Brakes – Pedal Test	Seat Track/Back–Lock Avionics – Off Autopilot – Off AC – Off Beacon – On Prop – High RPM Throttle – Slight Brakes Prop – Clear Master – On Fuel Pump – On Mixture – Rich/ Prime Mixture – Lean Mags – Start Mixture – Full Rich Oil Pressure Fuel Pump – Off Fuel Pressure Lights – As Req. Mixture – As Req. PRE-TAXI / TAXI Seat Belts / Harness Flaps – Up Heat / Vent / Defrost Avionics – On / Set Transpond – STBY ATIS / AWOS Altimeter – Set Radio – Test Taxi Light – As Req. Brakes – Test Attitude Indic.–Test Turn Coord. – Test H.I./Compass–Test	Brakes – Set Fuel – Proper Tank Trim – Takeoff Flight Controls Instruments Annunciator Lights Alter. Air–Test/Close Mixture – Best Power 2100 RPM Mags (R&L) – Test Prop – Cycle Vacuum Amps / Volts Fuel Pressure Oil Pressure Oil Temperature Idle – Check Closed Friction Lock PRE-TAKEOFF Flaps – 0°- 25° Prop – High RPM Mixture – Best Power Fuel Pump – On Gear Override–As Req Pitot Heat –As Req. H.I. To Compass AC – Off Doors / Windows Transp– Alt + Sqwk Landing Light – On Strobes – On Time – Note Brakes – Release <i>Abort Plan - Ready!</i>	Full Throttle 2700 RPM (Max) Manifold Pressure Oil Pressure Rotate * 56 (65) Vy – 83 (95) Gear – Up Flaps – Up CLIMB 96 (110) Throttle – 25" MP Prop – 2500 RPM Mixture – As Req. Fuel Pump – Off Instruments Taxi/Land Light–Off Flight Plan – Open CRUISE Throttle Prop Mixture Instruments H.I. To Compass Fuel – Proper Tank	Throttle–MP As Req. Mixture – Richen Fuel – Proper Tank ATIS / AWOS Altimeter Set Instruments H.I. To Compass PRE-LANDING Landing Light – On Autopilot – Off AC – Off Seat Belts / Harness Mixture – Best Power Fuel Pump – On Fuel – Proper Tank Gear Override–As Req Gear – Down Flaps – As Req. LANDING Gear – Down Flaps – 40° Or As Req Prop – High RPM Speed * 68 (78) G. U. M. P. F. S. GO AROUND Power – Full Flaps – Approach Gear Override – As Req Positive Rate Climb Gear – Up Flaps – Up	Flaps – Up Strobes – Off Landing Light – Off Taxi Light – As Req. Pitot Heat – Off Fuel Pump – Off Mixture – As Req. Trim – Takeoff Transpond – STBY SECURING ELT– Verify Silent Avionics – Off AC – Off Mixture – Full Lean Mags – Off Master – Off Lights – Off Hobbs / Tach Time Secure Yoke Chocks Tie Downs Pitot Cover Baggage Door Cabin Door Close Flight Plan * Adjust Speed As Needed For Conditions

XWind • Max Demo'd – 17 (20)	Vs ₀ • Stall with flaps – 56 (64)	Va • Max Abrupt (2100 lbs) – 102 (117)	Vfe • Full Flaps – 109 (125)
Vr • Rotation Speed – 56 (65)	Vs • Stall w/o flaps – 61 (70)	Va • Max Abrupt (Full Gross) – 114 (131)	Vlo • Max Gear Operate – 130 (150)
Vx • Best Angle Climb – 79 (91)	Best Glide (2100 lbs) – 82 (94)	Vno • Max Structural Cruise – 148 (170)	Vle • Max Gear Extended – 130 (150)
Vy • Best Rate Climb – 83 (95)	Best Glide (Full Gross) – 91 (105)	Vne • Never Exceed – 186 (214)	Vlr • Max Gear Retract – 109 (125)

	KNOTS (MPH)	FLAPS °	– NOTES –
DEPARTURE			<i>Most Airspeeds Are CAS</i>
Rotation *	56 (65)	0	Short Field: 25° Flaps. Rotate * 54 (62)
Best Angle Climb	79 (91)	0	Then 70 (80) Initial Climb.
Best Rate Climb	83 (95)	0	Soft Field: 25° Flaps. Rotate As Soon As Possible.
CRUISE (TAS-6,000')			
Economy	120 (138)	0	21.7" MP – 2100 RPM – 8.0 GPH – 55%
Normal	132 (152)	0	21.7" MP – 2400 RPM – 9.2 GPH – 65%
Maximum	142 (163)	0	Full Throttle – 2400 RPM – 10.2 GPH – 75%
ARRIVAL			
Approach	78 (90)	10-25	17" MP (Initially)
Short Final *	68 (78)	40	Prop – High RPM

Emergency Checklist – Piper Arrow 200

POWER LOSS IMMEDIATELY AFTER TAKEOFF / NO RESTART

MAINTAIN AIRCRAFT CONTROL
 BEST GLIDE – 91 KIAS (105 MPH) (Full Gross Weight)
 FUEL SELECTOR – OFF
 MIXTURE – FULL LEAN / IDLE CUTOFF
 FLAPS – DOWN
 GEAR – AS REQUIRED
 MASTER & MAGS – OFF (Unlatch Door)

POWER LOSS IN FLIGHT

BEST GLIDE – 91 KIAS (105 MPH) (Full Gross Weight)
 If Needed Manual Override Gear Engaged Above 100 KIAS (115 MPH)
 NOTE WIND DIRECTION & VELOCITY
 PICK LANDING SITE
 MIXTURE – FULL RICH
 FUEL SELECTOR – CHECK / SWITCH (Note Gauges)
 FUEL PUMP – ON
 ALTERNATE AIR – ON
 MAGNETOS – CHECK ALL
 MASTER – ON

IF NO RESTART & TIME PERMITS

MAINTAIN BEST GLIDE
 PROP – LOW RPM (Full Aft)
 SQUAWK 7700
 DECLARE EMERGENCY (TWR, APP, Unicom, 121.5)
 ELT – ON
 FUEL SELECTOR – OFF
 MIXTURE – FULL LEAN / IDLE CUTOFF
 SEATBELTS / HARNESS
 GEAR-DOWN (Up If Rough/Soft Terrain & Engage Gear Override >115 MPH)
 FLAPS – AS NEEDED (Full Flaps When Field Assured)
 MASTER & MAGS – OFF
 UNLATCH DOORS
 PROTECT BODY

ELECTRICAL FIRE IN FLIGHT

ALL ELECTRICAL DEVICES + MASTER – OFF (Mags On)
 CABIN HEAT & AIR – OFF
 IF FIRE OUT – MASTER ON ONLY IF CRITICAL (Vents – Open)
 THEN ONE ESSENTIAL ELECTRICAL DEVICE AT A TIME
 RESET CIRCUIT BREAKER(S) ONLY IF CRITICAL

ENGINE FIRE IN FLIGHT

THROTTLE – CLOSED
 MIXTURE – FULL LEAN / IDLE CUTOFF
 FUEL SELECTOR – OFF
 MASTER – OFF
 CABIN HEAT & AIR – OFF (Vents – Open)
 INCREASE AIRSPEED TO EXTINGUISH – LAND ASAP

ENGINE FIRE DURING START

CONTINUE CRANKING ENGINE
 IF START – RUN A FEW SECONDS - SHUTDOWN - INSPECT
 IF NO START – IDLE MIXTURE CUTOFF & FUEL SELECTOR OFF
 THROTTLE FULL OPEN / CRANK ENGINE FEW SECONDS
 MASTER & MAGS – OFF
 EVACUATE / FIRE EXTINGUISHER

ICING

PITOT HEAT / DEICING EQUIPMENT – ON
 CABIN HEAT & DEFROST – MAXIMUM
 STRONGLY CONSIDER 180° TURN
 ATTAIN HIGHER OR LOWER ALTITUDE
 INCREASE ENGINE & PROP SPEED
 FLAPS – NOT RECOMMENDED FOR LANDING
 LAND FASTER AS NEEDED

MANUAL GEAR EXTENSION

REDUCE AIRSPEED BELOW 87 KIAS (100 MPH)
 LANDING GEAR LEVER – DOWN
 EMERGENCY GEAR LEVER - EMERGENCY DOWN
 YAW AIRPLANE IF NECESSARY TO HELP LOWER GEAR

OTHER

ALTERNATOR FAILURE: Reduce Electrical Load / Verify C.B. In. Attempt To Reset Overvoltage Relay – Turn ALT Switch Off For One Second Then On.

If Ammeter Continues To Indicate Zero Output, Or If Alternator Will not Remain Reset, Turn Off ALT Switch, Maintain Minimum Electrical Load and Land A.S.A.Practical. (BATTERY ONLY)

RADIO OUT: Check Circuit Breakers & VOLUME
 Recycle Alternator Switch
 If IFR & Still Out, Set Transponder At 7600.
 (Suggested For VFR If In B, C, D Airspace.)

UNICOM: 122.7 – 122.8 – 122.95 – 123.0 – 123.05
 MULTICOM: 122.9 (CTAF), 122.75, 122.85 (Air To Air)
 FLIGHT WATCH: 122.0

TOWER SIGNALS	ON GROUND	IN FLIGHT
Steady Green	Cleared For Takeoff	Cleared To Land
Flashing Green	Cleared To Taxi	Return For Landing
Steady Red	Stop	Yield & Continue Circling
Flashing Red	Taxi Clear of Landing Area	Airport Unsafe - Do Not Land
Flashing White	Return To Starting Point	N/A
Alternating Red & Green	Use Extreme Caution	Use Extreme Caution

* Every Plane Has A Different Empty Weight And Useful Load.
 Piper Arrow 200, PA-28-R-200, s/n:28-35601 & Up (Lycoming IO-360-C1C)

* Empty Weight: LBS (Specific Plane Weight)
 * Max. Useful Load: LBS (Including Fuel @ 6 lbs/gal)
 Max. Baggage Area: 200 LBS (Included In Useful Load)
 Max. T.O. Weight: 2600 LBS

Fuel Type: 100 / 130
 Total Fuel: 50 Gallons
 Oil Capacity: 8 Quarts (POH-Minimum 2. Suggest 6)
 Electrical: 12-14 VOLT / 60 AMP
 Tire Pressure: Nose - 30 PSI / Main - 27 PSI