N268BG Archer Checklist

Preflight
Cabin:
1. Covers, Plugs - Remove
2. Documents - ARROW
3. Hobbs and Tach - Note
4. Weight and Balance – Check
5. Parking Brake – Set
6. Control Lock – Remove
7. Ignition – Off
8. Avionics – Off
9. Circuit Breakers – Check in, except – Avionics – leave out
10. Master – On
11. Fuel Quantity – Check
12. Flaps – Lower
13. All Exterior Lights – Check
14. Pitot Heat –Check [amp drain]
15. Master – Off
16. Fuel Valve – Proper Tank

Right Wing:
1. Flap, Aileron – Check
2. Wing Surfaces – Check
3. Leading Edge - Check
4. Tie Down, Chocks – Remove
5. Tire, Brakes, Strut – Check
6. Fuel Tank Sump – Drain
7. Fuel Level - Check Visually
8. Fuel Cap – Secure

Nose:
1. Gas, Oil leaks – Check
2. Oil Level – Check 6-8qts
3. Left Cowling - Secure
4. Prop and Spinner – Check
5. Alternator Belt - Check
6. Air Inlets and Filters – Check
7. Tire, Strut, Linkage – Check
8. Static Port – Check
9. Fuel Strainer – Drain, Switch Tanks, Drain
10. Right Cowling - Secure

Left Wing:
1. Flap, Aileron – Check
2. Control Surfaces - Check
3. Leading Edge - Check
4. Tie Down – Remove
5. Tire, Brakes, Strut – Check
6. Fuel Tank Sump – Drain
7. Fuel Level - Check Visually
8. Fuel Cap – Secure
9. Pitot, Fuel Vent – Check
10. Stall Warning – Check

Tail:
1. Elevator, Rudder, Trim-Check
2. Tie Down – Remove
3. Antennas – Check
4. Left Side Fuselage – Check

Empennage:
1. Baggage Door – Check
2. Antennas – Check
3. Right Side Fuselage – Check

Startup:
1. Preflight Inspection – Done
2. Flaps – UP
3. Seat, Seat Belts – Secure
4. Passenger Brief – Complete
5. Charts, ForeFlight – Current
6. Nav Lights – As req
7. Circuit Breakers – Check in, except – Avionics – leave out
8. Fuel Valve – Proper Tank
9. Beacon– On
10. Avionics – Off
11. Auto Pilot - Off
12. Brakes – Hold
13. Mixture - Rich
14. Carb Heat – Off
15. Master - On
16. Fuel Pump - On
17. Prime – As req.
18. Throttle – ¼" Open
19. Prop Area– "CLEAR!"
20. Ignition – Start
21. Throttle – 1000rpm
22. Oil Pressure – Check
23. Ammeter - Check
24. Fuel Pump – Off
25. Aspen - On
26. Avionics – On
27. Radio, Comm 1 set and Check – "Radio Check"
28. Comm 2 set 121.5 – monitor
29. Transponder – ALT
30. Circuit Breakers – Check
31. Flight Instruments – Set

Taxi:
1. Parking Brake – Release
2. Brakes – Check
3. Taxi/Landing/Nav Lights – On
4. Mixture – Lean as req.

RunUp:
1. Parking Brake - Set
2. Seats, Doors – Secure
3. Throttle – 1000rpm
4. Flight Controls – Free & Correct
5. Elevator Trim – Set for T/O
6. Rudder Trim - Neutral
7. Flight Instruments - Set
8. Fuel Valve – Proper Tank
9. Mixture – Rich
10. Primer - Locked
11. **Fuel Pump – Check, Off**
12. **Throttle - 2000**
13. **Engine Instruments- Check**
14. **Ammeter - Check**
15. **Mag check – Drop less 175, 50 diff**
16. **Carb Heat – Check Drop**
17. **Throttle - Idle**
18. **Carb Heat – Check Drop**
19. **Throttle – 1000rpm**
20. **Fuel Selector –Proper Tank**
21. Fuel Pump – On
22. Flaps – As Req
23. Oil Temp, Pressure – Check
24. Anti-Collision/Strobes – On
25. Comms/Nav/CDI/XPDR– set
26. Carb Heat – Off
27. Parking Brake - Release
28. Radio – Intentions

Normal Takeoff:
1. Nose Wheel - Straight
2. Engine Instruments - Check
3. Mixture – Rich
4. Throttle – Full
5. Rotate – 65 Kts

Enroute Climb:
1. Airspeed – 87kts
2. Throttle – Full
3. Mixture – Full (adjust over 3000')

Cruise:
1. Throttle –2400rpm
2. Trim – Adjust
3. Mixture – Lean as req
4. Fuel Pump - Off

Before Landing:
1. Seat Belts – Secure
2. Fuel Pump – On
3. Fuel Valve – Proper Tank
4. Primer - Locked
5. Mixture – Rich
6. Landing, Taxi Lights - On
7. Auto Pilot – Off
8. Flaps 10° (below 100kts)
7. Flaps Full as req 90kts or ↓
8. Pattern Approach - 75kts
9. Landing (over #'s) - 66kts

Balked Landing-Go Around:
1. Throttle – Full
2. Flaps retract to 20°
3. Climb – 66kts
4. Flaps 10°, then up full slowly
5. Airspeed – 76kts

After Landing:
1. Flaps – Up
2. Carb Heat - Off
3. Throttle – 1000
4. Transponder – As req.
5. Fuel Pump – Off
6. Lights – As req'd

Shutdown:

1. 121.5 – Monitor
2. Avionics – Off
3. Aspen - Off
4. Lights, except Beacon – Off
5. Throttle – Off
6. Mixture – Cutoff
7. Ignition – Off, Key Out
8. Master – Off
9. Hobbs & Tach - Record
10. Control Lock – Install
11. Tie Downs – Secure
12. Covers, Plugs, Chocks -Install
13. Prop – Vertical

V Speeds:

Vr - Rotate	65 Kts
Vy - Best Rate of Climb	76Kts
Vx - Best Angle of Climb	64Kts
Va – Maneuvering	108Kts
Vfe – Max Flap Ext	100Kts
Vno – Max Cruise	121Kts
Vne – Never Exceed	148Kts
Vs – Stall (clean)	59kts
Vso – Stall (full flaps)	54Kts
Cruise Climb	87kts
Best Glide	76kts
Final Approach (full flaps)	66kts

EMERGENCY PROCEDURES ---

ENGINE FAILURE - T/O ROLL:

1. **Throttle – Idle**
2. **Brakes – Apply**
3. Flaps – Retract
4. Mixture – Cut Off
5. Ignition – Off
6. Master - Off

ENGINE FAILURE AFTER T/O:

1. **Airspeed – 76Kts (Flaps up)**
2. Fuel Selector – Switch tanks
3. Fuel Pump – Check On
4. Mixture – Check Rich
5. Carb Heat – On
6. Attempt RESTART

If NO Restart

7. Select Landing Straight Ahead
8. Fuel Selector – Off
9. Ignition – Off
10. Mixture - Cutoff
11. Master - Off
12. Seat Belts & Harness - Tight

ENGINE FAILURE DURING FLIGHT:

1. **Airspeed – 76kts**
2. **Fuel Selector– Switch Tank**
3. **Fuel Pump - ON**
4. **Mixture – Rich**
5. **Carb Heat – On**
6. Primer - Locked
7. Ignition – **Restart**

If Restarted

8. Carb Heat - Off
9. Fuel Pump - Off

EMERG LANDING, NO POWER:

1. Airspeed – 76Kts (Flaps up)
   66Kts (Flaps Full)
2. Landing site – Identify
3. Mixture – Off,
4. Fuel Selector – Off
5. Ignition – Off
6. Flaps – A/R (recommend Full)
7. Seats Belts & Harness - Tight
8. Doors – Unlatched before land
9. Touchdown – Slightly Tail Low
10. Brake Heavily

EMERG LANDING W/POWER:

1. Airspeed – 76Kts
2. Landing Area – Select
3. Flaps Full on Approach
4. Doors –Unlatched before land
5. Touchdown –Slightly Tail Low
6. Mixture – CutOff
7. Ignition - Off
8. Brake – Apply Heavily

DITCHING:

1. Radio – MAYDAY-121.5
2. Heavy Objects – Jettison
3. Flaps - 20° - Full
4. Power -76kts
5. Approach – Into the wind
6. Doors –Unlatched,
7. Cushion Face, ELT Activate

ENGINE FIRE DURING STARTUP:

1. **Starter – Crank until fire out**
2. **Mixture – Cutoff**
3. **Throttle - Full**
4. **Fuel Pump - Off**
5. **Fuel Selector - OFF**
7. Ignition **- Off**
9. Fire Extinguisher - Apply

ENGINE FIRE IN FLIGHT:

1. **Fuel Selector – Off**
2. **Throttle - Off**
3. **Mixture – Off**
4. **Fuel Pump - Off**
5. Cabin Vents - Open
6. Cabin Heat/Air – Off
7. Airspeed – Emerg Descent - 100kts
8. Emergency Landing – Execute

ELECTRICAL FIRE IN FLIGHT:

1. **Vents –Closed, Heat/Def-Off**
2. **Fire Extinguisher – Apply**
3. **Vents – Open when fire out**
4. Avionics - Off
5. All Elect (except Ignition) –Off
6. Circuit Brks –Check –no reset
7. Master –On
8. Avionics – On incrementally
9. Land - ASAP

CABIN FIRE:

1. **Master – Off**
2. **Vents – Close**
3. **Cabin Heat/Air – Off**
4. **Fire Extinguisher – Apply**
5. If Fire Out – Vents Open
6. Land – ASAP

WING FIRE:

1. **Land/Taxi/Nav / Pitot-Off**
2. Side Slip – Away from Flames
3. Land – ASAP

LOSS OF FUEL PRESSURE:

1. Fuel Pump – On
2. Fuel Selector – Fullest tank

ALTERNATOR FAILURE:

1. Electrical Load – Reduce
2. Alt Circuit Breaker – Check
3. Alt Switch – Off, then On
4. If n/g – Alt Switch – Off
5. Land – ASAP

ENGINE ROUGHNESS:

1. Carb Heat – On
2. If n/g – Carb Heat – Off
3. Mixture–Adjust for smoothness
4. Fuel Pump – On
5. Fuel Tank – Switch
6. Engine Gauges – Check
7. Ignition – “L” then “R” then both
8. Land – ASAP

SPIN RECOVERY:

P – Power Idle
A – Ailerons Neutral
R – Rudder Opposite spin
E – Elevator full forward

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