



# PETER BINI ADVANCED FLIGHT TRAINING

## WARRIOR CHECKLIST



## PA28 WARRIOR CHECK LIST

### PRE - START

Hand Brake.....On  
Circuit Breakers.....In  
Switches.....Off  
Radio Master.....Off

### START

Fuel.....On, Left or Least  
Carby Heat.....Off  
Mixture.....Full Rich  
Throttle.....set (5mm)  
Master Alternator.....On  
Fuel Pump.....On, Check Pressure  
Fuel Pump.....OFF  
Prime.....(5 cold)  
Surrounds.....Check All Clear  
Starter.....Engaged

## **AFTER START**

RPM.....Set 1000 RPM

Oil Pressure.....Up (Within 30  
seconds)

Alternator.....Check Charge

Suction .....Up

Circuit Breakers .....Re check

Radio .....On 120.9 MB ATIS

ATIS .....Noted

Radio .....Set to GRD 119.9

## **TAXI**

Brakes.....Check both sides

Instruments.....Check

- Skid ball
- Turn coordinator
- DG turning
- A/H erect
- Compass turning
- NDB tracking

**PRE TAKE - OFF (TMPFISCH) - IN RUNUP BAY**

- Brakes..... On
- Throttle .....set 1000 RPM
- Throttle.....friction set
- Trims.....Rudder and  
Elevator Trims Set
- Mixture .....Rich
- Primer..... Locked
- Flaps .....Check all  
Positions,
- Fuel Pump .....Pressure
  - Contents
  - Switch tanks
  - Pump off
- Instruments .....Check Left to  
Right
- Switches..... Set left to right
- Carby heat..... Cold
- Controls .....Full Free and Correct
- Hatches and Harness.....Secure

## RUN UP

1. 2000 RPM
2. Check Mag Drop max 175 rpm diff 50
3. Carby Heat 30 Sec
4. Check Idle (Between 600 - 800 rpm)

### **PRE TAKE -OFF                      AT HOLDING POINT**

#### **(MEMORY ITEMS)**

Mix .....Rich

Master .....On

Mags.....Both

Aux Fuel Pump .....On

Strobes .....On

Transponder .....to ALT

Talk .....Radio to Tower

**TAKEOFF CHECKS (MEMORY ITEMS)**

Compass .....Aligned

Power.....Full (> 2200 rpm)

Temps and pressures.....In green

Airspeed.....Alive

**AFTER TAKEOFF CHECKS (MEMORY ITEMS)**

Flaps .....Up

Fuel pump.....Off

Landing Light.....As required

**PRE LANDING (MEMORY ITEMS) (B-U-M-F-O-C-H)**

Brakes .....Have pressure,  
Hand Brake Off

Undercarriage .....Down and Locked

Mixture .....Rich

Fuel Pump .....On, Select,  
Pressure OK

Oil Temps and Pressure.....Green

Carby Heat .....ON

Harness and hatches .....Secure

**SHORT FINAL (MEMORY ITEMS)**

Carby heat .....off at 300'

Landing Clearance.....Received

Runway.....Clear

## **AFTER LANDING**

Runway.....Vacated and  
Clear

RPM.....1000 RPM

Flaps .....Retracted

Aux Fuel Pump .....Off

Strobes off .....after crossing all rwys

Transponder ..... SBY/OFF Talk

Radio to ground .....119.90

## **SHUT DOWN**

Park Brake .....On

RPM.....1000 RPM

Magnetos..... Check

Avionics.....off

Mixture .....Idle Cut Off

Master & Mags .....off

Controls .....Locked



## **FREQUENCIES**

MB Ground	119.9	Transponder	3000
MB TWR East	118.10		
MB TWR West	123.0		
MB ATIS	120.9		
Emergency	121.5		

## **CLASS D**

MB GROUND 119.9. Maintain listening watch.

TRAINING AREA - ML CENTRE 135.7

Transponder to 1200

## **RETURNING TO MB**

LISTEN TO ATIS Transponder back to 3000

INBOUND CALL - MB Tower, Warrior, CALL SIGN (eg; ZWD) at GMH/Carrum/Brighton, 1500. Received ATIS (eg; U), Inbound.

## **FUEL**

TOTAL - 181L

L & R TANK - 90.5L each

L/HR - 36L

TAB - 64L each

RESERVE - 27L

## **AIRSPEEDS**

TKOF SPEEDS

STALLING SPEEDS

V<sub>r</sub> - 60kts

V<sub>s</sub> (Flaps retracted) - 50kts

V<sub>toss</sub> - 64kts

V<sub>s1</sub> (Flaps 40°) - 44kts

Max X/wind component - 17kts

## **CLIMB SPEEDS**

V<sub>y</sub> - 79kts

V<sub>x</sub> (nil flaps) - 63kts

V<sub>x</sub> (25° flaps) - 60kts

Cruise (normal) - 87kts

## **LANDING APPROACH**

Normal (40° flaps) - 63kts

Short Field - 63kts

Flapless - 70kts

**Glide - 73kts**

## **OPERATING LIMITATIONS**

Never exceed                    - VNE 160kts            Manoeuvring  
Speeds Va

Normal operating            - VNO 126kts - 111kts at 1055kg

Max. Flap Extension - VFE 103kts - 88kts at 695kg

## **WEIGHT AND LOAD LIMITS**

BEW    - 681kg ZWD

MTOW - 1055kg

MLW    - 1055kg                    Baggage - 90kg

# LIGHT SIGNALS

## ON GROUND

Authorised to **TAKE-OFF**  
if pilot is satisfied that  
no collision risk exists

STEADY



Authorised to **TAXI** if  
pilot is satisfied that  
no collision risk exists

FLASHES



**STOP**

STEADY



**TAXI CLEAR OF  
LANDING AREA** in use

FLASHES



Return to starting  
point on aerodrome

FLASHES



## IN FLIGHT

Authorised to **LAND**  
if pilot is satisfied that  
no collision risk exists

**RETURN** for landing

**GIVE WAY**  
to other aircraft  
**CONTINUE CIRCLING**

**DO NOT LAND**  
Aerodrome unsafe

## COMMUNICATION FAILURE

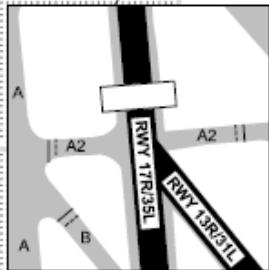
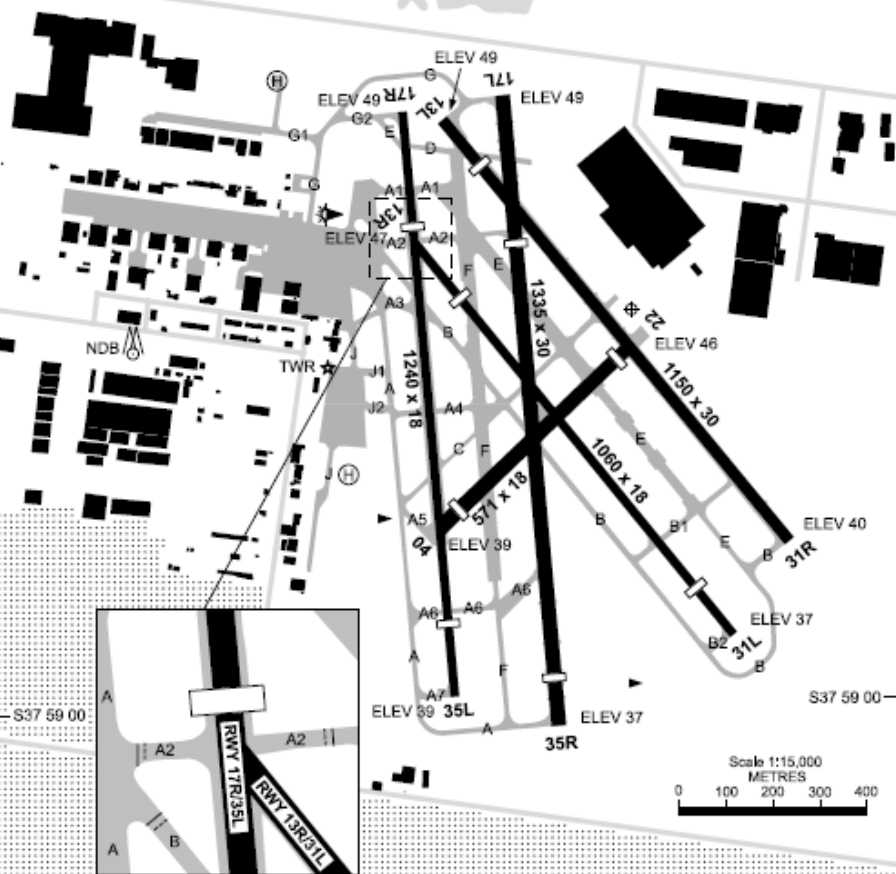
- Carry out Communication Failure procedures in EMERG.
- TR via the appropriate VFR approach point.
- Enter CTR at 1,500FT and TR to overhead the aerodrome at that altitude.
- Ascertain the runway(s) in use and join the western circuit.
- When ready, descend to circuit altitude remaining clear of the other circuit.
- Maintain separation from other aircraft.
- Proceed with normal circuit and landing.
- Watch for light signals from the TWR.

ATIS 120.9 398	TWR 118.1 123.0	SMC 119.9	FIA (AH) ML CEN 135.7	CTAF (AH) 118.1	AWIS (AH) 120.9	Bearings are Magnetic Elevations in FEET AMSL
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E145 06 00

**WARNING**  
 MULTIPLE RUNWAY  
 INCURSION RISKS.  
 PRIOR PLANNING OF  
 GROUND MOVEMENTS  
 IS ESSENTIAL.



**CAUTION  
 RWY INCURSION  
 HOT SPOT**

Scale 1:15,000  
 METRES  
 0 100 200 300 400

E145 06 00