

**NORMAL PROCEDURES PA-28-161 WARRIOR III
PREFLIGHT CHECKLIST**

COCKPIT

AIRCRAFT DOCUMENTS..... AROW
 AVIONICS MASTER..... OFF
 PARKING BRAKE..... SET
 ELECTRICAL SWITCHES..... OFF
 MAGNETO SWITCH..... OFF
 MIXTURE..... IDLE CUT-OFF
 MASTER SWITCH..... ON
 FUEL QUANTITY GAUGES CHECK
 ANNUNCIATOR PANEL CHECK
 INTERIOR/EXTERIOR LIGHTS..... CHECK
 MASTER SWITCH..... OFF
 FLIGHT CONTROLS..... CHECK
 FLAPS.....EXTEND
 STABILATOR TRIM.....NEUTRAL
 RUDDER TRIM.....NEUTRAL
 PITOT DRAIN..... DRAIN, CLOSE
 STATIC DRAIN DRAIN, CLOSE
 ALTERNATE STATIC SOURCE NORMAL
 WINDOWSCHECK, CLEAN
 BAGGAGE SECURE
 BAGGAGE DOORCLOSE, SECURE

RIGHT WING

WING..... FREE OF ICE/SNOW/FROST
 CONTROL SURFACES..... CHECK FOR INTERFERENCE,
 FREE OF ICE/SNOW/FROST
 HINGES..... CHECK FOR INTERFERENCE
 STATIC WICKS.....CHECK
 WING TIP AND LIGHTS.....CHECK
 FUEL TANK..... CHECK SUPPLY, SECURE CAPS
 FUEL TANK SUMPDRAIN, CHECK FOR WATER,
 SEDIMENT AND PROPER FUEL
 FUEL VENT CLEAR
 TIE DOWN AND CHOCK.....REMOVE
 MAIN GEAR STRUTPROPER INFLATION (4.50 IN)
 TIRE.....CHECK
 BRAKE BLOCK AND DISCSCHECK
 FRESH AIR INLET CLEAR

NORMAL PROCEDURES PA-28-161 WARRIOR III

NOSE SECTION

RIGHT ENGINE COVER..... UNLATCH
 OIL CHECK LEVEL
 DIPSTICK..... PROPERLY SEATED
 FUEL AND OIL CHECK FOR LEAKS
 RIGHT ENGINE COVER..... SECURE
 PROPELLER AND SPINNER.....CHECK
 AIR INLETS..... CLEAR
 ALTERNATOR BELT.....CHECK TENSION
 LANDING LIGHTCHECK
 NOSE CHOCK..... REMOVE
 NOSE GEAR STRUT PROPER INFLATION (3.25 IN)
 NOSE WHEEL TIRECHECK
 GASCOLATORDRAIN, CHECK FOR WATER,
 SEDIMENT AND PROPER FUEL
 LEFT ENGINE COVER..... UNLATCH
 BRAKE FLUID RESERVOIR CHECK LEVEL
 LEFT ENGINE COVER..... SECURE

LEFT WING

WING FREE OF ICE/SNOW/FROST
 FRESH AIR INLET..... CLEAR
 MAIN GEAR STRUT PROPER INFLATION (4.50 IN)
 TIRE.....CHECK
 BRAKE BLOCK AND DISCS.....CHECK
 FUEL TANK..... CHECK SUPPLY, SECURE CAPS
 FUEL TANK SUMPDRAIN, CHECK FOR WATER,
 SEDIMENT AND PROPER FUEL
 FUEL VENT..... CLEAR
 TIE DOWN AND CHOCK REMOVE
 PITOT/STATIC MAST..... CLEAR
 WING TIP AND LIGHTS.....CHECK
 HINGES..... CHECK FOR INTERFERENCE
 STATIC WICKSCHECK

FUSELAGE

ANTENNAS.....CHECK
 EMPENNAGE..... FREE OF ICE/SNOW/FROST
 FRESH AIR INLET..... CLEAR
 STABILATOR AND TRIM TAB.....CHECK FOR INTERFERENCE
 TIE DOWN..... REMOVE
 BAGGAGE DOOR..... SECURE

WALK AROUND AIRCRAFT

NOTE GENERAL CONDITION

NORMAL PROCEDURES PA-28-161 WARRIOR III

BEFORE ENGINE START THROUGH ENGINE SHUTDOWN – CHECKLIST WILL BE VERBALIZED

BEFORE ENGINE START

TACH TIME CHECK TIME REMAINING VS TIME ON CHECKLIST COVER
 HOBBS TIME RECORD
 PARKING BRAKE SET
 PASSENGER BRIEF COMPLETE
 SEATBELTS AND HARNESSSES FASTEN AND SECURE
 CABIN DOOR CLOSE AND SECURE

ENGINE START

CIRCUIT BREAKERS IN
 AVIONICS MASTER OFF
 FUEL SELECTOR CYCLE
 MASTER ON
 ALTERNATOR ON
 FUEL PUMP ON
 FUEL PRESSURE CHECK PRESSURE
 ANTI-COLLISION LIGHTS ON
 THROTTLE OPEN ¼ INCH
 MIXTURE RICH
 PRIME AS REQUIRED
 AREA CLEAR
 STARTER ENGAGE
 OIL PRESSURE CHECK
 FUEL PRESSURE CHECK
 THROTTLE 1000 RPM

PRE-TAXI

AVIONICS ON, TEST
 AWOS/ATIS CHECK
 ALTIMETER/DG SET
 TRANSPONDER LOCAL CODE & ALT
 FUEL SELECTOR FULLEST TANK
 BRAKES TEST

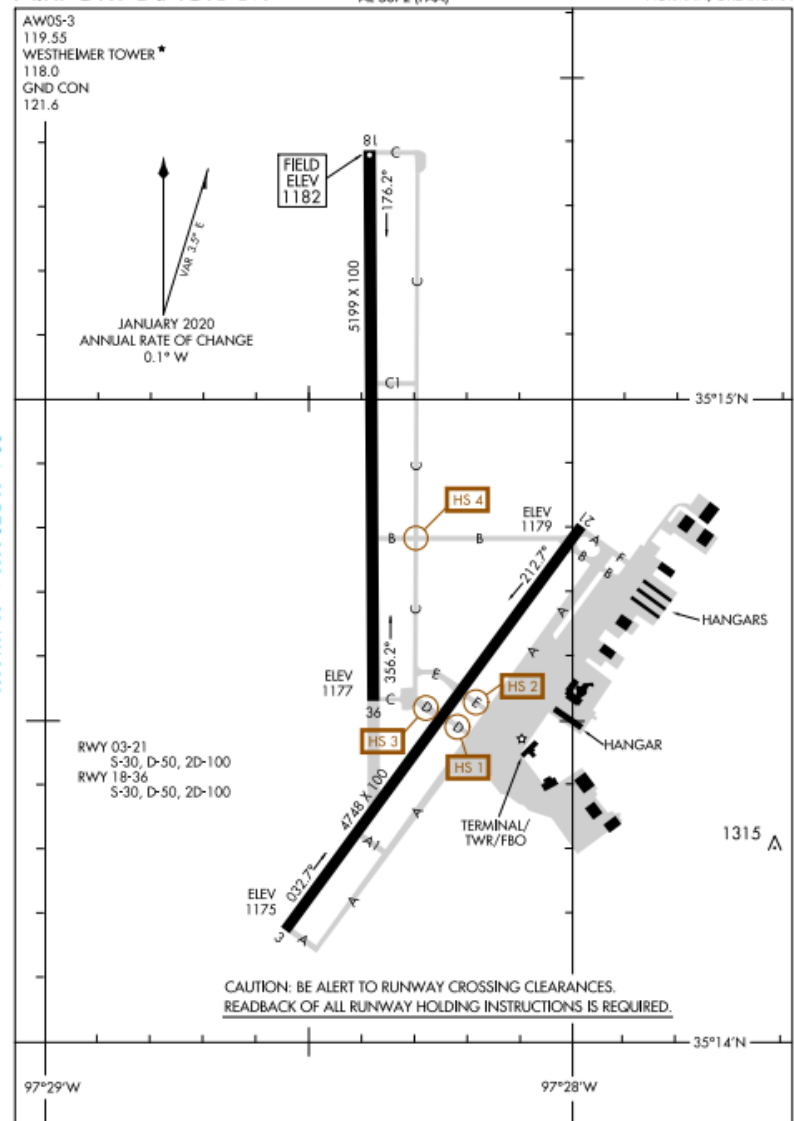
ENGINE RUN-UP

PARKING BRAKE SET
 FLIGHT CONTROLS FREE & CORRECT
 TRIM NEUTRAL
 THROTTLE 2000 RPM
 ENGINE INSTRUMENTS CHECK
 VACUUM GAUGE 4.8 - 5.2 / HG
 MAGNETOS CHECK L & R
 (MAX DROP 175 & MAX DIFF 50 RPM)

CARB HEAT CHECK
 FUEL PUMP OFF
 FUEL PRESSURE CHECK
 MIXTURE AS REQUIRED
 THROTTLE 1000 RPM
 ALTERNATOR CHECK AMPS
 PITOT HEAT CHECK
 AUX VACUUM PUMP ON, CHECK GAUGE 4.8 - 5.2 / HG
 AUX VACUUM PUMP OFF
 ANNUNCIATOR PANEL TEST
 FLIGHT INSTRUMENTS CHECK & SET
 CABIN DOOR LATCHED

AIRPORT DIAGRAM

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
 AL-5672 (FAA) NORMAN, OKLAHOMA



AIRPORT DIAGRAM

NORMAN, OKLAHOMA
 UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

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NORMAL PROCEDURES PA-28-161 WARRIOR III

**BEFORE ENGINE START THROUGH ENGINE SHUTDOWN –
CHECKLIST WILL BE *VERBALIZED***

BEFORE TAKE-OFF

- TYPE OF TAKEOFF DETERMINE
 - FLAPS AS REQUIRED
 - AIRSPEEDS: ROTATION, CLIMB OUT,
AND BEST GLIDE CALCULATE (GUST SPREAD)
 - PRE-TAKEOFF BRIEFING COMPLETE
 - FUEL PUMP ON
 - ANTI-COLLISION LIGHTS ON
 - LANDING LIGHT ON
 - MIXTURE RICH
 - CABIN DOOR LATCHED
 - TAKE-OFF TIME RECORD
- ** RESET HEADING INDICATOR AFTER TAXIING ONTO RUNWAY****

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**BEFORE ENGINE START THROUGH ENGINE SHUTDOWN –
CHECKLIST WILL BE VERBALIZED**

CLIMB (BETWEEN 500 AND 1500 AGL)

- POWER..... SET
- TRIM..... SET
- FUEL PUMP OFF
- FUEL PRESSURE CHECK
- LANDING LIGHT OFF
- HEADING INDICATOR SET

CRUISE (AT TOP OF CLIMB FOR X/C AND LCL FLIGHTS)

- POWER..... SET
- TRIM..... SET
- HEADING INDICATOR SET
- MIXTURE..... AS REQUIRED
- TRUE AIR SPEED (X/C FLTS) VERIFY

IN-RANGE (X/C – BEFORE TOP OF DESCENT; LCL – BEFORE TURNING TO OUN)

- AWOS/ATIS CHECK
- ALTIMETER SET
- MIXTURE..... RICH
- FUEL PUMP ON
- FUEL PRESSURE CHECK
- FUEL SELECTOR..... FULLEST TANK
- LANDING LIGHT ON
- SEATBELTS..... FASTEN AND SECURE

**BEFORE LANDING (BEFORE PATTERN ENTRY AND BEFORE MIDFIELD
DOWNWIND EACH SUBSEQUENT APPROACH)**

- TYPE LANDING DETERMINE
- APPROACH SPEED ON FINAL CALCULATE (GUST SPREAD)
- FLAP SETTING ON FINAL DETERMINE

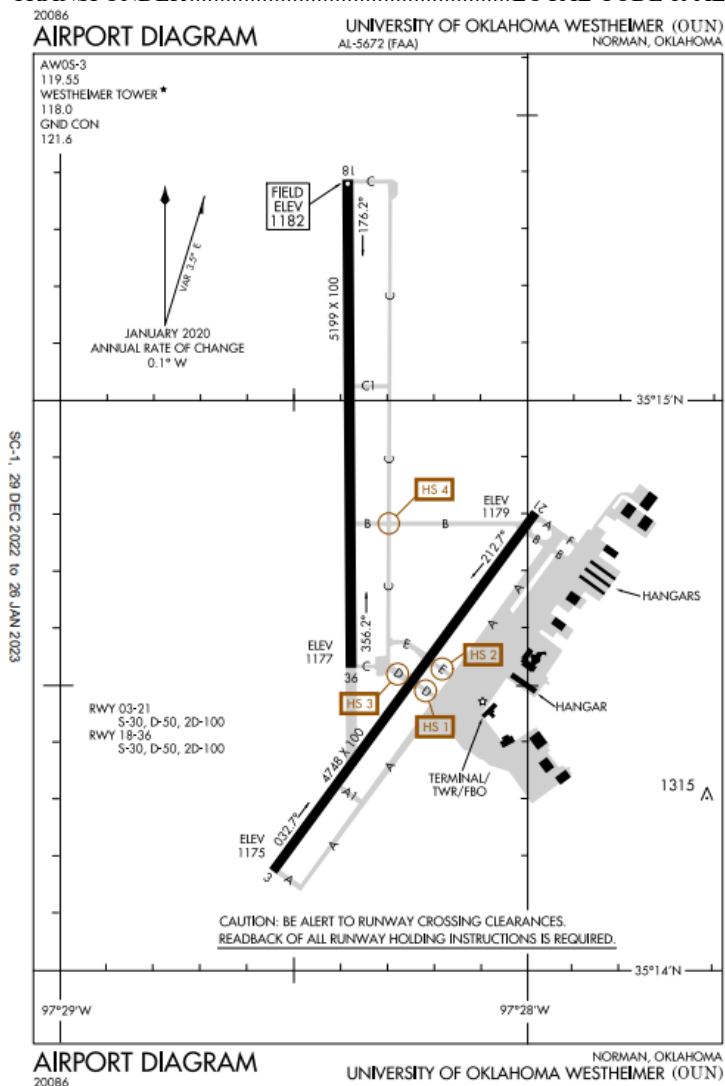
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NORMAL PROCEDURES PA-28-161 WARRIOR III
BEFORE ENGINE START THROUGH ENGINE SHUTDOWN –
CHECKLIST WILL BE VERBALIZED

AFTER LANDING (AFTER CLEARING RUNWAY)

FLAPS UP
 FUEL PUMP OFF
 LANDING LIGHT AS REQUIRED
 TRANSPONDER LOCAL CODE & ALT



NORMAL PROCEDURES PA-28-161 WARRIOR III
BEFORE ENGINE START THROUGH ENGINE SHUTDOWN –
CHECKLIST WILL BE VERBALIZED

ENGINE SHUTDOWN

THROTTLE AFT
 AVIONICS MASTER OFF
 ELECTRICAL SWITCHES OFF
 NAV, PANEL & OVERHEAD LIGHTS OFF
 MIXTURE IDLE CUT-OFF
 MASTER OFF
 MAGNETOS OFF
 VENT WINDOW CLOSED
 PARKING BRAKE RELEASED
 HOBBS TIME RECORD

POST-FLIGHT

- PUT SUN VISOR IN WINDOW (IN SUMMER)
- CLOSE VENT IN WINDOW
- GATHER PERSONAL BELONGINGS – No Trash left
- PLACE YELLOW PLACARD -- IF MX REQUIRED
- SECURE COCKPIT DOOR
- LOOK IN ENGINE COMPARTMENT FOR ANY LEAKS
- WALK AROUND AIRCRAFT – LOOK AT CONDITION STRAP DOWN (3 STRAP POINTS) OR CHOCK (IF NO STRAP AREA AVAILABLE CROSS-COUNTRY)

IF NECESSARY

- CLOSE FLIGHT PLAN
- TURN IN KEY TO DISPATCH OR NIGHT DROP BOX
- FILL OUT ANY SAFETY REPORTS ONLINE
- ENTER SQUAWKS ON FSP FOR ANY MAINTENANCE DISCREPANCY
- FILL OUT SYLLABUS TICKET WITH APPLICABLE INFO/HOBBS, LOCAL TIME, ETC.
- TURN IN FUEL CARD (IF USED) – IF AFTER HOURS DROP FUEL CARD IN ‘NIGHT DROP BOX’
- FILL OUT YOUR “PERSONAL LOGBOOK WITH FLIGHT TIME/DETAILS”

ABNORMAL PROCEDURES

HARD LANDING (TAXI TO PARKING INFORM AVIATION STAFF)
 UNCONTROLLED DEPARTURE FROM PAVEMENT (RUNWAY OR TAXIWAY)

- DO NOT ATTEMPT TO TAXI BACK ON TO PAVEMENT
- RUN ENGINE SHUTDOWN CHECKLIST
- CONTROLLED FIELD: NOTIFY TOWER AND ADVISE AIRCRAFT MUST BE TOWED
- UNCONTROLLED FIELD: CALL OU MOBILE PHONE AND INSTRUCTOR

EMERGENCY PROCEDURES PA-28-161 WARRIOR III

ENGINE FIRE DURING START

STARTER CONTINUE TO CRANK
MIXTURE IDLE/CUT-OFF
THROTTLE OPEN
FUEL PUMP OFF
FUEL SELECTOR OFF

IF FIRE CONTINUES

EVACUATE AIRCRAFT
USE FIRE EXTINGUISHER IF AVAILABLE

ELECTRICAL FIRE

MASTER OFF
ALTERNATOR OFF
CABIN VENTS AND WINDOWS OPEN
CABIN HEAT OFF
DEFROSTER OFF

ENGINE ROUGHNESS

CARB HEAT ON
MIXTURE ADJUST
FUEL PUMP ON
FUEL SELECTOR SWITCH TANKS
ENGINE GAUGES CHECK
MAGNETOS CYCLE
*LAND ASAP

ENGINE FIRE IN FLIGHT

FUEL SELECTOR OFF
THROTTLE CLOSED
MIXTURE OFF
FUEL PUMP OFF
CABIN HEAT OFF
DEFROSTER OFF
VENTS OPEN
ENGINE SECURE

RADIO FAILURE

AUDIO PANEL VERIFY RADIO SELECTION
MIC JACK CHECK
VOLUME TEST
CIRCUIT BREAKERS IN
FREQUENCY CHECK
TRANSPONDER 7600
*FOLLOW LOST COMM PROCEDURES

EMERGENCY PROCEDURES PA-28-161 WARRIOR III

LOSS OF FUEL PRESSURE

ELECTRIC FUEL PUMP ON
FUEL SELECTOR SWITCH

ENGINE FAILURE/PARTIAL POWER LOSS

PITCH (BEST GLIDE) 73 KTS
TRIM 73 KTS
FIELD SELECT SUITABLE
FUEL SELECTOR SWITCH TANKS
MAGNETOS CYCLE
THROTTLE ADJUST
MIXTURE RICH
CARB HEAT ON
FUEL PUMP ON

IF POWER RESTORED

CARB HEAT OFF
FUEL PUMP OFF

IF POWER NOT RESTORED

TRANSPONDER 7700
RADIO 121.5

ENGINE SECURE IN FLIGHT

FUEL SELECTOR OFF
MAGNETOS OFF
THROTTLE CLOSED
MIXTURE OFF
CARB HEAT OFF
SEAT BELTS ON
DOOR UNLATCH
ELT ON
MASTER/BATTERY OFF
ALTERNATOR SWITCH OFF
*PREPARE FOR EMERGENCY LANDING (69 KNOTS SHORT FINAL)

OPEN DOOR

SLOW AIRPLANE TO 89 KTS
CABIN VENTS CLOSE
STORM WINDOW OPEN
IF UPPER LATCH IS OPEN LATCH

IF SIDE LATCH IS OPEN

PULL ARM REST MOVE LATCH HANDLE

IF BOTH LATCHES OPEN

LATCH SIDE LATCH THEN TOP

EMERGENCY PROCEDURES PA-28-161 WARRIOR III

ELECTRICAL OVERLOAD

(Alternator over 20 amps above known electrical load)

ALT SWITCH.....ON
BATTERY MASTER SWITCHOFF

IF ALTERNATOR LOADS ARE REDUCED

ELECTRICAL LOADREDUCE TO MINIMUM
LAND AS SOON AS PRACTICAL

NOTE: DUE TO INCREASED SYSTEM VOLTAGE AND RADIO FREQUENCY NOISE, OPERATION WITH ALT SWITCH ON AND BATT SWITCH OFF SHOULD BE MADE ONLY WHEN REQUIRED BY AN ELECTRICAL SYSTEM FAILURE.

IF ALTERNATOR LOADS ARE NOT REDUCED

ALT SWITCH.....OFF
BATT SWITCHAS REQUIRED
LAND AS SOON AS POSSIBLE
ANTICIPATE COMPLETE ELECTRICAL FAILURE

ALTERNATOR FAILURE

ALT SWITCH.....OFF
ALT CIRCUIT BREAKERCHECK AND RESET
ALT SWITCHON

IF POWER NOT RESTORED:

ALT SWITCH.....OFF

REDUCE ELECTRICAL LOADS

LAND AS SOON AS PRACTICAL

COMMON FREQUENCIES

Max Westheimer (KOUN)

AWOS 119.55
Ground..... 121.60
Tower..... 118.00
LOC IPHY 111.10
OU Traffic 123.30
Cruise Aviation..... 122.95

David Jay Perry (1K4)

CTAF 122.7

Chickasha (CHK)

AWOS 118.175
CTAF 123.00

Shawnee (SNL)

AWOS 118.275
CTAF 122.70

Will Rogers (KOKC)

ATIS 125.85
Clearance Delivery ... 124.35
Ground..... 121.90
Tower..... 119.35
IRW 114.10

Okla. City Approach Control

NW 124.60
NE 124.20
SW 124.60
SE 120.45
S 133.60

Transponder Codes

7500..... Hijack
7600..... Lost Comm.
7700..... Emergency

Contact Numbers

Aviation Department
405-325-7231
Mobile Phone
405-919-6319
OU Police Department
405-325-1717

- **Outbound Traffic:**
 - Contact tower and advise direction of flight (Southeast for checkpoints 1-6, Southwest for checkpoints 7-12)
 - After takeoff, fly to waypoint Y or Z, per your training checkpoint assignment. Tower will assign a departure turn appropriate for your direction of flight.
 - On departure, climb to at-or-above 3,500 MSL and proceed from waypoint Y or Z directly to your assigned training area.
- **Inbound Traffic:**
 - Complete “In-Range Checklist” and contact Tower prior to leaving your assigned training area.
 - Initial contact should include aircraft identification, position relative to OUN, and intentions. (i.e. “inbound for landing”)
 - Circle over your training area until Tower gives you instructions.
 - Once you have instructions proceed inbound to OUN at an altitude of 2,500 MSL, regardless of arrival routing. This increases aircraft separation with departing traffic.

