

## NORMAL PROCEDURES PA-28-161 WARRIOR III CRM 12, 14

### 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  
WINDOWS ..... CHECK, CLEAN  
BAGGAGE ..... SECURE  
BAGGAGE DOOR ..... CLOSE, 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 SUMP ..... DRAIN, CHECK FOR WATER,  
SEDIMENT AND PROPER FUEL  
FUEL VENT ..... CLEAR  
TIE DOWN AND CHOCK..... REMOVE  
MAIN GEAR STRUT ..... PROPER INFLATION (4.50 IN)  
TIRE ..... CHECK  
BRAKE BLOCK AND DISCS ..... CHECK  
FRESH AIR INLET ..... CLEAR

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### 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 LIGHT ..... CHECK  
NOSE CHOCK..... REMOVE  
NOSE GEAR STRUT ..... PROPER INFLATION (3.25 IN)  
NOSE WHEEL TIRE ..... CHECK  
GASCOLATOR ..... DRAIN, 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 SUMP ..... DRAIN, 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 WICKS ..... CHECK

#### 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 CRM 12, 14

### 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 ..... SET  
 TRANSPONDER ..... LOCAL CODE & ALT  
 FUEL SELECTOR ..... FULLEST TANK  
 BRAKES ..... TEST

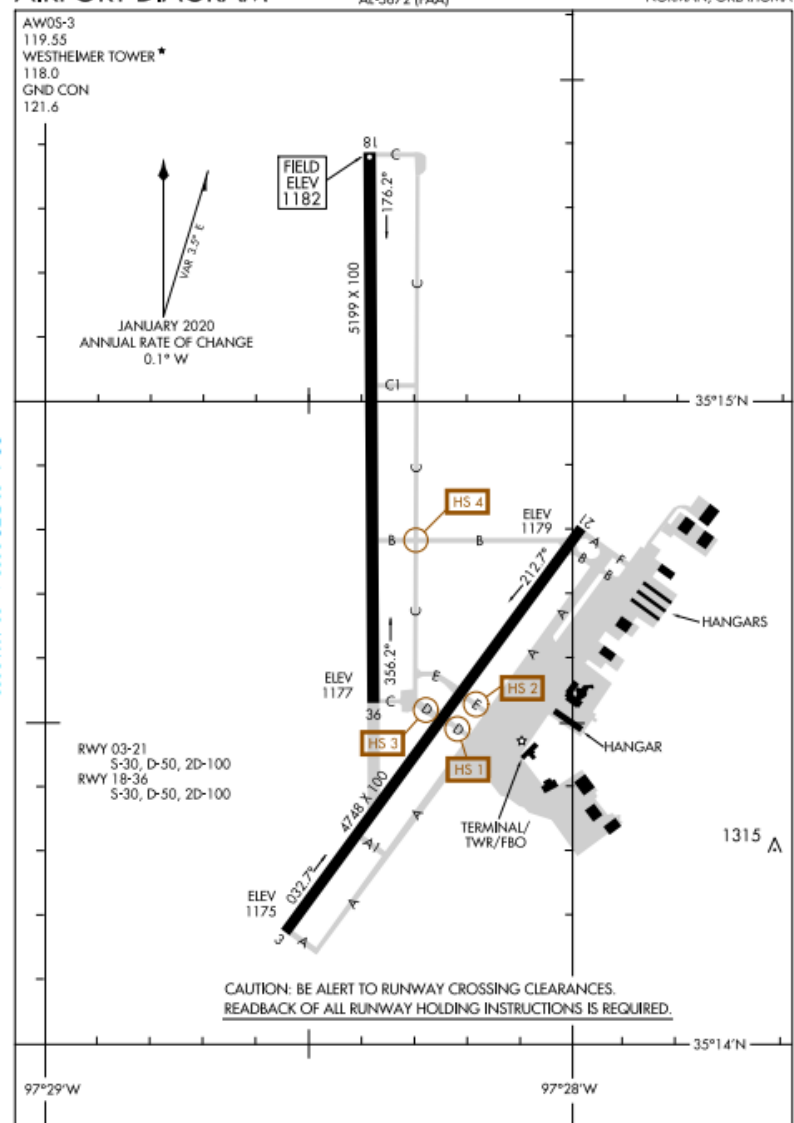
#### ENGINE RUN-UP

PARKING BRAKE ..... SET  
 FLIGHT CONTROLS ..... FREE & CORRECT  
 AUTOPILOT ..... ON & TEST  
 TRIM ..... NEUTRAL  
 THROTTLE ..... 2000 RPM  
 ENGINE INSTRUMENTS ..... CHECK  
 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  
 PITOT HEAT ..... CHECK  
 ELECTRIC TRIM ..... CHECK ON  
 ANNUNCIATOR PANEL ..... TEST  
 FLIGHT INSTRUMENTS ..... CHECK & SET  
 CABIN DOOR ..... LATCHED

## AIRPORT DIAGRAM

20086 UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)  
 AL-5672 (FAA) NORMAN, OKLAHOMA



## AIRPORT DIAGRAM

20086 UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)  
 NORMAN, OKLAHOMA

**NORMAL PROCEDURES PA-28-161 WARRIOR III CRM 12, 14**  
**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  
AUTOPILOT ..... OFF  
CABIN DOOR ..... LATCHED  
TAKE-OFF TIME ..... RECORD  
**\*\* RESET HEADING INDICATOR AFTER TAXIING ONTO RUNWAY\*\***

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## NORMAL PROCEDURES PA-28-161 WARRIOR III CRM 12, 14

### 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  
AUTOPILOT..... OFF

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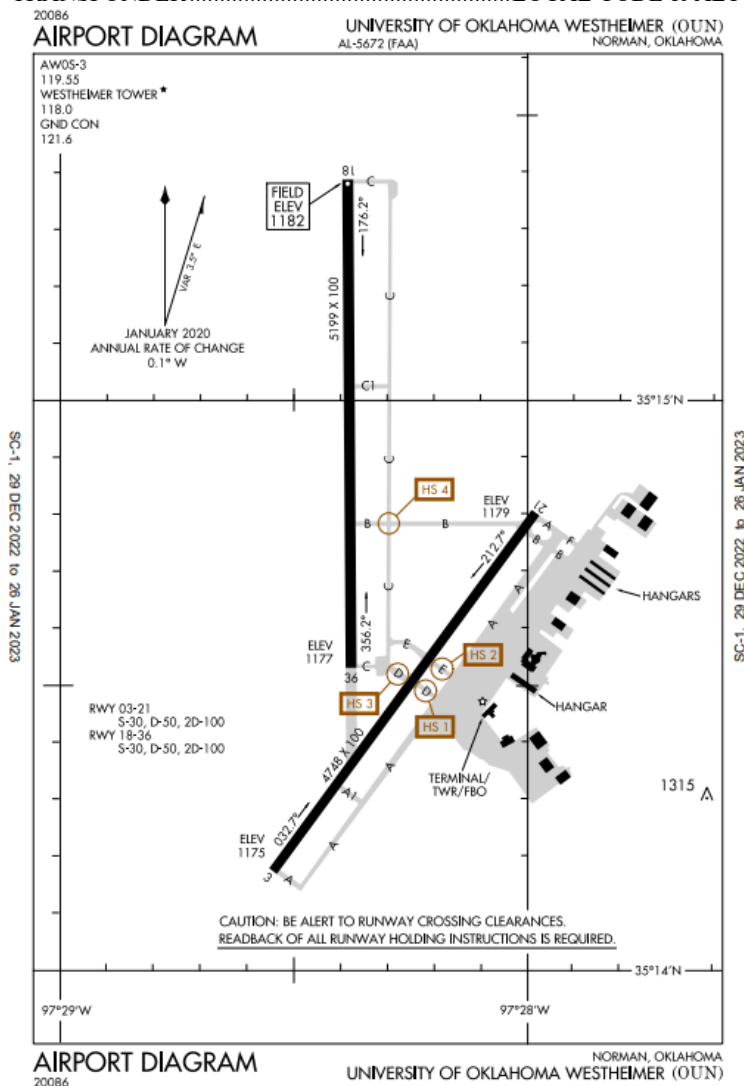
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# **NORMAL PROCEDURES PA-28-161 WARRIOR III CRM 12, 14** **BEFORE ENGINE START THROUGH ENGINE SHUTDOWN –** **CHECKLIST WILL BE VERBALIZED**

## **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 CRM 12, 14** **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 CRM 12, 14

### 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 CRM 12, 14

### 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 CRM 12, 14

### ELECTRICAL OVERLOAD

(Alternator over 20 amps above known electrical load)

ALT SWITCH ..... ON  
BATTERY MASTER SWITCH ..... OFF

### IF ALTERNATOR LOADS ARE REDUCED

ELECTRICAL LOAD ..... REDUCE 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 SWITCH ..... AS REQUIRED  
LAND AS SOON AS POSSIBLE  
ANTICIPATE COMPLETE ELECTRICAL FAILURE

### ALTERNATOR FAILURE

ALT SWITCH ..... OFF  
ALT CIRCUIT BREAKER ..... CHECK AND RESET  
ALT SWITCH ..... ON

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  
LOC IBWM..... 111.95  
OU Traffic ..... 123.30  
Cruise Aviation .... 122.95  
McAlester Radio .... 122.4

### 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

South Flow ..... 120.45  
North Flow ..... 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.

