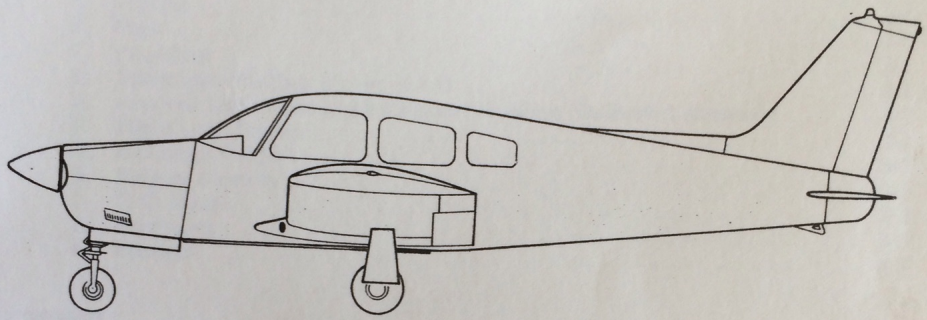
AIRPLANE FLIGHT MANUAL

FOR

CHEROKEE ARROW



NOTE

THIS MANUAL MUST BE KEPT IN THE AIRPLANE AT ALL TIMES

MANUFACTURER'S MODEL PA-28R-200

MANUFACTURER'S SERIAL 28R-7435206

REGISTRATION - N 300PA

FAA APPROVED BY: H. W. Barnhouse

H. W. BARNHOUSE
PIPER AIRCRAFT CORPORATION
D. O. A. No. SO–1
VERO BEACH, FLORIDA

DATE OF APPROVAL: MAY 14, 1973

APPROVAL BASIS: CAR 3 AND FAR PART 21, SUBPART J.

N300PA

PA-28R-200

Quick Reference

Speeds in MPH

V_{S_0}	64	Vr	65	Vfe	85
Vs	71	Vx	85	Vx gear up	95
Vg	105	Vy	95	Vy gear up	100

ASOS 135.12
Pearson Advisory 119.00
Unicome 123.00
Portland Approach 124.35(n)
118.10 (s)

Before Start

Pilot	Briefed
Seats	Set & Locked
Parking Brake	Set
Electrical Equip	Off
Roller lgt switches	Off
Anti-Collision Fin	On
Gear Handle	Down
Fuel Selector	Least Full Tank

Engine Start

Cold Start Prime

Mixture	Rich
Prop	Full Forward
Throttle	Advanced
Fuel Flow Meter	Locate
Master	On
Fuel Pump	On until + fuel flow
Fuel Pump	OFF

Start

Mixture	Full Lean
Ignition	On--10 sec max
Mixture	Slowly Advance
Oil Pressure/temp	Green Arc
Ammeter	+ charge

Hot/Flooded Start

Throttle	Full Open
Mixture	Full Lean
Ignition	On -- 10 sec max
Mixture	Slowly Advance
Throttle	Set to 1000 RPM

Allow 30 seconds between start attempts

After Start

Avionics Master	On
Circuit Breakers	Check
Transponder	Standby
Heading Indictator	Set
Local Wx	Obtain
Altimeter	Set
Mixture	Lean
Seat Belts	Secure
Parking Brake	Release
Toe Brakes	Test

Run-Up

Aircraft Position	Consider wind/trfk
Parking Brake	Set
Flight Controls	Free & Correct
Flaps	Check
Auto Pilot	Test

Engine Run Up

Fuel Pump	On
Fuel Selector	Fullest Tank
Fuel Pump	Off
Trim	Set to Take-off
Electric Trim	Test/Disconnect
Mixture	Rich
Throttle	2000 RPM
----Oil Temp	Green Arc
----Oil Pressure	Green Arc
----Amps	Positive Amps
----Suction	Check range 4.7-5.1
----Magneto	Test (max 125/50 dif)
----Propellor	Cycle 3 times
----Alternate Air	Test/Close
----Fuel Pump	Check Fuel Pessure
Optional	
Governor	*Test*

Throttle	Idle, then 1000 RPM
Instruments	Check 6, Set 3
Com/Nav/GPS	Set
Gear	Down & 3 Green

Before Takeoff

Departing Runway _____. Planning a _____departure via _____.
Rotation Speed_____; climb speeds_____.
Engine Abnormality Prior to Rotation
Engine Abnormality After Rotation
Air Return Options

Door/Window	Closed
Flaps	Set
Mixture	Rich
Propeller	High

Lights, Camera, Action

Lights	On
Fuel Pump	On
Pitot Heat	As Required
Transponder	ALT and Code
Timer	Set/Record
Directional Gyro	Align with Runway

Climb

Gear	Retracted
Flaps	Retracted
Power	25"
Prop	2500 RPM
Fuel Pump	Off above 1000'
Lights	As Required
Mixture	Lean to Fuel Flow
Guages	Monitor

Cruise

Throttle	Set
Mixture	Adjust for Altitude
Directional Gyro	Check/Adjust
Guages	Monitor
Fuel Selector	Switch /Time

Approach & Landing

ATIS/ASOS	Obtain
Altimeter	Set
Throttle	Adjust
Mixture	Full rich below 3,000'

PRELIMINARY APPROACH BRIEF
Runway Length/Lighting
Field Elevation/Pattern Altitude/Terrain
Crosswind Component
Airport Diagram Keep Available

Seat Belts	Secure
G-U-M-P	Complete

After Landing

Flaps	Up
Transponder	Standby; set 1200
Strobes Lights	Off
Landing Light	As Required
Pitot Heat	Off
Fuel Pump	Off
Trim	Set for Takeoff

Close Flight Plan

Shutdown

Landing Light	Off
Avionics Master	Off
Magneto	Test for Ground
Mixture	Full Lean
Magnetos	Off
Master	Off

Aero Maintence Flight Center

Engine Failure

Airspeed	105 MPH
Wind	Note Direction

PICK A LANDING SITE

Center to Left

Fuel Pump	On
Alternate Air	On
Mixture	Rich
Magnetos	Both
Fuel Selector	Switch tanks

Power off Landing

Transponder	7700
Mayday	121.5
Seat belts	Secure
Door	Open
Mixture	Full Lean
Throttle	Closed
Fuel Selector	Off
Flaps	As Required
Master Switch	Off
Touchdown	Slowest Speed

Engine Fire Startup

Continue Cranking

if Engine Starts

Throttle	1700 RPM (1 min)
Mixture	Full Lean

if No Start

Throttle	Full Open/
Mixture	Full Lean
Master Switch	Off
Magnetos	Off

Engine Fire in Flight

Throttle	Closed
Mixture	Full Lean
Cabin Heat/Air	Closed(Vents open)
Airspeed	Increase
Airspeed	105 MPH

PICK A LANDING SITE

See -Power Off Landing-

Electrical Fire

Master Switch	OFF
Vents	Closed
Fire	ID and Extinguish
Cabin	Ventilate
Circuit Beakers	Check
Electrical Items	All OFF
Master Switch	ON
Electrical Items	On; one at a time

**If unable to restore radio power use Emerg Relay in Circuit breaker panel

Circuit Breaker Pop

Time	Note when ID
Timer	minimum 2 minutes
CB Reset	1 attempt only

Elec Trim Runaway

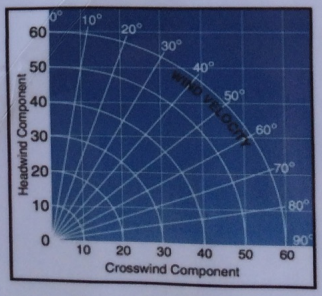
Control	Maintain
Trim Wheel	Attempt to contl
Electrc Trim Switch (located under LH Yoke)	Select OFF

Emerg Gear Ext

Master Switch	Check ON
Curcuit Breeaker	Check
Panel Lights	OFF (dot in view)
Indicator Bulbs	Check
Gear Handle	Down
Airspeed	Lower than 100 mph
Emergency Gear Lever	Press lever down-
Electrical Itemard	until 3 green gear lgts

INFORMATION

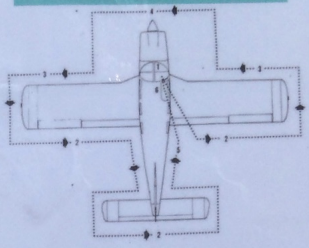
(45 min rsrv)	Cruise 55%	Cruise 75%
MAP	19"	Full
RPM	2400 RPM	2400 RPM
TAS	140 mph	160 mph
GPH	8 gal	11 gal
Endurance	5 hr 15 min	3 hr 48 min
Alt	6,500	6,500



Vlo	125 mph
V gear extensn	100 mph
Max x-wind	17 kts

Vg	105 mph
Va Max Wt	131 mph
Vle	150 mph

Walk Around



Cabin

Paper work	CHECK AROW
Key	SAFE PLACE
Circuit Breakers	CHECK
Master	OFF
Ignition	OFF
Gear	DOWN
Controls	FREE
Master	ON
Gear	THREE GREEN LGTS
Fuel	NOTE FUEL LEVELS
Lights/Pitot Heat/Stall Lgt	CHECK
Master	OFF

Right Wing

Flaps/Ailerons/Tip	SECURE
Fuel Vent	CHECK
Fuel Level/Cap	ABOVE TABS/SECURE
Fuel Sump	SAMPLE
Landing Gear/Brakes	CHECK
Tie Down	REMOVE

Nose

Cowling	SECURE
Oil	MIN 5 QTS
Nose Strut/Gear	INFLATED/SECURE
Prop/Spinner	CHECK
Alternator Belt	SECURE

Left Wing

Fuel Sump	SAMPLE
Cowling Gascolator	SAMPLE
Left Main Gear	SECURE
Gear Squatch Switch	CHECK
Tie Down	REMOVE
Fuel Vent	CHECK
Fuel Level/Cap	ABOVE TABS/SECURE
Pitot Mast/Static Port	CHECK
Tip/Ailerons/Flaps	SECURE

Empennage

Antennas	SECURE
Stabilator	SECURE
Anti-Servo Tab	MOVES FREELY
Tail Tie Down	REMOVE
Baggage Door	SECURE

E. AIRSPEED LIMITATIONS AND INSTRUMENT MARKINGS (Calibrated Airspeed)

NEVER EXCEED SPEED	214 MPH
MAXIMUM STRUCTURAL CRUISE SPEED	170 MPH
MANEUVERING SPEED	131 MPH
FLAPS EXTENDED SPEED	125 MPH
MAXIMUM GEAR EXTENSION SPEED	150 MPH
MAXIMUM GEAR RETRACTION SPEED	125 MPH

AIRSPEED INSTRUMENT MARKINGS

Red Radial Line (Never Exceed)	214 MPH (186 KT)
Yellow Arc (Caution Range)	170 MPH to 214 MPH
(Smooth Air Only)	(148 KT to 186 KT)
Green Arc (Normal Operating Range)	71 MPH to 170 MPH
	(62 KT to 148 KT)
White Arc (Flap Down Range)	64 MPH to 125 MPH
	(56 KT to 109 KT)

F. FLIGHT LOAD FACTORS

Positive Load Factor (Maximum)	3.8 G
Negative Load Factor (Maximum)	No inverted maneuvers approved

G. MAXIMUM WEIGHT — 2650 LBS

H. BAGGAGE CAPACITY — 200 LBS

I. C. G. RANGE

Weight Pounds	Forward Limit Inches Aft of Datum	Rearward Limit Inches After of Datum
2650	87.3	93.0
2300	82.0	93.0
1800	80.0	93.0

NOTES

1. Straight line variation between points given.
2. The datum used is 78.4 inches ahead of the wing leading edge at the intersection of the straight and tapered section.
3. It is the responsibility of the airplane owner and the pilot to insure that the airplane is properly loaded. See "Weight and Balance Section" for proper loading instructions.

AERO MAINTENANCE INC

WEIGHT & BALANCE AND INSTALLED EQUIPMENT DATA

DATE	MODEL	REGISTRATION NO	SERIAL NO.
1/18/2005	Piper PA-28R-200	N300PA	28R-7435206

ITEM	WEIGHT	ARM	MOMENT
OLD EMPTY WEIGHT DATED 4/6/2001	1691.5	85.15	144021.7
REMOVED FOLLOWING:			
Arnav R-40 Loran-C	-5.6	59.00	-328.6
T-1000 Antenna System	-0.77	79.00	-60.8
Remote Database	-1.9	121.50	-230.9
NEW EMPTY WEIGHT	1683.3	85.19	143401.4
GROSS WEIGHT	2650.0		
USEFUL LOAD	966.7		

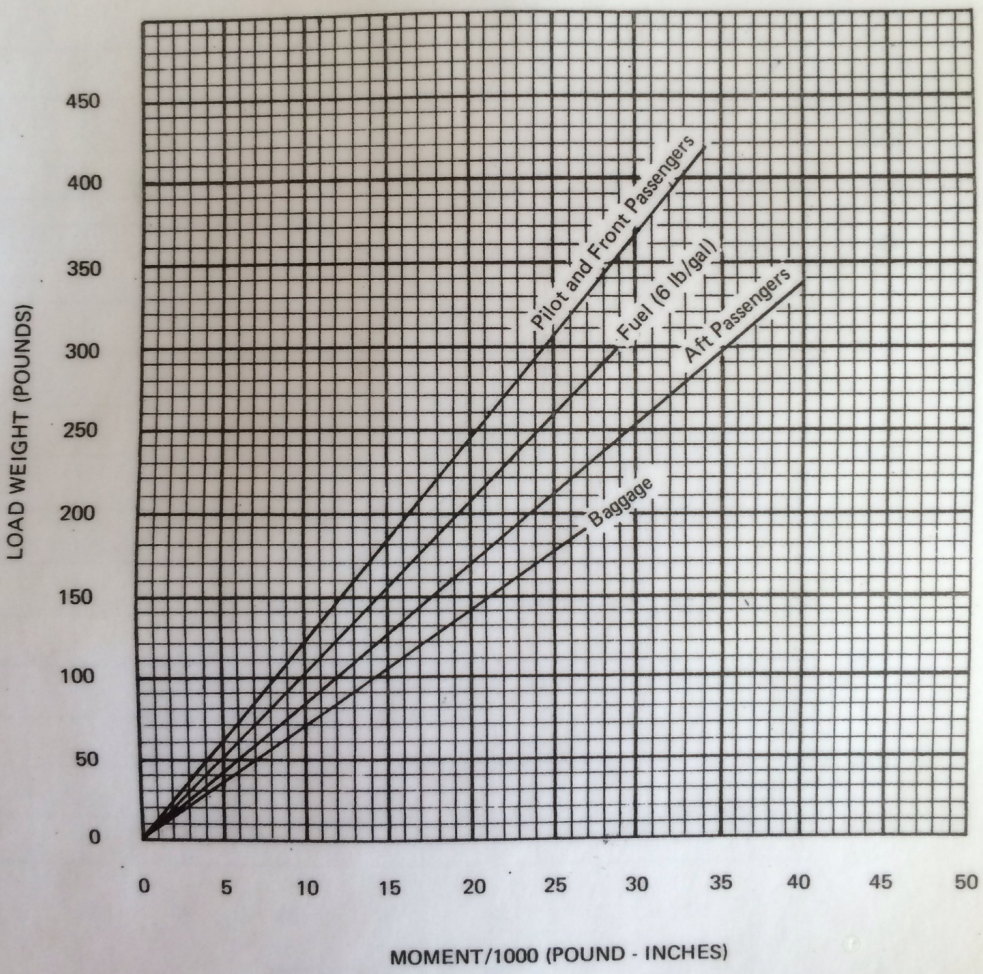
With DME

Needs to go inside 300PA's spiral bound book.

GRE

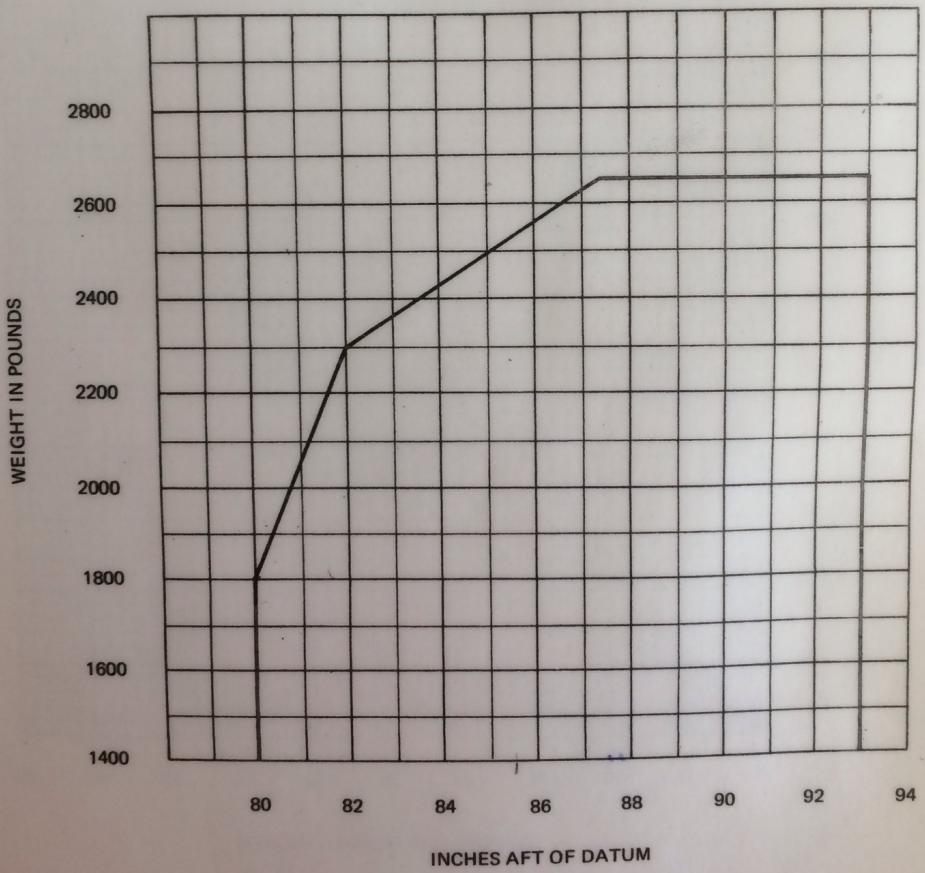
AP# 2807174

LOADING GRAPH



IT IS THE RESPONSIBILITY OF THE OWNER AND PILOT TO ASCERTAIN THAT THE AIRPLANE ALWAYS REMAINS WITHIN THE ALLOWABLE WEIGHT VS. CENTER OF GRAVITY ENVELOPE WHILE IN FLIGHT.

C. G. RANGE AND WEIGHT



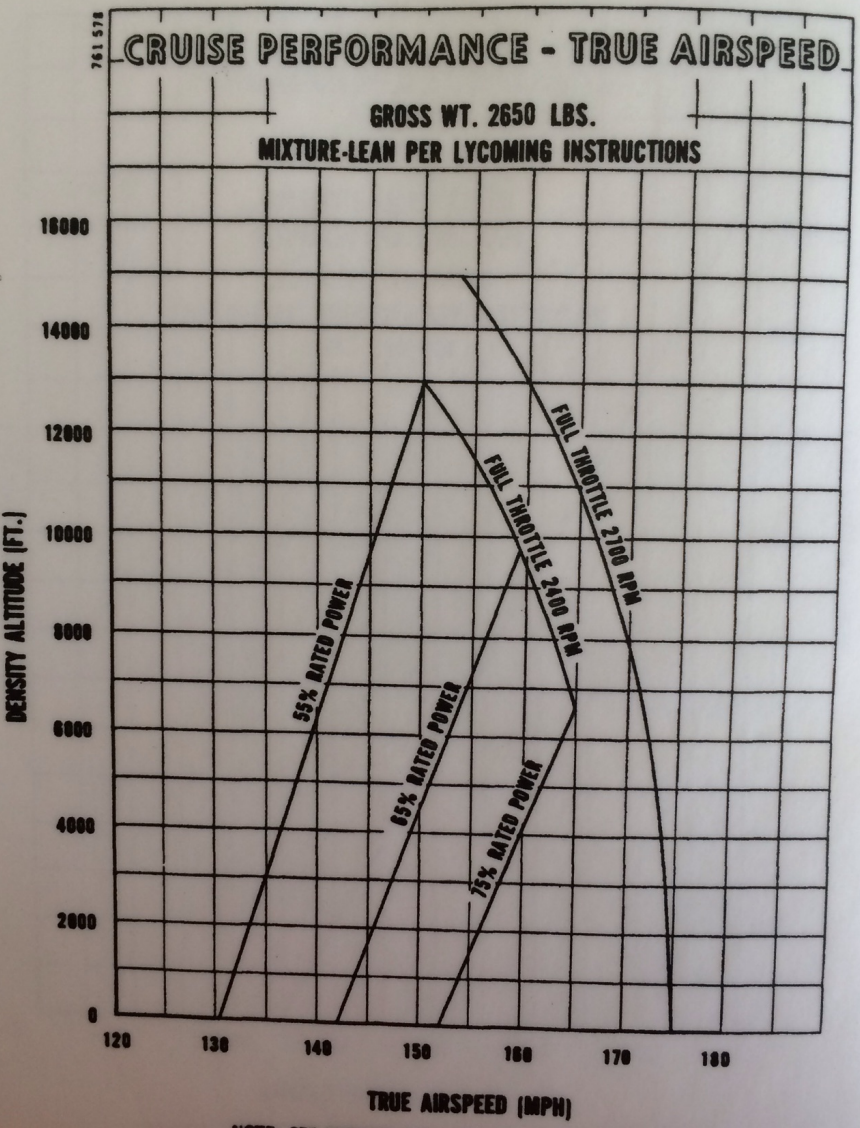
MOMENT DUE TO RETRACTING LANDING GEAR = +819 IN - LBS

Refer to "Current W & B"	Weight (Lbs)	Arm Aft Datum (Inches)	Moment (In-Lbs)
Licensed Empty Weight			
Oil (8 quarts)	15	24.5	368
Pilot and Front Passenger		80.5	
Passengers, Aft (Rear Seat)		118.1	
Fuel (48 Gal. Maximum)		95.0	
*Baggage		142.8	
Moment due to Retracting of Landing Gear	—	—	819
Total Loaded Airplane			

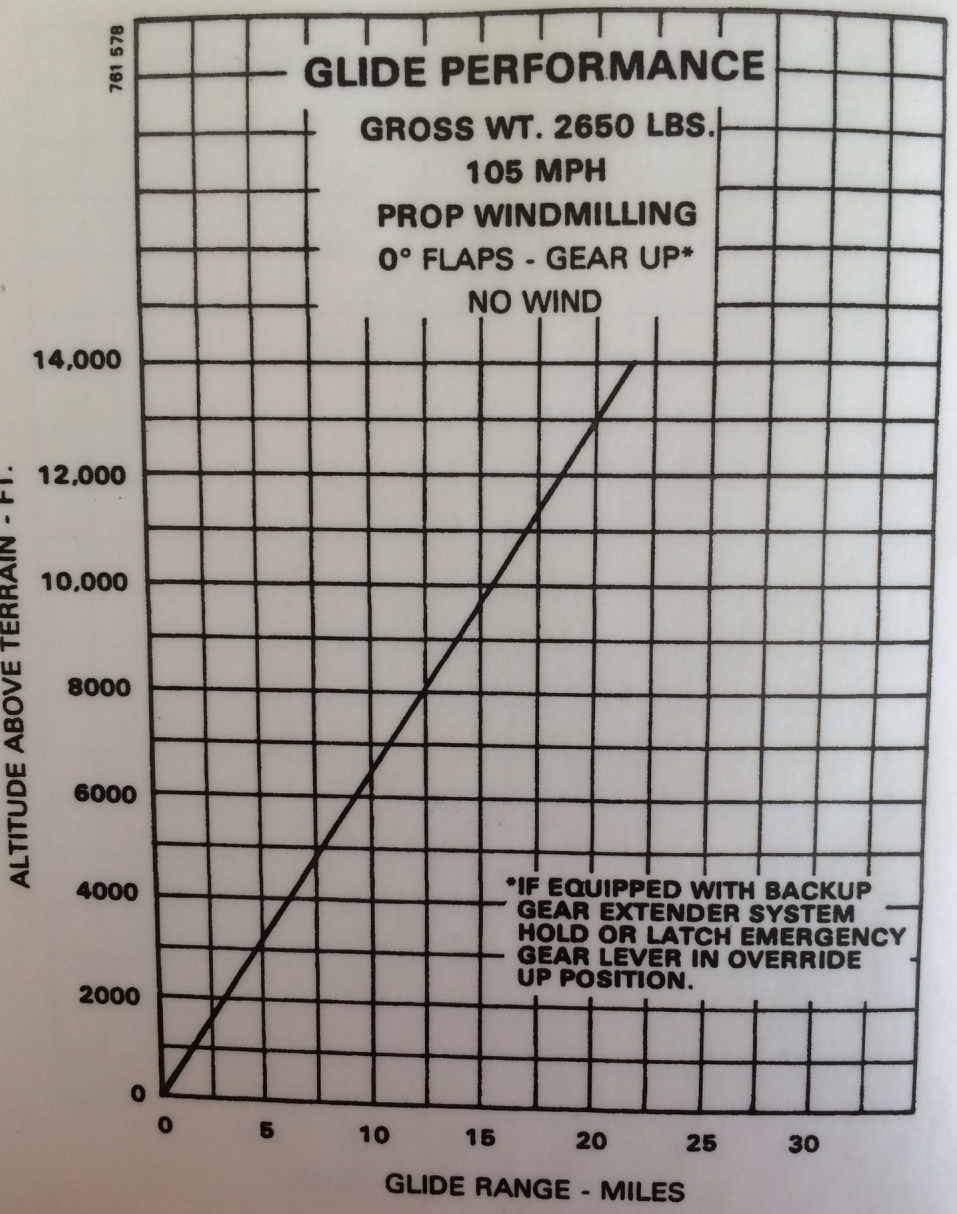
Power Setting Table - Lycoming Model IO-360-C Series, 200 HP Engine

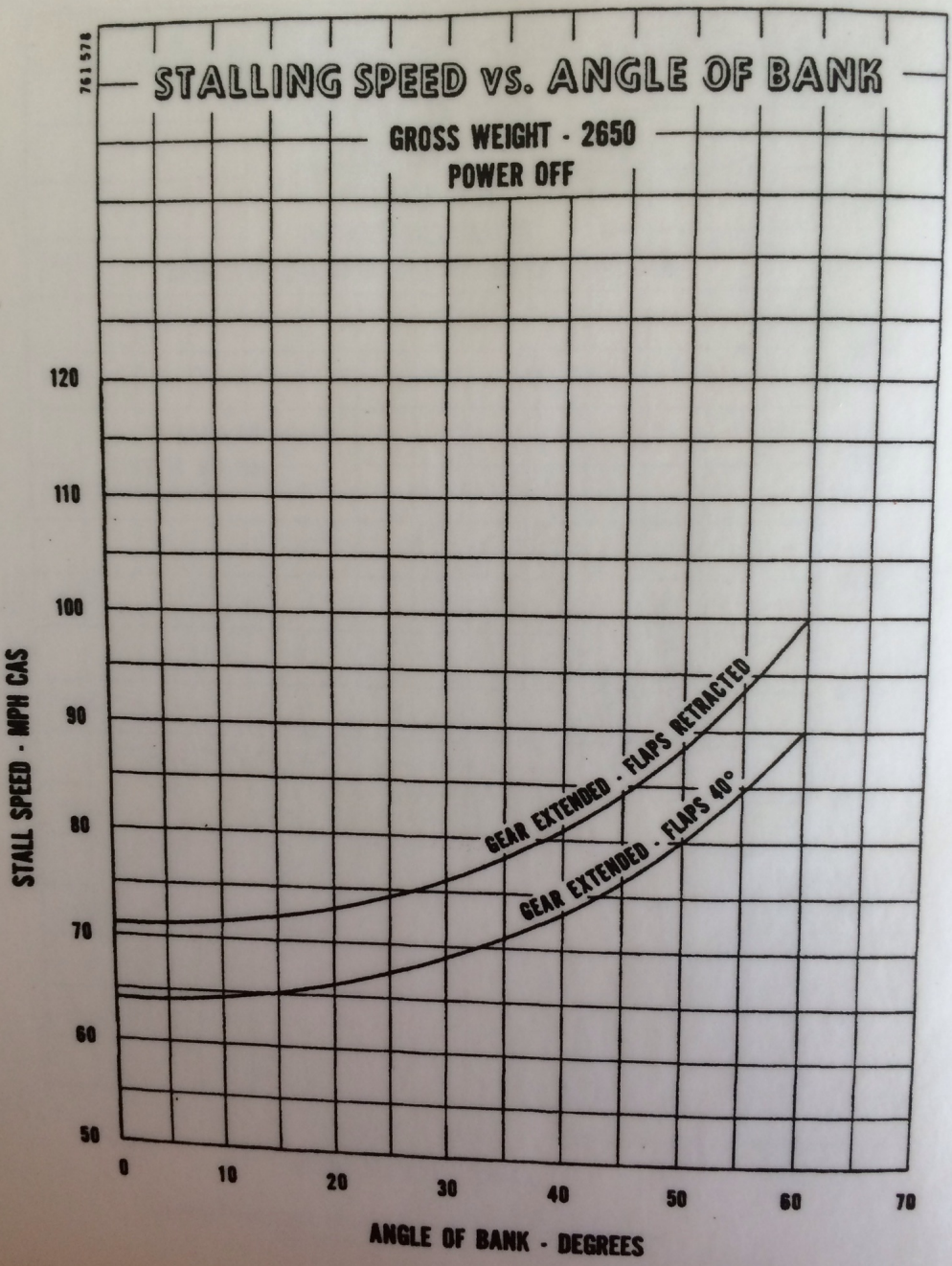
Press. Alt Feet	Std. Alt Temp °F	110 HP - 55% Rated RPM AND MAN. PRESS. 2100	2400	130 HP - 65% Rated RPM AND MAN. PRESS. 2100	2400	150 HP - 75% Rated RPM AND MAN. PRESS. 2400	Press. Alt Feet
SL	59	22.9	20.4	25.9	22.9	25.5	SL
1,000	55	22.7	20.2	25.6	22.7	25.2	1,000
2,000	52	22.4	20.0	25.4	22.5	25.0	2,000
3,000	48	22.2	19.8	25.1	22.2	24.7	3,000
4,000	45	21.9	19.5	24.8	22.0	24.4	4,000
5,000	41	21.7	19.3	FT	21.7	FT	5,000
6,000	38	21.4	19.1	--	21.5	--	6,000
7,000	34	21.2	18.9	--	21.3	--	7,000
8,000	31	21.0	18.7	--	21.0		8,000
9,000	27	FT	18.5	--	FT		9,000
10,000	23	--	18.3				10,000
11,000	19	--	18.1				11,000
12,000	16	--	17.8				12,000
13,000	12	--	17.6				13,000
14,000	9	--	FT				14,000

To maintain constant power, correct manifold pressure approximately 0.16" Hg for each 10°F variation in inlet air temperature from standard altitude temperature. Add manifold pressure for air temperatures above standard; subtract for temperatures below standard.



NOTE: SEE SECTION 7 FOR EFFECTS OF AIR CONDITIONING INSTALLATION ON PERFORMANCE.


761 578
GLIDE PERFORMANCE
GROSS WT. 2650 LBS.
105 MPH
PROP WINDMILLING
0° FLAPS - GEAR UP*
NO WIND
ALTITUDE ABOVE TERRAIN - FT.
14,000
12,000
10,000
8000
6000
4000
2000
0
0
5
10
15
20
25
30
GLIDE RANGE - MILES
*IF EQUIPPED WITH BACKUP GEAR EXTENDER SYSTEM HOLD OR LATCH EMERGENCY GEAR LEVER IN OVERRIDE UP POSITION.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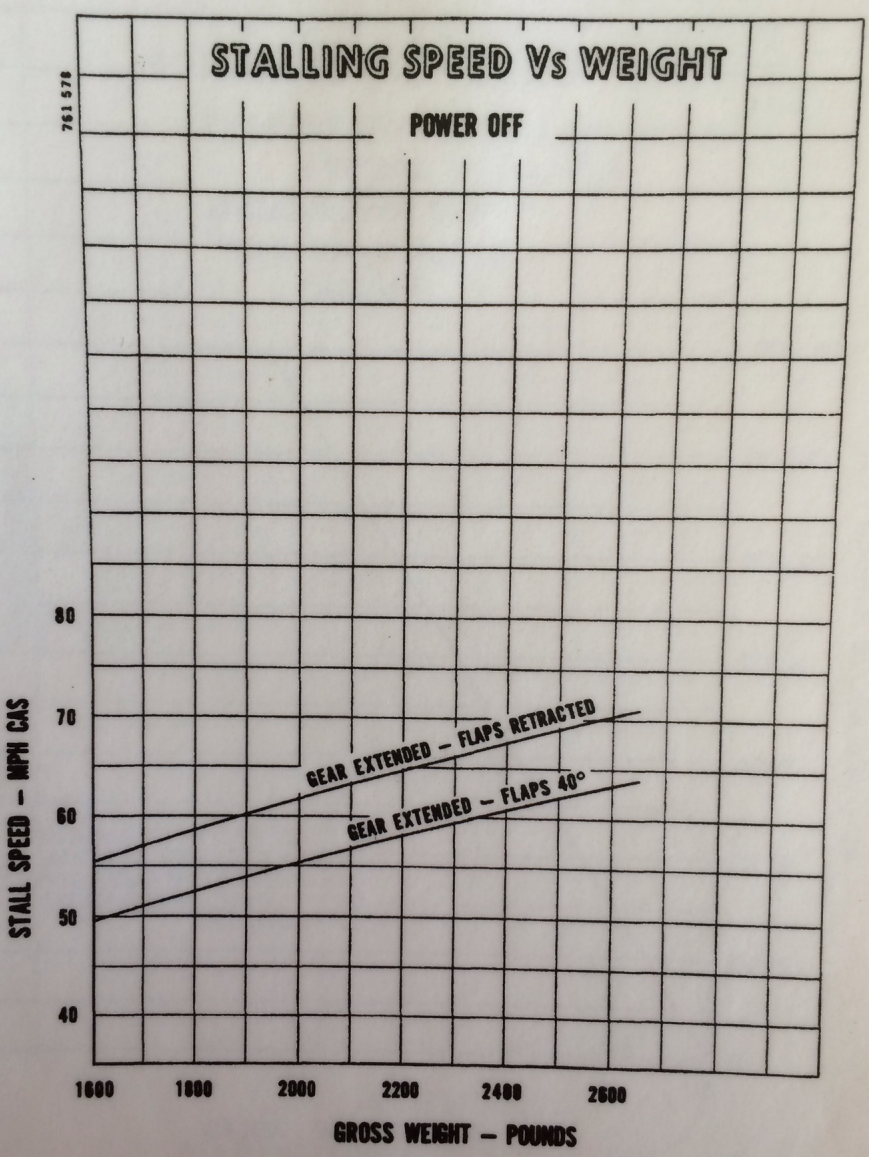
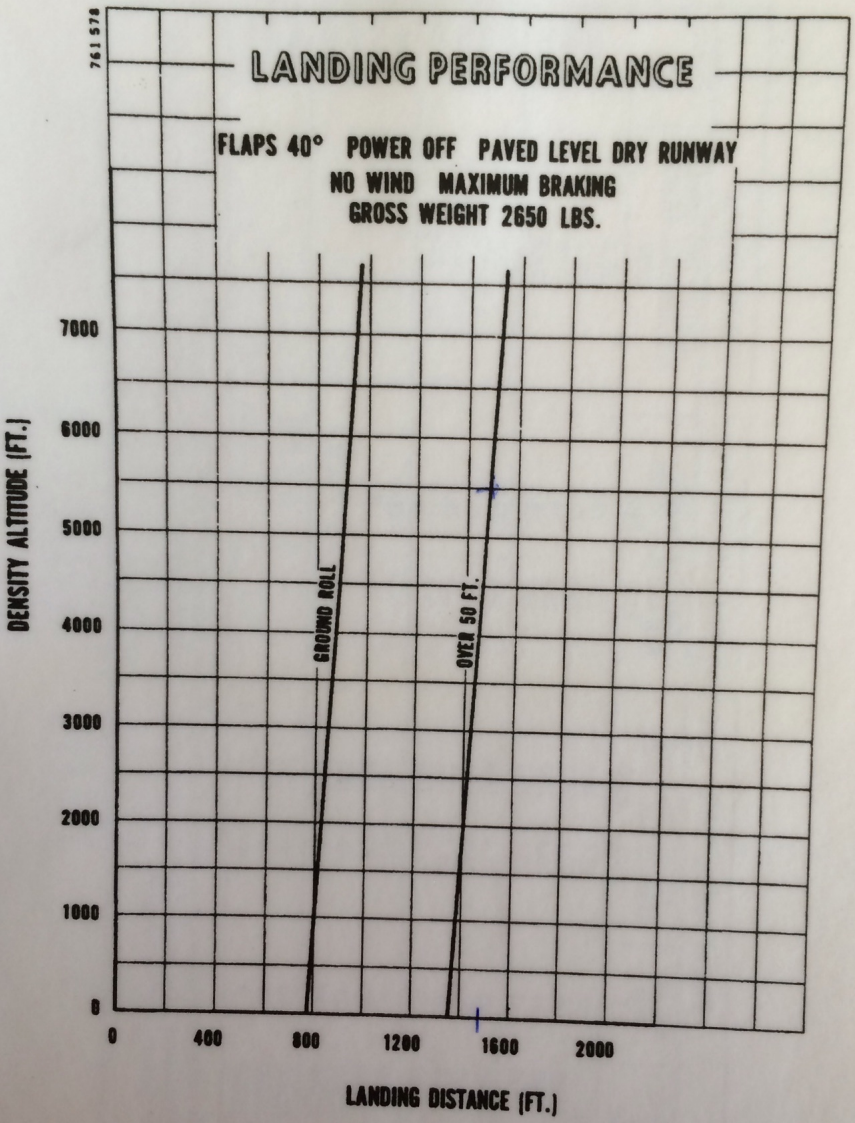
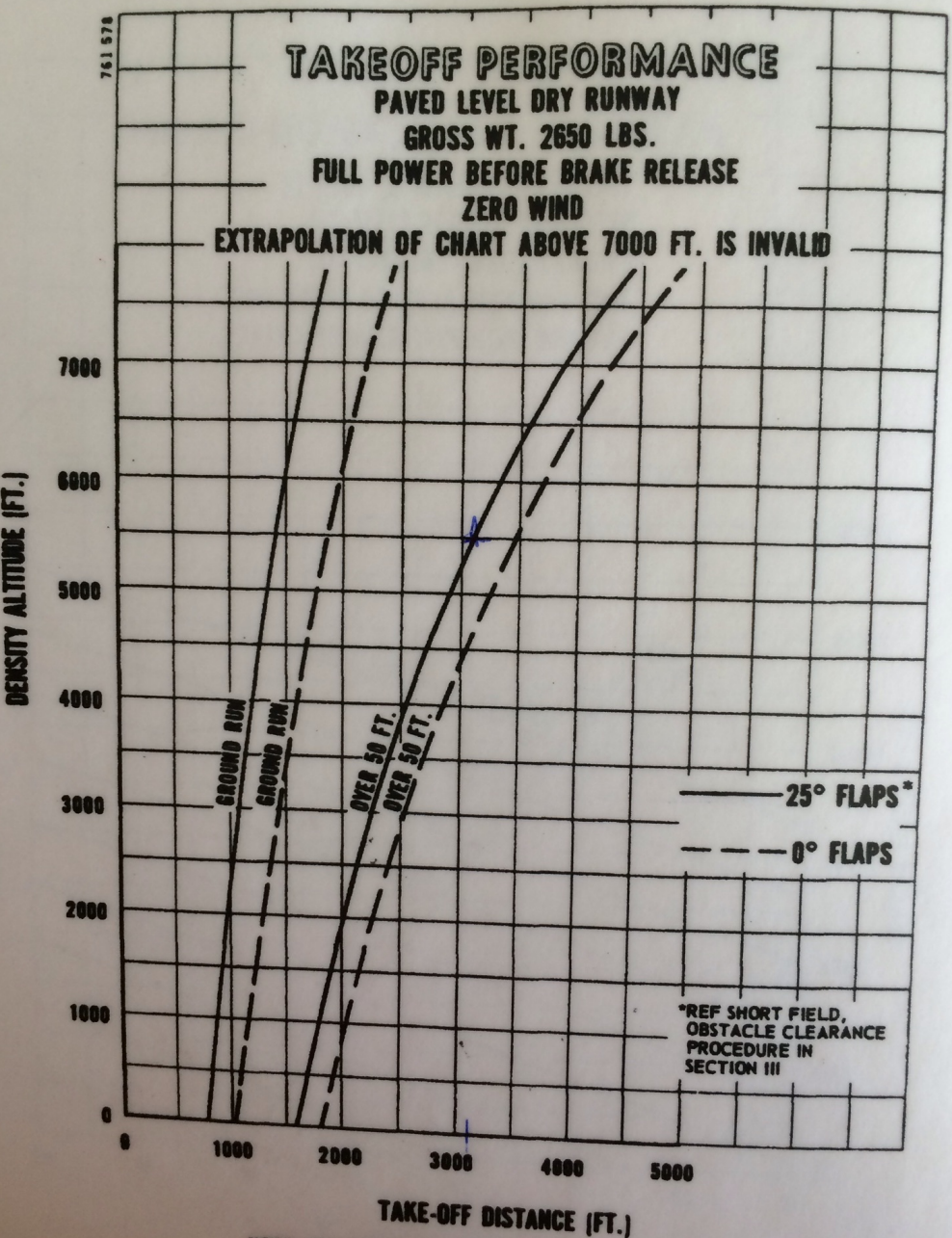
STALLING SPEED vs. ANGLE OF BANK
GROSS WEIGHT - 2650
POWER OFF
STALL SPEED - MPH CAS
120
110
100
90
80
70
60
50
GEAR EXTENDED - FLAPS RETRACTED
GEAR EXTENDED - FLAPS 40°
0
10
20
30
40
50
60
70
ANGLE OF BANK - DEGREES


761 578
STALLING SPEED Vs WEIGHT
POWER OFF
STALL SPEED – MPH CAS
80
70
60
50
40
GEAR EXTENDED – FLAPS RETRACTED
GEAR EXTENDED – FLAPS 40°
1600
1800
2000
2200
2400
2600
GROSS WEIGHT – POUNDS



NOTE: SEE SECTION 7 FOR EFFECTS OF AIR CONDITIONING INSTALLATION ON PERFORMANCE.



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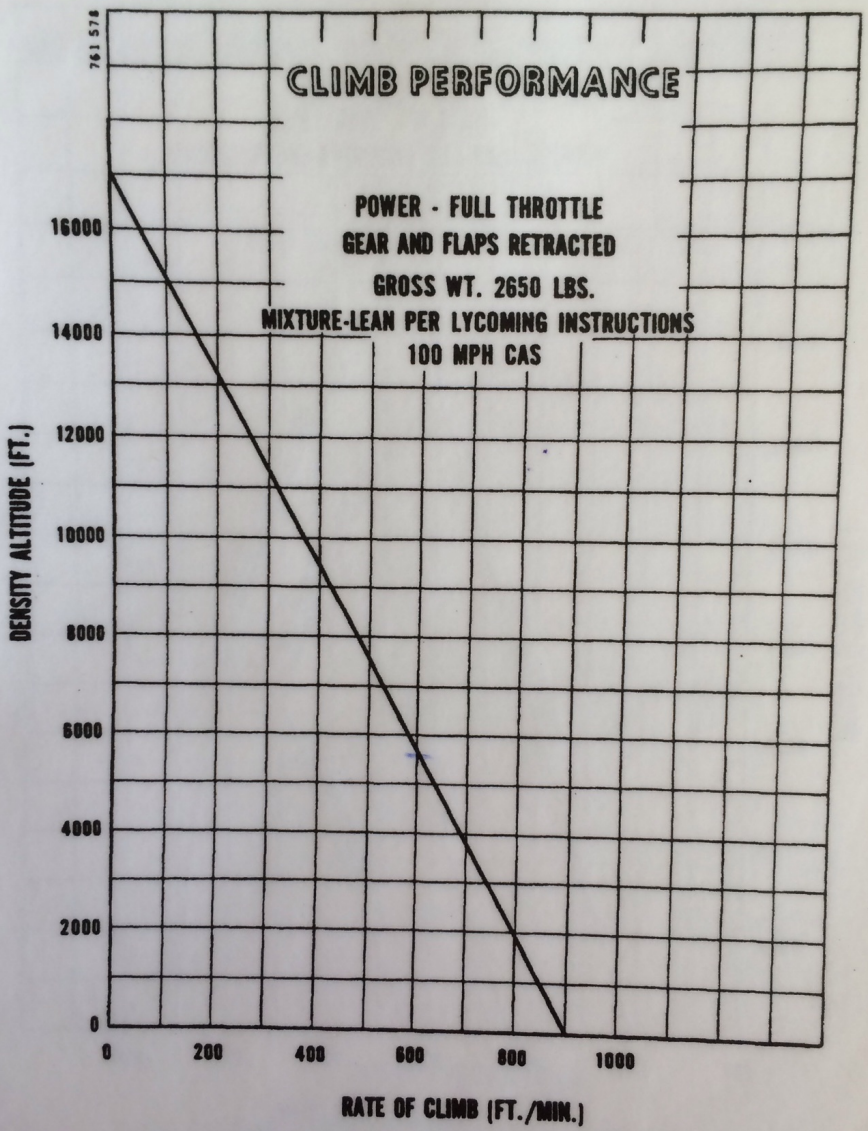

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SECTION I

LIMITATIONS

The following limitations must be observed in the operation of this airplane:

A. ENGINE
Lycoming IO-360-C1C

ENGINE LIMITS
For all operations 2700 RPM, 200 HP

B. FUEL
100/130 Octane Aviation Gasoline (Minimum)

C. PROPELLER
Hartzell ~~HC-C2YK-1( )/7666A-2 or~~ Hartzell HC-C2YK-1(B)F/F7666A-2
Pitch Settings at 30 in. Station:
High 29.0° ± 2°, Low 14° ± .2°
Diameter: Maximum 74 inches
Minimum 72.5 inches
(Avoid continuous operation ~~2100~~ 2000 - 2350 RPM)

D. INSTRUMENT MARKINGS (Power Plant)

OIL TEMPERATURE	
Green Arc (Normal Operating Range)	75°F to 245°F
Red Line (Maximum)	245°F
OIL PRESSURE	
Green Arc (Normal Operating Range)	60 PSI to 90 PSI
Yellow Arc (Caution Range)	25 PSI to 60 PSI
Red Line (Minimum)	25 PSI
Red Line (Maximum)	90 PSI
FUEL PRESSURE	
Green Arc (Normal Operating Range)	14 PSI to 45 PSI
Red Line (Minimum)	14 PSI
Red Line (Maximum)	45 PSI
TACHOMETER	
Green Arc (Normal Operating Range)	500 to 2100 and 2350 to 2700 RPM
Red Arc	2100 to 2350 RPM
Red Line (Maximum Continous Power)	2700 RPM

MANEUVERS

All acrobatic maneuvers including spins prohibited.

PLACARDS

In full view of the pilot:

"THIS AIRCRAFT APPROVED FOR NIGHT IFR NON–ICING FLIGHT WHEN EQUIPPED IN ACCORDANCE WITH FAR 91 OR FAR 135."

"THIS AIRCRAFT MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS AND MANUALS."

In full view of the pilot, the following takeoff and landing check lists will be installed:

TAKEOFF CHECK LIST

Fuel on Proper Tank	Mixture - Set	Flaps - Set
Electric Fuel Pump - On	Propeller - Set	Trim Tab - Set
Engine Gauges - Checked	Fasten Belts/Harness	Controls - Free
Alternate Air - Closed		Door - Latched
Seat Backs Erect		Air Conditioner - Off

LANDING CHECK LIST

Fuel on Proper Tank	Electric Fuel Pump - On	Gear Down (150 MPH Max)
Seat Back Erect	Mixture - Rich	Flaps - Set (125 MPH)
Fasten Belts/Harness	Propeller - Set	Air Conditioner - Off

The "AIR CONDITIONER OFF" item in the above takeoff and landing check lists mandatory for air conditioned aircraft only.

In full view of the pilot:

"NO ACROBATIC MANEUVERS INCLUDING SPINS APPROVED."

On the instrument panel in full view of the pilot:

"MANEUVERING SPEED – 131 MPH."

On the instrument panel in full view of the pilot:

"DEMONSTRATED CROSSWIND COMPONENT – 20 MPH."

Adjacent to upper door latch:

"ENGAGE LATCH BEFORE FLIGHT."

On the inside of the baggage compartment door:

"BAGGAGE MAXIMUM 200 LBS. SEE WEIGHT AND BALANCE DATA FOR BAGGAGE LOADINGS BETWEEN 150 LBS AND 200 LBS."

Near emergency gear lever:

"EMERGENCY DOWN"

"OVERRIDE ENGAGED AUTO-EXT-OFF
LOCK PIN ON SIDE
TO ENGAGE OVERRIDE:
PULL LEVER FULL UP, PUSH LOCK PIN
TO RELEASE OVERRIDE:
PULL LEVER FULL UP & RELEASE"

Near landing gear selector switch:

"GEAR UP 125 MPH MAX"
"DOWN 150 MPH MAX"

In full view of the pilot when AutoFlite is installed:

"FOR HEADING CHANGES: PRESS DISENGAGE SWITCH ON CONTROL WHEEL. CHANGE HEADING, RELEASE DISENGAGE SWITCH."

On the instrument panel in full view of the pilot when the oil cooler winterization kit is installed:

"OIL COOLER WINTERIZATION PLATE TO BE REMOVED WHEN AMBIENT TEMPERATURE EXCEEDS 50° F."

On the instrument panel in full view of the pilot when the supplementary white strobe lights are installed:

"WARNING - TURN OFF STROBE LIGHTS WHEN TAXIING IN VICINITY OF OTHER AIRCRAFT, OR DURING FLIGHT THROUGH CLOUD, FOG OR HAZE."

D. INSTALLATION OF PIPER AUTOCONTROL III AND/OR AUTOCONTROL IIIB

1. LIMITATIONS

a. Autopilot OFF during takeoff and landing.

b. Autopilot use prohibited above 200 MPH CAS.

2. PROCEDURES

a. PREFLIGHT

(1) Roll Section

(a) Place Radio Coupler in "Heading" mode and place A/P ON/OFF switch in the "ON" position to engage roll section. Rotate roll command knob Left and Right and observe control wheel describes a corresponding Left and Right turn, then center knob.

(b) Set proper D.G. Heading on D.G. and turn Heading Indice to aircraft heading. Engage "Heading" mode switch and rotate Heading Indice right and left. Aircraft control wheel should turn same direction as Indice. While D.G. indice is set for a left turn, grasp control wheel and override the servo to the right. Repeat in opposite direction for right turn.

(c) If VOR signal available check Omni mode on Radio Coupler by swinging Omni needle left and right slowly. Observe that control wheel rotates in direction of needle movement.

(d) Disengage by placing the A/P ON/OFF switch to the "OFF" position.

b. IN-FLIGHT

(1) Trim airplane (ball centered).

(2) Check air pressure or vacuum to ascertain that the Directional Gyro and Attitude Gyro are receiving sufficient air.

(3) Roll Section

(a) To engage, center Roll Command Knob, place the A/P ON/OFF switch to the "ON" position. To turn rotate roll command knob in desired direction. (Maximum angle of bank should not exceed 30°.)

(b) For heading mode, set Directional Gyro with Magnetic Compass. Push directional gyro HDG knob in, rotate to aircraft heading. Place the console HDG ON/OFF switch to the "ON" position. To select a new aircraft heading, push D.G. heading knob IN and rotate, in desired direction of turn, to the desired heading.

NOTE

In HDG mode the maximum bank angles are limited to approximately 20° and single command, heading changes should be limited to 150°. (HDG Indice not more than 150° from actual aircraft heading.)

(4) VOR

(a) To Intercept:

1. Using OMNI Bearing Selector, dial desired course, inbound or outbound.
2. Set identical heading on Course Selector D.G.
3. After aircraft has stabilized, position coupler mode selector knob to OMNI mode. As aircraft nears selected radial, interception and crosswind correction will be automatically accomplished without further switching.

NOTE

If aircraft position is less than 45° from selected radial, aircraft will intercept before station. If position is more than 45°, interception will occur after station passage. As the aircraft nears the OMNI station, (1/2 mile) the zone of confusion will direct an "S" turn in alternate directions as the OMNI indicator needle swings. This alternate banking limited to the standard D.G. bank angle, is an indication of station passage.

(b) To select new course:

1. To select a new course or radial, rotate the HDG indice to the desired HDG (match course).
2. Rotate OBS to the new course. Aircraft will automatically turn to the intercept heading for the new course.

(c) To change stations:

1. If same course is desired, merely tune receiver to new station frequency.
2. If different course is desired, position coupler mode selector to HDG mode. Dial course selector D.G. to new course. Dial OBS to new course and position coupler mode selector to OMNI mode.

(5) VOR Approach

Track inbound to station as described in VOR navigation section. After station passage:

(a) Dial outbound course on Course Selector D.G., then dial same course on OBS.

(b) After established on outbound radial, position coupler mode selector to HDG mode and select outbound procedure turn heading. After 40 seconds to 1 minute select a turn in the desired direction with the Course Selector D.G. to the inbound procedure turn heading.

(c) Set OBS to inbound course.

(d) When aircraft heading is 45° to the inbound course, dial Course Selector D.G. to inbound course and position coupler mode selector to OMNI mode.

NOTE

For precise tracking over OMNI station, without "S" turn, position coupler mode selector to HDG mode just prior to station passage. If holding pattern is desired, position coupler mode selector to HDG mode at station passage inbound and select outbound heading in direction of turn. After elapsed time, dial inbound course on Course Selector D.G. When aircraft heading is 45° to radial, position coupler mode selector to OMNI mode.

(6) LOC Approach Only

(a) To intercept dial ILS outbound course on Course Selector D.G. When stabilized, position coupler mode selector to LOC REV mode.

(b) After interception and when beyond outer marker, position coupler mode selector to HDG mode and dial outbound procedure turn heading. After one minute, dial inbound procedure turn heading in direction of turn.

(c) When aircraft heading is 45° to ILS inbound course dial inbound course on Course Selector D.G. and position coupler mode selector to LOC NORM mode.

(d) At the missed approach point (M.A.P.), or when missed approach is elected, position coupler mode selector to HDG mode and execute missed approach procedure.

(7) LOC Approach - Back Course (Reverse)

(a) To intercept dial ILS Back Course outbound heading on Course Selector D.G. When stabilized, position coupler mode selector to LOC NORM mode.

(b) After interception and when beyond fix, position coupler mode selector to HDG and dial outbound procedure turn heading. After one minute, dial inbound procedure turn heading in direction of turn.

(c) When heading 45° to inbound course, dial inbound course on Course Selector D.G. and position coupler mode selector to LOC REV mode.

(d) Approximately 1/2 mile from runway, position coupler mode selector to HDG mode to prevent "S" turn over ILS station near runway threshold.

(e) Missed approach - same as Front Course. (See (6) d)


N300PA
DO NOT CRANK STARTER FOR MORE THAN 10 SECONDS!
ALT 3571
FLIGHT ID N1129S
GEAR UP 125 MPH MAX
AUTOPILOT INOP
PIPER AUTOCONTROL III
WARNING
PIPER


THIS AIRCRAFT IS EQUIPPED WITH A HIGH PERFORMANCE SKY-TEC STARTER.
DO NOT CRANK STARTER FOR MORE THAN 10 SECONDS!
ALLOW 20 SECONDS TO COOL DOWN BETWEEN ATTEMPTS. REPEAT UP TO 6 TIMES. THEN LET STARTER COOL FOR 30 MINUTES.
NAV 2
AUTO PILOT
GEAR IN TRANS
N300PA
NO ACROBATIC MANEUVERS, INCLUDING SPINS APPROVED.
DEMONSTRATED CROSSWIND COMPONENT 20 M.P.H.
MANEUVERING SPEED - 131 M.P.H.
ALT
ENCODING
VERTICAL SPEED
100 FEET PER MINUTE
TURN COORDINATOR
2 MIN.
NO PITCH INFORMATION
GS
NAV
OBS
LEAVE OVERRIDE IN NORMAL POSITION
TAKEOFF CHECKLIST
FUEL ON PROPER TANK
ELECTRIC FUEL PUMP ON
MIXTURE RICH
PROPELLER SET
FASTEN BELTS/HARNESS
FLAPS SET
TRIM TAB SET
CONTROLS FREE
DOORS LATCHED
AIR CONDITIONER OFF
AVOID CONTINOUS OPERATION BETWEEN
2000 AND 2350 RPM
GEAR UP 125 MPH MAX
LANDING CHECKLIST
ELECT. FUEL PUMP ON
MIXTURE RICH
PROPELLER SET
GEAR DOWN (150 M. P. H. MAX.)
FLAPS SET (125 M.P.H.)
AIR CONDITIONER OFF
PIPER AUTOCONTROL III
AUTOPILOT INOP
ALTERNATE STATIC SOURCE
GEAR
111 KIAS MAX
RPM
MANIFOLD PRESSURE


N300PA
THIS AIRCRAFT IS EQUIPPED WITH A HIGH PERFORMANCE SKY-TEC STARTER.
DO NOT CRANK STARTER FOR MORE THAN 10 SECONDS!
ALLOW 30 SECONDS TO COOL DOWN BETWEEN ATTEMPTS. REPEAT UP TO 5 TIMES. THEN LET STARTER COOL FOR 30 MINUTES.
GEAR IN TRANS
NAV 2
AUTO PILOT
NAV 1
NAV 2 DME SEL
MANEUVERING SPEED - 131 M.P.H.
ALT
ENCODING
VERTICAL SPEED 100 FEET PER MINUTE
TURN COORDINATOR
2 MIN.
NO PITCH INFORMATION
NORMAL POSITION
AVOID CONTINOUS OPERATION BETWEEN
2000 AND 2350 RPM
GEAR UP 125 MPH MAX
FUEL ON PROPER TANK
SEAT BACKS ERECT
FASTEN BELTS/HARNESS
LANDING CHECKLIST
ELECT. FUEL PUMP ON
MIXTURE RICH
PROPELLER SET
GEAR DOWN (150 M.P.H. MAX.)
FLAPS SET (125 M.P.H.)
AIR CONDITIONER OFF
PRIOR TO TAKE-OFF ALL SEAT BELTS MUST BE SECURELY FASTENED ACROSS EACH OCCUPIED AFT SEAT
RPM
MANIFOLD PRESSURE
GEAR
UP 111 KIAS MAX
PROP
MIXTURE
CLOSE
ALT AIR
OPEN
AUTOCONTROL III
ALT 3571
FLIGHT ID N1129S
KX 155 TSO
COMM
USE
STBY
TEL
1 COM 2
1 NAV 2
DME
MKR
ADF
AUTO
Menu
Back
DIS 0.6 NM
TRK 162°
DTK 162°
XPDR ALT 4752
LPV
TO
MAP


QUANTUM EYE
CARBON MONOXIDE DETECTOR
NAV VLOC
GPS
TO
GARMIN
OBS
GYRO SUCTION
INCHES OF MERCURY
OIL COOLER WINTERIZATION PLATE TO BE REMOVED WHEN AMBIENT TEMPERATURE EXCEEDS 50°F
DATCON
ALT 3571
FLIGHT ID N1129S
PRIOR TO TAKE-OFF ALL SEAT BELTS MUST BE SECURELY FASTENED ACROSS EACH UNOCCUPIED AFT SEAT
MIXTURE
PROP
THROTTLE
GEAR
UP 111 KIAS MAX
R UP 125 MPH MAX


25 60 90
OIL PRESS
OIL TEMP
LT AMPS
FUEL ON PROPER TANK
ELECTRIC FUEL PUMP ON
ENGINE GAGES CHECKED
ALTERNATE AIR CLOSED
SEAT BACKS ERECT
TAKEOFF CHECKLIST
MIXTURE SET
PROPELLER SET
FASTEN BELTS / HARNESS
FLAPS SET
TRIM TAB SET
CONTROLS FREE
DOORS LATCHED
AIR CONDITIONER OFF
ON/OFF
PUSH
OFF
L
R
HDG
PUSH
PIPER AUTOCONTROL III
AUTOPILOT INOP
PHONE
MIKE
ALTERNATE STATIC SOURCE
ALL CABIN VENTS AND STORM WINDOW MUST BE CLOSED.
HEATER AND DEFROSTER MUST BE ON. PULL AFT TO OPEN.
NAV
OMNI
HDG
LOC
NORM
OFF
R
L
BENDIX
ELEC.
PUSH