



# Piper Seminole - Normal Procedures Checklist

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Pre-Flight Inspection	Startup	After Start
<b>Interior</b>	<b>Pre-Start</b>	<b>Run Up</b>
Fire Extinguisher ..... CHECK Aircraft Documents ..... CHECK Fuel Selectors ..... ON Elevator Trim ..... SET Rudder Trim ..... SET Flaps ..... DOWN Cowl Flaps ..... OPEN Primers ..... LOCKED Carb Heat ..... OFF Mixture ..... CUTOFF Props ..... FORWARD Throttle ..... CLOSED Magnetos and All Switches ..... OFF Landing Gear Lever ..... DOWN Emerg. Gear Extension ..... SECURE Emerg. Exit ..... CLOSED AND LOCKED Pitot Static ..... DRAIN/CHECK Battery Master Switch ..... ON Landing Gear Lights ..... 3 GREEN External Lights (night flight) ..... CHECK Fuel Gauges ..... QUANTITY CHECK Annunciator Panel ..... CHECK Heater Overhead Light ..... CHECK Battery Master Switch ..... OFF Flight Controls ..... CHECK (position aileron full left deflection)	Emergency Checklist ..... CHECK Flaps ..... UP Pax Brief ..... COMPLETE (door, emergency exit, seats & seatbelts, first aid, ELT, fire ext. no smoking, PIC authority) Seat/Seatbelts ..... LOCKED/FASTENED GPS (2) ..... OFF Avionics Master ..... OFF Heater Switch ..... OFF Fresh Air Fan Switch ..... OFF Circuit Breakers ..... CHECK Left Side Panel Switches ..... OFF Mixtures ..... RICH Props ..... FORWARD Throttles ..... CLOSED Prime (Cold Engines) ..... 4 STROKES Primers ..... LOCKED Alternators ..... ON Battery Master Switch ..... ON Nav Lights (night only) ..... ON (dims gear lights) Fuel Pumps ..... ON/CHECK PRESSURE Magnetos ..... ALL 4 ON	Fresh Air Fan ..... AS REQUIRED Heater ..... AS REQUIRED Avionics Master / Headsets ..... ON GPS (2) ..... ON GPS ..... CHECK DB / CDI Radios ..... SET ATIS Altimeter ..... SET Annunciator Panel ..... TEST Pitot Heat ..... CHECK Generators ..... CHECK Fuel Pumps ..... OFF Fuel Pressures ..... CHECK Fuel Selectors ..... SET X-FEED Taxi Area ..... CLEAR Parking Break ..... OFF Brakes ..... TAXI CHECK Steering ..... TAXI CHECK Flight Instruments ..... TAXI CHECK
<b>Exterior</b>	<b>Engine Start #1 (LEFT)</b>	<b>IFR Setup (If Applicable)</b>
Fuel Sump ..... DRAIN Right Wing ..... INSPECT (Do not touch aileron, control position allows for visual inspection without manually moving aileron) Right Nacelle, Fuel, Oil ..... CHECK (Oil between 4-6 qts) Right Gear ..... CHECK Nose Section ..... CHECK Nose Gear ..... CHECK Left Gear ..... CHECK Left Nacelle, Fuel, Oil ..... CHECK Left Wing ..... INSPECT Left Fuselage ..... CHECK Empennage ..... CHECK Tail/Stabilizers ..... CHECK Right Fuselage & Bag. Door ..... CHECK General Walkaround ..... CHECK Flaps ..... UP	Throttle ..... 2 FULL STROKES Warm Engine: Throttle ..... CLOSED Cold Engine: Throttle ..... 1/4 INCH Brakes ..... HOLD Prop Area ..... CLEAR Starter ..... (max 8 sec.) ENGAGE WHEN ENGINE STARTS Throttle ..... 1000 RPM Oil Pressure ..... GREEN IN 30 SEC Left Fuel Pump ..... OFF Throttle ..... CONFIRM 1000 RPM	Fuel Selectors ..... ON Mixtures ..... FORWARD Props ..... FORWARD Throttles ..... 1500 RPM Props ..... CHECK FEATHERING (500 RPM Max Drop) Throttles ..... 2000 RPM Props ..... 1800 RPM Throttles ..... INCREASE 2" MP Props ..... VERIFY 1800 RPM Props ..... FULL FORWARD Throttles ..... RESET 2000 RPM Carb Heat ..... CHECK Magnetos ..... CHECK (Max drop 175 RPM, max 50 RPM diff) Alternator Output ..... CHECK Gyro Suction ..... CHECK (4.8-5.2"Hg) Throttles ..... 1000 RPM
	<b>Engine Start #2 (RIGHT)</b>	
	Ammeter ..... CONFIRM <20A Throttle ..... 2 FULL STROKES Warm Engine: Throttle ..... CLOSED Cold Engine: Throttle ..... 1/4 INCH Brakes ..... HOLD Prop Area ..... CLEAR Starter ..... (max 8 sec.) ENGAGE WHEN ENGINE STARTS Throttle ..... 1000 RPM Oil Pressure ..... GREEN IN 30 SEC Right Fuel Pump ..... OFF Throttle ..... CONFIRM 1000 RPM	IFR Clearance ..... RECEIVED GPS ..... ENTER FLT PLAN Comm Radios ..... SET AS NEEDED Nav Radios ..... SET AS NEEDED CDIs ..... SET / CONFIRM MODE Heading Bug ..... SET Dep. Procedures ..... REVIEWED Departure Brief ..... COMPLETE (initial altitudes, Headings, ATC calls & lost comms)

Pre-Takeoff Briefing
<p>In the event of an engine failure or abnormality <b>prior to rotation</b>, we will</p> <ul style="list-style-type: none"> <li>• Abort the takeoff by immediately closing the throttles,</li> <li>• Brake as required to stop straight ahead.</li> </ul> <p><i>If there is not enough runway to stop</i></p> <ul style="list-style-type: none"> <li>• Mixture will be cut-off</li> <li>• Fuel selectors, magnetos, battery master will go OFF</li> </ul> <p>In the event of an engine <b>failure after rotation, with gear down &amp; sufficient runway</b> for a complete stop, we will:</p> <ul style="list-style-type: none"> <li>• Maintain directional control</li> <li>• Close the throttles immediately</li> <li>• Land straight ahead, brakes as required</li> </ul> <p>In the event of an engine <b>failure after rotation, with gear up &amp; a decision made to continue</b>, we will:</p> <ul style="list-style-type: none"> <li>• Maintain directional control, pitch, attitude, and airspeed</li> <li>• The mixtures, props, and throttles will all go full forward</li> <li>• Flaps and gear will go up</li> <li>• The dead engine will be identified with the dead foot and verified by closing the throttle</li> <li>• The prop will be feathered and the mixture cut-off</li> <li>• We will climb at 88kts as indicated by the blue line, declare an emergency &amp; land</li> </ul>

Pre-Takeoff
Pre Take-off Brief ..... COMPLETE Seat Backs ..... ERECT Belts & Harnesses ..... FASTENED Flight Controls ..... FREE & CORRECT Flight Instruments ..... CONFIRM HSI Heading ..... CONFIRM Fuel Gauges ..... SUFFICIENT Fuel Selectors ..... CONFIRM ON Trim ..... RUDDER / ELEVATOR SET Flaps ..... UP Cowl Flaps ..... SET. (OOPEN > 40F / CLOSED < 40F) Primers ..... LOCKED Carb Heat ..... OFF Mixtures ..... FORWARD Props ..... FORWARD Fuel Pumps ..... ON Door & Window ..... SECURE Landing Light ..... ON Strobes ..... ON Pitot Heat ..... AS NEEDED Transponder ..... ALT. Radio Check / Advisory ..... OBTAIN

Takeoff
Rotate (Vr) ..... 75 KIAS Positive Rate ..... GEAR UP Climb Speed (V2) ..... 105 KIAS Climb Power ..... 25"MP 2500 RPM

Cruise
Power ..... PER POH (55% at 3000' MSL = 20"MP 2300 RPM) Cowl Flaps ..... AS REQUIRED Fuel Pumps ..... OFF / PRESS OK Landing Light ..... OFF Engine Instruments ..... CHECK

IFR Holding Brief (IF APPLICABLE)
T — Type of Entry, first three turns S — Speed (slow if needed) A — Altitude F — Fuel E — EFC (Estimated Further Clearance)

IFR Approach Brief (IF APPLICABLE)
A — Approach (type & date) M — Mins (MSA, PT, FAF, MDA, DH) O — Overshoot R — Radios (tune and ident) T — Timing S — Safety

Before Landing
ATIS / AWOS ..... CHECK Altimeter ..... SET HSI ..... CHECK / SET COURSE Fuel Selectors ..... ON Parking Brake ..... OFF Cowl Flaps ..... AS REQUIRED Fuel Pumps ..... ON Landing Light ..... ON Landing Gear ..... DOWN / LOCKED <b>Early in base leg / Before FAF</b> G - GAS ..... ON U - Undercarriage ..... DOWN M - Mixture ..... RICH P - Props ..... FORWARD S - Switches ..... CHECK / ON

Landing
Threshold Speed ..... 90 KIAS Ground Speed ..... < 75 KIAS (adjest threshold xing speed as req.)

After Landing
Heater Switch ..... FAN (2 mins) Flaps ..... UP Carb Heat ..... OFF Cowl Flaps ..... OPEN Transponder ..... STBY Fuel Pumps ..... OFF Landing Light ..... OFF Strobes ..... OFF

Shutdown
Trim ..... CENTER GPS (2) ..... OFF Avionics Master ..... OFF Heater Switch ..... OFF Fresh Air Fan ..... OFF Throttles ..... 1000 RPM Mixtures ..... CUTOFF Left Side Panel Switches ..... OFF Window / Door ..... CLOSED Reinstall cowl plugs, engine covers and pitot cover as applicable.

V - Speeds
Vx — 82 KIAS Vy — 88 KIAS Vxse — 82 KIAS Vyse — 88 KIAS (blue line) Vs — 57 KIAS Vso — 57 KIAS Vmc — 56 KIAS Vmca — 56 KIAS Vfe — 111 KIAS Vlo — 109 & 140 KIAS Vle — 140 KIAS Va (3800lbs) — 135 KIAS Va (2700lbs) — 112 KIAS Vsse — 82 KIAS Vne — 202 KIAS Vr — 75 KIAS V2 — 105 KIAS Max demo'd XWind — 17 KTS