

Introduction

The following information has been prepared to guide pilots who are converting to the Piper Warrior aircraft from the School's 2-seat Cessna 152 aircraft. The place to start is to walk round the aircraft and sit in the cockpit with the aircraft checklist and using the touch-check method, go through the various procedures. After that, the pilot should read the appropriate Flight Manual.

There are, of course, some obvious differences from the previous aircraft flown. In the case of School aircraft it will mean flying a low wing aircraft with different lookout procedures; the need to understand the role of the fuel pump because the fuel is not gravity fed; and the need to appreciate the different loading procedures plus the fact that there will be a different feel to the aircraft between one pilot on board with a light fuel state and possibly four people on board with full fuel.

The main features to remember are as follows:-

Weight and Balance

Refer to Flight Manual and Ships' papers. M.A.U.Wt. depends upon the individual type of Warrior.

Pre-Start / Walk-Round

Do ensure after each fuel drain check that each drain re-seals. In the case of the Gascolator drain, a fuel tank must be selected ON before checking. Learn to estimate fuel contents from the fuel lever relative to the 'step' (filler neck indicator tab) in the fuel tank as backup to the contents gauge(s).

Starting

Re-cycle handbrake. Check fuel pump before start-up. The OFF. Lowest fuel tank selected. All as checklist.

Power Check

Change to fuller tank before power check. Run at 2000rpm. Do not change tank after power check. Max. Mag drop 175rpm. Max. difference 50rpm.

Speeds

As for PA28-180 on the back of the PA28 checklist. See Flight Manual as required.

Summary as follows:-

Typical Rotate Speed - clean	65 - 70 kts
Climb - clean	75 - 80 kts
Climb - optimum flap	70 kts
Normal Cruise	100 kts
Low Safe Cruise - optimum flap	75 kts
Circuit Speed	90 kts
Final Approach - full flap	70 kts
Final Approach - glide	75 kts
Final Approach - short field	65 kts
Max. cross-wind component	17 kts

Airborne

Fuel Pump: OFF above 1500' AGL

Joining: Fuel pump ON or at any time below 1500' / 1000' AGL
Remember. Note Max. X-wind limit is 17 kts.

Changing Fuel Tank in the Air: Fuel pump ON until approx. 2 mins.
After changeover. Monitor fuel pressure.

Carburettor Heat: As for Lycoming engine. Select the carburettor heat whenever deemed necessary. However, always land with Cold air selected so that there will be no problem in the event of a go-around. Select ON & OFF during downwind checks - and on base leg if making glide approach but back to Cold air for landing. Read Flight manual.

Trimming: Note that there is a rudder trim.

Emergencies

Refer to Flight Manual and aircraft checklist. However, the following may be useful:-

Failure / Restart Checks: Fuel pump ON, change to the other fuel tank, Change Carb. Heat Mode. Then the remainder: T's & P's, Fuel contents, mixture, mags, Primer locked etc.

Crash Security Checks: As standard:- T I F F H H M M

Garmin 430

This aircraft is fitted with Garmin 430 GPS equipment. DSFT booklet is available on this website under other courses.