

MAFC-Arrow PA28R-200 Familiarization Questionnaire, Ver. C

Pilot's Name \_\_\_\_\_  
Medical Class \_\_\_\_\_ Medical Date \_\_\_\_\_  
Pilot Certificate number \_\_\_\_\_  
Category/Class/Ratings \_\_\_\_\_  
Pervious PA28-200R Flying time: dual \_\_\_\_\_hrs PIC \_\_\_\_\_hrs  
Cherokee Arrow II, Information Manual - Part # 761-493

Note: This open-book questionnaire is required for the initial MAFC check-out in this aircraft. All pilots should have their own "Information Manual" covering this specific aircraft model and complete the questionnaire before completing the check-out. Questions are based on the aircraft Information Manual and other sources. For answers requiring numbers, please use the units corresponding to the units used on the specific aircraft's flight instruments or as specified in the Information Manual.

- 1) Tire inflation: mains: \_\_\_\_\_ psi and nose: \_\_\_\_\_ psi.
- 2) Landing strut inflation: mains: \_\_\_\_\_ in. and nose: \_\_\_\_\_ in. (tolerance +/- 0.25 inch).
- 3) Engine make: \_\_\_\_\_ Model: \_\_\_\_\_
- 4) Rated (sea-level) power: \_\_\_\_\_ hp at \_\_\_\_\_ rpm.
- 5) Typical climb power setting: \_\_\_\_\_ "MAP at \_\_\_\_\_ rpm.
- 6) Usable fuel grades include \_\_\_\_\_ octane (\_\_\_\_\_ color).  
and \_\_\_\_\_ octane (\_\_\_\_\_ color)
- 7) Fuel: full: \_\_\_\_\_ gal each tank, which is \_\_\_\_\_ gal usable.  
Filled to tab: \_\_\_\_\_ gal each tank, which is \_\_\_\_\_ gal usable.
- 8) Oil capacity: \_\_\_\_\_ quarts; theoretical minimum: \_\_\_\_\_ quarts.  
Normally we add 1 quart when the level gets to: \_\_\_\_\_ quarts.
- 9) Max gross weight: \_\_\_\_\_ lbs; wingspan \_\_\_\_\_ ft.
- 10) Useful load for this airplane (N55804): \_\_\_\_\_ lbs;
- 11) Max load in the baggage compartment: \_\_\_\_\_ lbs.
- 12) Stall speed, (assuming gear down, max weight, unaccelerated flight) no flaps: (zero deg); stall: \_\_\_\_\_ ias;
- 13) Stall speed, (assuming gear down, max weight, unaccelerated flight) full flaps: (40 deg); stall: \_\_\_\_\_ ias;

In the following questions assume max allowable weight. Please note that other aircraft loading is not explicitly covered in the POH, and must be calculated by the PIC.

- 14) Vy Best Rate of Climb: \_\_\_\_\_ ias
- 15) Vx Best Angle of Climb: \_\_\_\_\_ ias
- 16) Cruise climb: \_\_\_\_\_ ias
- 17) Va Manuevering Speed: \_\_\_\_\_ ias
- 18) Final approach (flaps): \_\_\_\_\_ ias
- 19) Final appr. (no flaps): \_\_\_\_\_ ias
- 20) Vfe Max Flaps Extended: \_\_\_\_\_ ias
- 21) Vne Never Exceed: \_\_\_\_\_ ias
- 22) Vno Max structural cruise: \_\_\_\_\_ ias
- 23) Stall (clean): \_\_\_\_\_ ias
- 24) Vs0 Stall (landing config): \_\_\_\_\_ ias

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- 25) Best-angle glide: \_\_\_\_\_ ias
- 26) Vle Gear extended: \_\_\_\_\_ ias
- 27) Vlo Gear operation: \_\_\_\_\_ ias
- 28) When should the electric fuel pump be used? \_\_\_\_\_
- 
- 29) Max demonstrated crosswind component: \_\_\_\_\_ mph.
- 30) What are the steps for proper use of the EGT for leaning?  
\_\_\_\_\_
- 31) The highest altitude at which 75% power can be achieved at 2400 RPM is \_\_\_\_\_ ft.
- 32) Cruising at 75% power at 5000 feet should produce \_\_\_\_\_ ias and consume \_\_\_\_\_ gph.
- 33) The electrical system uses a \_\_\_\_\_ volt \_\_\_\_\_ amp-hour battery.
- 34) The alternator is rated at \_\_\_\_\_ amps & the electrical system load is monitored by the \_\_\_\_\_.
- 35) The Pitot heat should be used in the following conditions:  
\_\_\_\_\_
- 36) Under what conditions might the landing gear come down (or stay down) even though the gear selector switch is in the UP position?  
\_\_\_\_\_
- 37) What is the after-takeoff checklist?  
\_\_\_\_\_
- 38) To transition from level cruise to climb, first increase \_\_\_\_\_, then increase \_\_\_\_\_.
- 39) To transition from climb to level cruise, first reduce \_\_\_\_\_, then reduce \_\_\_\_\_.
- 40) Best-angle glide: \_\_\_\_\_ ias
- 41) Expeditious descent: \_\_\_\_\_ ias using \_\_\_\_\_ configuration.
- 42) Emergency landing (short final): \_\_\_\_\_ ias
- 43) In case of engine failure during flight:  
\_\_\_\_\_
- 44) Procedure for power-off landing:  
\_\_\_\_\_
- 45) In case of engine fire in flight:  
\_\_\_\_\_
- 46) In case of electrical fire in flight:  
\_\_\_\_\_
- 47) In case of alternator failure:  
\_\_\_\_\_
- 48) In case of unlatched door in flight:  
\_\_\_\_\_
- 49) Procedure for spin recovery:  
\_\_\_\_\_
- 50) Suppose you put the gear handle down at midfield on the downwind leg, but the gear fails to indicated down & locked. What are your next steps?  
\_\_\_\_\_  
\_\_\_\_\_

- 51) If the dump valve is pinned in the "gear up override" position, what is the quickest way to extend the gear?  
\_\_\_\_\_
- 52) Give an example of flight conditions and control settings that produce the following situation: the gear is up and staying up, but the gear warning horn is sounding:  
\_\_\_\_\_  
\_\_\_\_\_
- 53) In the event of a failure of the "gear down indication," after operating the gear down lever, what item(s) should be checked:  
\_\_\_\_\_  
\_\_\_\_\_
- 54) Find the takeoff run required for this airplane to clear a 50 foot obstacle at a pressure altitude of 43 ft, temperature of 15C and weight of 2650 lbs., no wind: \_\_\_\_\_ ft. What if the same conditions prevail, but the temperature is 37C: \_\_\_\_\_ ft.
- 55) Assume the following: N55804, licensed empty weight=1644 lbs, arm=83.21 in, front seat pilot & passenger =410 lbs, baggage=50 lbs, full fuel. Determine maximum rear seat passenger weight: \_\_\_\_\_ lbs & determine if the CG is within limits: \_\_\_\_\_ inches, \_\_\_yes/no\_\_\_.
- 56) Assume the following: N55804, licensed empty weight=1644 lbs, arm=83.21 in, front seat pilot & passenger =410 lbs, baggage=200 lbs, fuel to tabs (approx. 18 gal each tank). Determine the maximum rear seat passenger weight: \_\_\_\_\_ lbs. & determine if the CG is within limits: \_\_\_\_\_ inches, \_\_\_yes/no\_\_\_.

Reviewed by:

Instructor \_\_\_\_\_

Date \_\_\_\_\_