

BEFORE START + START

Brakes PARK	ON
Breakers	Check
Alternate Air	Closed
PROPELLOR	FULL Increase
Avionics	OFF
BATT	ON
ALTERNATOR	ON
MAGNETO	ON
FUEL Pump	ON
Fuel selector	L or R
THROTTLE	1/2"
Mixture	PRIME then IDLE (check Fuel Flow 4 sec)
Propellor	Clear
STARTER	Engage
Mixture	FULL RICH
THROTTLE	Adjust (1000 RPM)
OIL Press	CHECK
FUEL Pump	OFF
HOT : Mixture FLOODED	NO PRIME Idle then Adv. NO PRIME Idle + Full Gas

WARM-UP 1000-1200 RPM

RUN-UP

Brakes PARK	
Propeller	Max RPM
THROTTLE	2000 t
MAGNETOS Select	50< DT < 175
PROPELLOR	Exercise Twice
Alternate AIR	Closed
OIL TEMP	Check
OIL PRESS	Check
VACUUM Pump	Check
Annonciator Panel	PRESS to check
AIR Conditionner	OFF

BEFORE TAKE-OFF

BATTERY	Check ON
ALTERNATOR	Check ON
FUEL PUMP	ON
MAGNETOS	Check ON
Engine GAUGES	Check
Flight Instruments	Check
PROPELLER	Max RPM
MIXTURE	RICH
FLAPS	Set (0° - 15°)
FUEL Selector	R or L
Alternate AIR	Closed
Pilot LIGHTS	ON
TRIM	Set
AIR Conditionner	OFF
CONTROLS	FREE
DOORS	Closed
SEATS	Adjust
Belts/Harness	Fastened

TAKE-OFF

FLAPS	UP
TRIM	Set
POWER on Brakes	2000 t then FULL
Rotation	80 Kt
Vx Initiale	85 Kt
GEARS	UP
CLIMB Vy	95 Kt
FUEL PUMP	OFF
MIXTURE	RICH

CLIMB INITIAL

FUEL PUMP	ON
MIXTURE	Full RICH
Max POWER	35° / 2500

CLIMB EN ROUTE

FUEL PUMP	ON
POWER	33° / 2400 / PRich
CLIMB Enroute	105 Kt

LEVEL

FUEL PUMP	OFF - CHECK TIT
MIXTURE	Regulate + TIT

CIRCUIT

POWER 130kt (lisse)	24° / 2300
POWER 120kt (lisse)	20° / 2300
POWER 100kt (lisse)	16° / 2300

APPROACH / LANDING

FUEL Tank	Fuel estimate
Seats/Belts	Check
AIR Conditionner	OFF
FUEL PUMP	ON
MIXTURE	RICH
PROPELLER	Max RPM
GEARS DOWN	< 132 Kt
FLAPS DOWN	< 110 Kt

GO AROUND

FORWARD X 3 (3P)	PGaz/PPas/PRiche
PITCH UP	80 Kt
FLAPS	UP Slowly
GEARS	UP
TRIM	As required

VACATING RUNWAY

PITOT	OFF
FUEL PUMP	OFF
FLAPS	UP
XPDR	Stand-By

PARKING

FLAPS	Retract
FUEL Pump	OFF
AIR Conditionner	OFF
Avionics Master	OFF
Electric Switches	OFF
PROPELLOR	FULL Increase
THROTTLE	CLOSED
Mixture	IDLE Cut-off
MAGNETOS	OFF
ALTERNATOR	OFF
BATTERY	OFF

EMERGENCY GEARS DOWN

ANNONCIATOR	Check Green Lights
SPEED	90 Kt
GEARS	Control DOWN
BRAKERS	OFF (Gears = 25A)
Red Button	Release
Red Button	PULL

CRUISE

BEST POWER @ 2300 RPM

11 000' ECO		V=170 Kt	
PA	RPM	FF	TIT
28.0	2300	17.3	1550
27.4 "	2300	17.1	1550
27.0 "	2300	16.5	1550

13 000' ECO V=170 Kt

PA	RPM	FF	TIT
28.5	2300	18.3	1505
27.6 "	2300	17.3	1505
26.5 "	2300	17.6	1500

P.O.H. Settings (Sect. 22 p 21 et 22)

LONG RANGE (Sea Level – 20 000')

24.0	2300	12.5	1650
25.0	2200	12.5	1650

ECONOMY (Sea Level – 20 000')

27.0	2300	14.5	1650
28.0	2200	14.5	1650

NORMAL (Sea Level – 20 000')

29.0	2400	16.5	1650
30.0	2300	16.5	1650

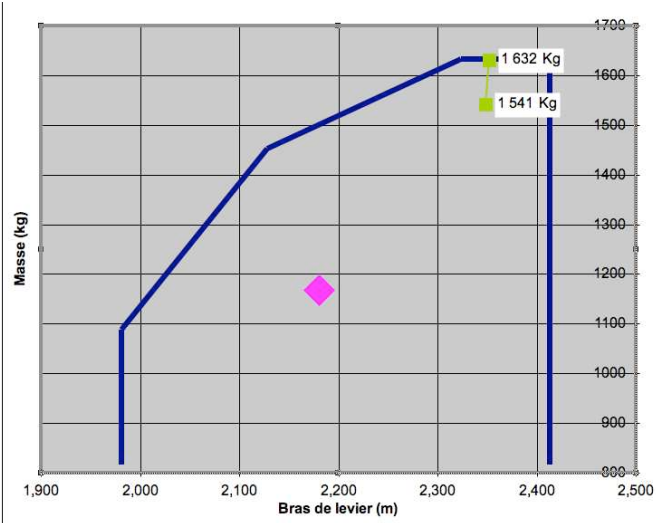
HIGH PERF. (Sea Level – 20 000')

32.0	2500	20.0	1650
33.0	2400	20.0	1650

CONSOMMATION

Calcul CARBURANT-AUTONOMIE (litres)						
Puissance*	Vitesse*	Ess.	Conso*	Auton.	Auton°	Distance
55 (%)	160 kt	400 l	55 l/h	7:16	6:51	1 097 nm
65 (%)	170 kt	400 l	65 l/h	6:09	5:44	975 nm
75 (%)	180 kt	400 l	75 l/h	5:20	4:55	885 nm
* Données Manuel de vol			° Réserve=25min (sans les 10% Tps de Vol)			

CENTRAGE



Centrage PA-32 Saratoga II TC / N-4167S

Masse max (kg): 1632,9

	Litres	Masse (kg)	Levier (m)	Moment (mkg)
Avion vide		1167,548	2,180	2 545,652
CdB		75,000	2,172	162,878
Copilote		75,000	2,172	162,878
Passager AV-1		0,000	3,025	0,000
Passager AV-2		0,000	3,025	0,000
Passager AR-1		75,000	4,003	300,229
Passager AR-2		75,000	4,003	300,229
Soute AV		20,000	1,067	21,336
Soute AR		0,000	4,539	0,000
Essence (0,72)	200,000	144,000	2,388	343,815
Total départ		1 631,548	2,352	3 837,016
Délestage	126,000	90,720	2,410	218,635
Total arrivée		1 540,828	2,348	3 618,381