

PIPER CUB Checklist



Useful Specifications for

NC6128H J3C-85

Empty Weight	795 lbs.
Useful Load	425 lbs.
Baggage Capacity	20 lbs.
Gross Weight	1220 lbs.
Takeoff Roll (@Max Gross Wt.)	370 ft.
Landing Roll (@Max Gross Wt.)	290 ft.
Fuel Capacity	12 gal.
Fuel Burn	4.5 gal./hr.
Cruise Range	2.6 hrs.
Best Rate of Climb (V_y)	450 ft./min
Absolute Ceiling	14,000 ft.
Cruise Speed	73 mph
Top Speed	83 mph
Stall Speed (V_s)	39 mph
Best Glide	50 mph
Approach Speed	45-55 mph
Green Arc	39 – 90 mph
Yellow Arc	90 – 122 mph
Red Line (V_{ne})	122 mph

PREFLIGHT

COCKPIT

- | | |
|--|-------------|
| 1. Confirm MAGNETOS | OFF |
| 2. Throttle | CLOSED |
| 3. Fuel | ON |
| 4. Trim | SET |
| 5. Primer | LOCKED |
| 6. Carb Heat | OFF |
| 7. Check Rudder Pedals & Brake Linkage | SECURE |
| 8. Check Hydraulic Brake Reservoirs for | NO LEAKS |
| 9. Check Control Stick Cable Attachment | SECURE |
| 10. Check overhead Aileron Cable Linkage | SECURE |
| 11. Baggage compartment door | LOCKED |
| 12. Seat belts | SECURE |
| 13. Radio/Intercom | TEST |
| 14. AROW Documents | SECURE |

RIGHT LANDING GEAR

1. Landing gear attachments secure
(castle nuts & cotter pins)
2. No leaks in hydraulic lines (red fluid)
3. Check brakes
4. Check tire for proper inflation and position on wheel hub
5. Check tension of bungee shock

RIGHT WING

1. Check wing strut attachment bolts secure
 2. Check wing surface for unusual wrinkles
 3. Check for fabric damage
 4. Aileron attachment bolts secure
 5. Aileron moves freely
 6. Aileron cable secure, clean, and not binding
 7. Spar check
- SOME FLEX

NOSE

- | | |
|------------------------------|-----------------|
| 1. Windshield | CLEAN |
| 2. Engine Oil Level | 3 - 4 QTS. |
| 3. Engine Oil Dipstick | SECURED |
| 4. Check fuel level | 12 gal. max |
| 5. Fuel Float..... | MOVES FREELY |
| 6. Fuel Cap | SECURE |
| 7. Propeller & Spinner | CHECK |
| 8. Cowling pins | SECURE |
| 9. Exhaust pipe | no holes/cracks |
| 10. Drain gasolator | SAMPLE |
| 11. No Significant Oil Leaks | |

LEFT LANDING GEAR

1. Landing gear attachments secure
(castle nuts & cotter pins)
2. No leaks in hydraulic lines (red fluid)
3. Check brakes
4. Check tire for proper inflation and position on wheel hub
5. Check tension of bungee shock

LEFT WING

1. Check pitot tube
 2. Check wing strut attachment bolts secure
 3. Check wing surface for unusual wrinkles
 4. Check for fabric damage
 5. Aileron attachment bolts secure
 6. Aileron moves freely
 7. Aileron cables secure, clean, and not binding
 8. Spar check
- SOME FLEX

FUSELAGE LEFT SIDE

- 1. No fabric damage
- 2. Green house screws in place and secure
- 3. Check belly for damage and leaks

TAIL SECTION

- 1. Horizontal stabilizer and trim mechanism secure & FOD free
- 2. Flying wires & boltsSECURE
- 3. Vertical stabilizerSECURE
- 4. Elevator & Rudder hinges SECURE
- 5. Rudder & Elevator moves freely

TAIL WHEEL

- 1. Steering springs and chains in place
- 2. Leaf spring secure (check bolts)
- 3. Check general condition of tailwheel
- 4. Check bushings at steering spring attachment points for wear

FUSELAGE RIGHT SIDE

- 1. No fabric damage
- 2. Green house screws in place and secure
- 3. Check belly for damage and leaks

BEFORE START

- 1. Magnetos OFF
- 2. Fuel ON
- 3. Carb Heat OFF
- 4. Prime AS NEEDED
- 5. Pull prop through*

***Do not put yourself in the rotating plane of the propeller ever. Always consider the prop to be HOT.**

ENGINE START “Call & Response”

- | | |
|---|----------|
| 1. Brakes | SET |
| 2. Throttle | CRACKED |
| 3. Stick | FULL AFT |
| 4. Mags ON | CONTACT |
| 5. Pull Prop Through | |
| 6. Oil Pressure (30/warm & 60/cold) | CHECK |
| 7. Throttle Set | 700 RPM |
| 8. Intercom/Radio | ON |

BEFORE TAXI

- | | |
|--|-------------|
| 1. GBR Unicom | RADIO CHECK |
| 2. Altimeter | SET |
| 3. Brakes | TEST |
| 4. Place controls for wind (dive away-climb into) | |
| 5. Make S-Turns for visibility | |
| 6. Taxi with minimum power and braking
(do not ride the breaks) | |

RUN UP

- | | |
|--|-----------------------|
| 1. Aircraft Position..... | INTO THE WIND |
| 2. Run-up to 1700 rpm (hold brakes & stick back) | |
| 3. Mags Check..... | MAX Drop 175 & DIF 50 |
| 4. Carburetor heat..... | CHECK |
| 5. Oil Pressure/Oil Temperature | CHECK |
| 6. Primer | IN & LOCKED |
| 7. Instruments | CHECK |
| 8. Fuel..... | ON BOTH |
| 9. Trim..... | Set for takeoff |
| 10. Controls | free and correct |
| 11. Seat belts | SECURE |

FLIGHT

NORMAL TAKEOFF

1. Roll onto center line
2. Check wind and apply correction
3. Hold stick just after of center
4. Smoothly apply full power
5. Check oil temp (100-180)/Oil pressure (40psi)
6. Neutralize controls as aircraft accelerates
7. Set slight nose high climb attitude
8. Climb Speed 55 MPH

WHEEL TAKEOFF

1. Roll onto center line
2. Check wind and apply correction
3. Smoothly apply full power
4. Ease stick forward to raise tail
5. Check oil temp (100-180)/Oil pressure (40psi)
6. As tail rises smoothly reduce forward stick pressure to hold aircraft level
7. Slight back pressure to fly
8. Climb Speed 55 MPH

SHORT-FIELD TAKEOFF

1. Roll onto center line
2. Check wind and apply correction
3. Hold full back
4. Hold full brake
5. Smoothly apply full power
6. Check oil temp (100-180)/Oil pressure (40psi)
7. Release the brakes
8. Set flight control so tail stays low (about 6 inches of runway surface)
9. Climb Speed 50 MPH
10. Once over 50' obstacle climb at 55 MPH

CLIMB

- 1. Normal Climb 55 MPH
- 2. Trim..... SET

CRUISE

- 1. Throttle 2150 RPM
- 2. Trim..... SET
- 3. Carb Heat AS
NEEDED

DESCENT

- 1. Carb Heat ON
- 2. Throttle ~1500 RPM

3 POINT LANDING

- 1. Carb Heat ON
- 2. Primer IN & LOCKED
- 3. Fuel ON
- 4. Approach Speed 50-60 MPH
- 5. Clear engine during descent, every 200-250 feet
- 6. At touch down stick full back

WHEEL LANDING

- 1. Carb Heat ON
- 2. Primer IN & LOCKED
- 3. Fuel ON
- 4. Approach Speed 50-60 MPH
- 5. Clear engine during descent, every 200-250 feet
- 6. Allow mains to roll smoothly on to the ground
- 7. After the mains are down apply forward stick pressure
- 8. Keep tail up as plane slows
- 9. After tail touches apply full stick full back

GO AROUND

- 1. Throttle FULL OPEN
- 2. Carb Heat OFF
- 3. Establish CLIMB
- 4. TRIM SET

AFTER LANDING

- 1. Set wind correction
- 2. Plan roll out to use minimal braking

PARKING

- 1. Throttle 700 RPM
- 2. Magnetos OFF
- 3. Radio/Intercom OFF

SECURING PLANE

- 1. Confirm Key is OFF
- 2. Fuel OFF
- 3. Hobbs/Tach RECORD
- 4. **Radio/Intercom** **OFF**

EMERGENCY PROCEDURES

ENGINE FAILURE DURING TAKEOFF ROLL

1. Throttle IDLE
2. Brakes APPLY

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

1. Best Glide50 MPH
2. Landing SiteSELECT
3. Fuel.....OFF
4. MagnetosOFF

ENGINE FAILURE INFLIGHT

1. Best Glide50 MPH
2. Carburetor Heat ON
3. FuelCONFIRM ON
4. MagnetosON
5. Engine GaugesCHECK
6. Primer IN & LOCKED
7. Magnetos.....LEFT/RIGHT/
BOTH
8. Throttle ..FULL FORWARD

IF ENGINE RESTARTS

- Carburetor HeatAS
NEEDED
- Land as soon as possible

POWER OFF LANDING

1. Best Glide Airspeed50
MPH
2. Radio MAYDAY
3. Fuel..... OFF
4. MagnetosOFF

5. Door OPEN
6. Touchdown Speed ...NEAR
STALL

ENGINE ROUGHNESS

- Carburetor Heat.....ON
- Engine Gauges.....CHECK

ENGINE FIRE In FLIGHT

1. Fuel.....OFF
2. Throttle CLOSED
3. Cabin HeatOFF
4. Airspeed.....90 MPH

EMERGENCY DESCENT

5. Radio MAYDAY
6. MagnetosOFF
7. Forced Landing .EXECUTE

SPINS

1. Power IDLE
2. AileronsNEUTRAL
3. RudderOPPOSITE
ROTATION
4. ElevatorFORWARD

Do not exceed V_{ne} of 122 MPH

LOSS OF OIL PRESSURE/ HIGH OIL TEMPERATURE

1. Land as soon as practical
2. Prepare for imminent
engine failure