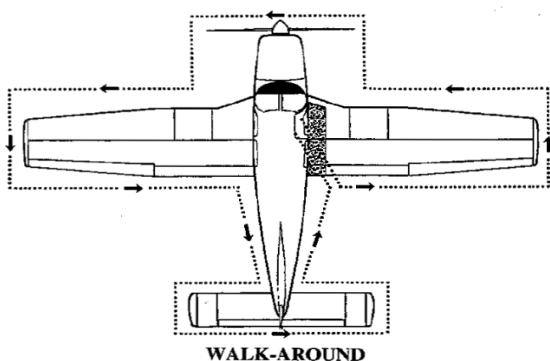


**Piper Archer II  
Preflight Checklist (Rev. 1.0 30APR20)**



**COCKPIT**

- Control Wheel.....RELEASE BELTS
- Parking Brake.....SET
- MIXTURE ..... IDLE CUT-OFF
- Ignition ..... OFF
- BATT/ALT Switch ..... ON
- Interior Lighting (Night Flight).....VERIFY OPERATION
- PITOT HEAT Switch ..... ON
- Fuel Quantity Gauges..... CHECK
- Exterior Lighting Switches ..... ON
- Exterior Lighting ..... VERIFY OPERATION

**CAUTION**

Care should be taken when an operational check of the heated pilot head is being performed. The unit becomes very hot. Ground operation should be limited to three minutes to avoid damaging the heater elements.

- Pitot/Static Head ..... CHECK- WARM
- Stall Warning Horn ..... CHECK
- All Lighting Switches ..... OFF
- PITOT HEAT Switch ..... OFF
- BATT/ALT Switch ..... OFF
- Flaps ..... EXTEND
- Primary Flight Controls ..... PROPER OPERATION
- Stabilator and Rudder Trim ..... NEUTRAL
- Pitot and Static Systems ..... DRAIN
- Windows ..... CHECK CLEAN
- Required Papers and POH ..... VERIFY ON BOARD

**NOTE**

Secure and adjust all unused seat belts and shoulder harness to prevent control interference or passenger injury during flight in turbulent air.

- Tow Bar and Baggage ..... STOW PROPERLY & SECURE
- Baggage Door ..... CLOSE & SECURE

**RIGHT WING**

- Surface Condition ..... CLEAR OF ICE, FROST, SNOW
- Flap and Hinge.....NO DAMAGE or INTERFERENCE
- Aileron and Hinges.....NO DAMAGE or INTERFERENCE
- Static Wicks ..... CHECK and SECURE
- Wing Tip and Lights ..... CHECK
- Fuel Tank...CHECK SUPPLY VISUALLY and SECURE CAP
- Fuel Tank Vent ..... CLEAR

**CAUTION**

When draining any amount of fuel, care should be taken to ensure that no fire hazard exists before starting engine.

- Fuel Tank Sumps ..... DRAIN and CHECK for WATER, SEDIMENT and PROPER FUEL
- Tie Down and Chock ..... REMOVE
- Main Gear Strut. ....PROPER INFLATION (4.5 ± .25 in.)
- Tire ..... CHECK
- Brake block and disc ..... CHECK
- Fresh Air Inlet ..... CLEAR

**NOSE SECTION**

- General Condition ..... CHECK
- Cowling ..... SECURE
- Windshield ..... CLEAN
- Oil ..... CHECK QUANTITY
- Dipstick ..... PROPERLY SEATED and SECURE
- Oil Filler Door ..... SECURE
- Propeller and Spinner ..... CHECK
- Air Inlets ..... CLEAR
- Chock ..... REMOVE
- Nose Gear Strut .....PROPER inflation (3.25 ± .25 in.)
- Tire ..... check

**CAUTION**

When draining any amount of fuel, care should be taken to ensure that no fire hazard exists before starting engine.

Check the general condition of the nose section; look for oil or fluid leakage and that the cowling is secure. The propeller and spinner should be checked for detrimental nicks, cracks, or other defects. Check the tire for cuts, wear, and proper inflation.

- Fuel Strainer ..... DRAIN

**LEFT WING**

- Surface Condition ..... CLEAR OF ICE, FROST, SNOW
- Fresh Air Inlet ..... CLEAR
- Main Gear Strut .....PROPER INFLATION (4.5 ± .25 IN.)
- Tire ..... CHECK
- Brake Block and Disc ..... CHECK

**CAUTION**

When draining any amount of fuel, care should be taken to ensure that no fire hazard exists before starting engine.

- Fuel Tank Sump ..... DRAIN AND CHECK FOR WATER, SEDIMENT AND PROPER FUEL
- Fuel Tank Vent ..... CLEAR
- Tie Down and Chock ..... REMOVE
- Fuel Tank...CHECK SUPPLY VISUALLY and SECURE CAP
- Pitot/Static Head .....REMOVE COVER - HOLES CLEAR
- OAT Probe ..... CHECK
- Wing Tip and Lights ..... CHECK
- Aileron and Hinges ..... NO DAMAGE or INTERFERENCE
- Flap and Hinges ..... NO DAMAGE or INTERFERENCE
- Static Wicks ..... CHECK SECURE

**FUSELAGE**

- Antennas ..... CHECK
- Empennage ..... CLEAR OF ICE, FROST, SNOW
- Stabilator and Trim Tab .....NO DAMAGE or INTERFERENCE
- Rudder ..... NO DAMAGE or INTERFERENCE
- Static Wicks ..... CHECK SECURE
- Tie Down ..... REMOVE