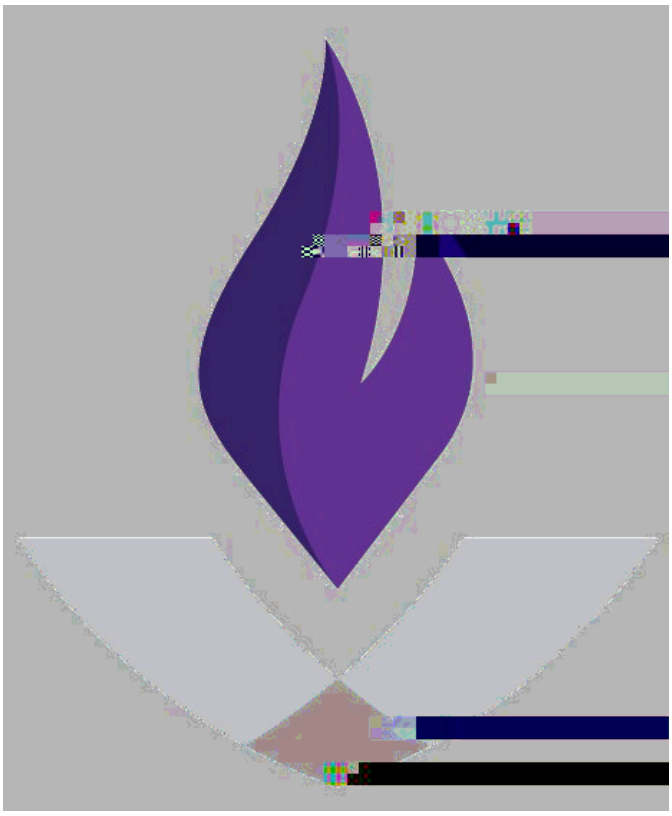

SEMINOLE

PA-44-180

PILOT'S CHECKLIST

2025

SEMINOLE PA-44-180

(These figures are for standard airplanes flown at gross weight under standard conditions at sea level.)

GEAR

Up……..109 KIAS

Down……<140 KIAS

TAKE OFF

Normal Rotation(Vr).....75 KIAS

Normal Climb Out(Vy).....88 KIAS

Short Field Rotation.....70 KIAS

Short Field Takeoff, Flaps 0, Speed at 50 ft. 508 Kt5 001 Tw 17.241 0 Td (....)T65O5l-3 (0)-1.A001 659 (t)-1.4 (F)2.2 (i)1.1 (e)5 (l)1.

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LEFT WING

Surface Condition..........................CLEAR OF ICE, FROST, SNOW
Main Gear Strut......PROPER INFLATION (2.5 in)
Main Wheel Tire.....................................CHECK
Brake, Block and Disc...............................CHECK
Cowl Flap Area..CHECK
Fuel Quantity......CHECK VISUALLY with dipstick
Nacelle Fuel Filler Cap and Door..........CHECK & SECURE
Engine Oil.....................CHECK (6 TO 8 QUARTS)
Engine Oil Inspection Door................SECURE
Propeller and Spinner..............................CHECK
Engine Cooling Air Inlets...........................CLEAR
Scupper Drain.......................................CLEAR
Fuel Tank Vent......................................CLEAR
Wing Tie Down and/or Chocks...............REMOVE
Stall Warning Vanes...................................CHECK
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Wing Tip and Lights.................................CHECK
Aileron, Hinges and Freedom of Movement...CHECK
Flap and Hinges.......................................CHECK
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FUSELAGE (LEFT SIDE)

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Emergency Exit.......................................CHECK
Antennas..CHECK
Fresh Air Inl03>-4.(Hi)-(...................)-8 (..........9 (..........)-10.8 (.......)-10.8 (....)]e)-4 (n)1.2 (n3580358>......)-10Tw

RUN UP

Brakes/Parking Brake.....HOLD AND SET
FuelSelectors.....ON
Mixtures.....RICH
Propeller Controls.....FULL FORWARD
Engine Instruments.....CHECK
Throttles.....1500 RPM
Propeller Controls……..FEATHER CHECK (500 RPM MAX. DROP)
Throttles.....2000 RPM
Magnetos.....CHECK (175 MAX. DROP & 50 RPM MAX DIFF.)
Alternator Output.....CHECK
Propeller Controls.....EXERCISE (MAX. DROP 300 RPM)
Propeller Controls.....GOVERNORS CHECK.

CLIMB- AT 1000'AGL

Gear.....UP
Flaps.....
Mixtures.....FULL RI
Power.....25'' Hg
Propellers.....2500 RPM
Climb Speed.....105 KI
Cowl Flaps.....AS REQUIR
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ENGINE FAILURE DURING CLIMB

Airspeed.....MAINTAIN 88 KIAS
Directional Control.....MAINTAIN
Mixture Controls.....FULL FORWAR
Propeller Controls.....FULL FORWAR
Throttles.....FULL FORWAR
Inoperative Engine.....IDENTIFY & VER
Inoperative Engine.....SECUR
Trim.....ADJUST TO 2 TO 3° BAN
d K t Z K W Z d / s E ' / E t / d , í
SLIP INDICATED
Cowl Flap.....AS REQUIR
LAND AS SOON AS PRACTICAL AT THE NEAREST
SUITABLE AIRPORT

CRUISE

Cruise Power.....SET
(PER POWER SETTING CHART)
Mixture.....FULL RICH BELOW 5000ft.
Cowl Flaps.....AS REQUIRED
Electric Fuel Pumps.....OFF
Fuel Pressure.....CHECK

APPROACH

ATIS/AWOS.....CHECK
Altimeter.....SET
NavInstruments.....SET.
Stations.....IDENTIFY
HSI.....SET
Mode.....VLOC or GPS
Comm Radios.....SET
Approach Briefing.....COMPLETE
Before Landing Checklist.....COMPLETE
Backup Nav & Radios.....AS DESIRED

BEFORE LANDING

Seat Belts/Seat.....ADJUST/SECURE
Heater (If operating).....OFF (Fan for 15 sec)
Electric Fuel Pumps.....ON
Fuel Selectors.....ON
Landing Gear.....DOWN (BELOW 140 KIAS)
Landing Gear Lights.....3 GREEN
Mixtures.....RICH
Propeller Controls.....FULL FORWARD
Carburetor Heat/
Alternate Air.....AS REQUIRED
Landing Light and Recog Light.....ON

NORMAL LANDING

GUMPS Check.....COMPLETED
Flaps.....0° TO 40° (BELOW 111 KIAS)
Airspeed.....ABOVE 88KIAS UNITL LANDING ASSURE
Trim.....AS REQUIRED
Throttles.....AS REQUIRED

GUSMC

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ENGINE FAILURE DURING FLIGHT

(VMC RECOVERY)

(BELOW VMCA)

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ENGINE FIRE DURING START

ENGINE NOT STARTED:

Mixture.....IDLE CUT-OFF

Throttle.....FULL OPEN

Starter.....CONTINUE TO CRANK ENGINE

If engine has already started & is running, continue operating starter to try pulling fire into the engine.

IF FIRE CONTINUES:

Fuel Selectors.....OFF

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FUEL MANAGEMENT DURING ONE ENGINE INOPERATIVE OPERATION

CRUISING

When using fuel from tank on the same side as the operating engine:

Fuel Selector (operative engine).....ON
Fuel Selector (inoperative engine).....OFF
Electric Fuel Pumps.....OFF
(except in case of engine driven fuel pump failure)

When using fuel from tank on the side opposite the operating engine:

Fu00.7(r)419446 -1.27d[E)-3 6(e)-3(f)-3rrler-0.7(cl)-1.27dnn1.6 (v) r (m)-7 (p)1.....58 Tf0 Tc 0 Tw (TTn[21.1 81764)f32MC /Artifact <BDC /TT2 1 0 >>001 Tc 0.003 Tw -191.2 ( )-2601 Tc 0.003 Tw -191.2 (

Fuel Selector (operative engine)..CROSSFEED
Fuel Selector (inoperative engine).....OFF
Electric Fuel Pumps.....OFF
(except in case of engine driven fuel pump failure)

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ELECTRICAL FAILURES

SINGLE ALTERNATOR FAILURE

(Zero amps or Alternator INOP light illuminated-annunciator panel)

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Verify Failure.....CHECK AMMETE
Electrical Load (if LO BUS illum).....REDUCE
until total load is LESS THAN 60 amps & low b
voltage annunciator EXTINGUISHED
Failed ALTR Switch.....C
Failed ALTR Circuit Breaker.....CHEC
RESET AS REQUIRED
Failed ALTR Switch.....ON
(After OFF at least 1 second)

IF POWER NOT RESTORED:
Failed ALTR Switch.....OFF
Ammeter...MONITOR & MAINTAIN BELOW 60

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DUAL ALTERNATOR FAILURE

(Zero amps both ammeters or alternator inop. light illuminated-annunciator panel).

Verify Failure.....CHECK AMMETERS
Electrical Load.....REDUCED TO MIN.
REQUIRED FOR SAFE FLIGHT
Alternator Switches.....OFF
Alternator Circuit Breakers....CHECK & RESET AS REQUIRED
Alternator Switches.....ON
(One at a time after OFF at least 1 second)
If only one alternator resets

Operating Alternator Switch.....ON
Failed Alternator Switch.....OFF
Electrical Load.....MAINTAIN LESS THAN 60A
Ammeter.....MONITOR

If neither alternator resets:
Both Alternator Switches.....OFF
Continue flight with reduced electrical load on battery power only.

ONLY: LO BUS voltage annunciator will also be illuminated.
LAND AS SOON AS POSSIBLE.

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