Piper Cherokee Warrior
PA-28-151 & 161
EMERGENCY PROCEDURES & PREFLIGHT CHECKLIST

*This is to be used as a REFERENCE ONLY, it is not a substitute for the Airplane Flight Manual.
*Refer to AFM/POH for amplified procedures. User assumes all risk of use in using this product. User consents to and understands that American Flight Schools bears no liability for the use of this product.

ENGINE POWER LOSS DURING TAKEOFF

-If sufficient runway remains for normal landing, land straight ahead.
-If insufficient runway remains, maintain a safe airspeed and make only a shallow turn if necessary to avoid obstructions. Use of flaps depends on circumstances. Normally, flaps should be fully extended for touchdown.
-If sufficient altitude has been gained to attempt a restart:

1. Maintain safe airspeed
2. Fuel Selector……Switch to tank with fuel
3. Electric fuel pump……check ON
4. Mixture……..check RICH
5. Carburetor Heat……check ON

-If power is not regained, proceed with the POWER OFF LANDING Procedure.

ENGINE POWER LOSS IN FLIGHT

1. Fuel selector……switch to tank with fuel
2. Electric fuel pump……..ON
3. Mixture……RICH
4. Carburetor Heat……..ON
5. Engine gauges……..check for indication of cause of power loss

-If no fuel pressure is indicated, check tank selector position to be sure it is on a tank containing fuel.

When power is restored:

Carb Heat……OFF
Electric fuel pump……OFF
-If power is not restored, prepare for power off landing. Trim for 73 KIAS.

POWER-OFF LANDING

1. Locate suitable landing area
2. When field can easily be reached, slow to 63KIAS mph for shortest landing.
3. Touchdowns should normally by made at lowest possible airspeed with full flaps.

When committed to landing:

1. Ignition……OFF
2. Master Switch……..OFF
3. Fuel Selector……OFF
4. Mixture……..Idle Cut-Off
5. Seat belt and harness……Tight

FIRE IN FLIGHT

1. Source of Fire……CHECK

Electrical Fire (smoke in cabin):

1. Master switch……OFF
2. Vents……OPEN
3. Cabin Heat……OFF

Land as soon as practicable.

Engine Fire (in air):

1. Fuel Selector……OFF
2. Throttle……CLOSED
3. Mixture……idle cut-off
4. Electric fuel pump……check OFF
5. Heater and defroster……OFF

Proceed with power off landing procedure.

Engine Fire (on ground):

1. Starter……crank engine
2. Mixture……idle cut-off
3. Throttle……Open
4. Electric Fuel Pump……OFF
5. Fuel Selector……OFF

-If engine is already started and running, continue operating to try pulling the fire into the engine.
-Abandon if fire continues longer than a few seconds.

LOSS OF OIL PRESSURE

Land as soon as possible and investigate the cause. Prepare for power off landing. Maintain altitude until such time as a dead stick landing can be accomplished. Don't change power settings unnecessarily, as this may hasten power loss.

LOSS OF FUEL PRESSURE

1. Electric fuel pump……..ON
2. Fuel Selector……..check on full tank

HIGH OIL TEMPERATURE

Land at nearest airport and investigate the problem. Prepare for power-off landing.

ALTERNATOR FIALURE

1. Reduce electrical load
2. Alternator circuit breakers……Check
3. Alt switch……..OFF(for 1 second), then on.

If no output:

4. Alt switch……OFF

Keep electrical load as low as possible, all power is supplied by battery.

ENGINE ROUGHNESS

Usually due to carburetor icing, prompt action required:

1. Carburetor Heat……ON

(RPM will decrease slightly and roughness will increase. Wait for decrease in engine roughness or an increase in RPM, indicating ice removal. If no change in approximately one minute, return carburetor heat to OFF. If engine is still rough, try steps below) NOTE: when using carburetor heat, always use full heat and when ice is removed return to full cold position.

ENGINE ROUGHNESS

2. Mixture.....Adjust for max smoothness
3. Electric Fuel Pump.....ON
4. Fuel Selector.....Switch tanks
5. Engine Gauges.....CHECK
6. Magneto Switch.....L then R then BOTH

-If operation is satisfactory on either magneto, proceed on that magneto at reduced power, with mixture full rich, to a landing at first available airport.

-If roughness persists, prepare for precautionary landing at pilot's discretion.

OPEN DOOR

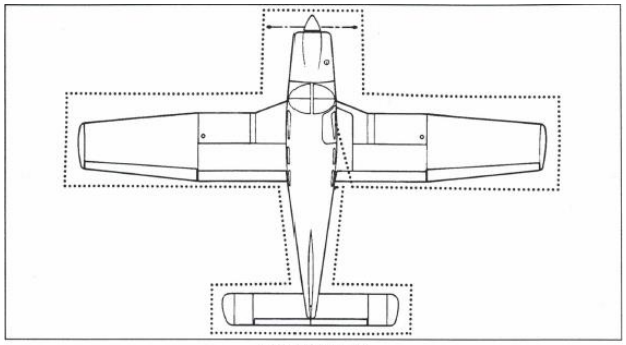
If both upper and side latches are open, the door will trail slightly open and airspeeds will be reduced slightly.

To close the door in flight:

1. Slow airplane to 100 MPH
2. Cabin vents.....close
3. Storm Window.....open
4. If upper latch is open.....latch
5. If side latch is open.....pull on armrest while moving latch handle to latched position.

SPIN RECOVERY (PARE)

1. THROTTLE.....IDLE
2. AILERONS.....NEUTRAL
3. RUDDER.....FULL OPPOSITE (to direction of rotation)
4. CONTROL WHEEL.....FULL FORWARD
5. RUDDER.....NEUTRAL (when rotation stops)
6. CONTROL WHEEL.....AS REQUIRED (to smoothly regain level flight altitude)



WALK-AROUND

Figure 4-1

PREFLIGHT CHECK

1. Required Papers(ARROW) .....on board
2. Control wheel.....release belts
3. Avionics.....OFF
4. Master switch.....ON
5. Fuel quantity gauges.....check
6. Lights.....check
7. Stall warning.....check
8. Pitot heat.....check
9. Master switch.....OFF
10. Ignition.....OFF
11. Exterior.....check for damage
12. Control surfaces.....check for interference-free of ice, snow, frost
13. Hinges.....check for interference
14. Wings.....free of ice, snow, frost
15. Fuel tanks.....check supply visually – Secure Cap
16. Fuel tank sumps.....drain & check
17. Fuel vents.....Open
18. Main gear struts.....proper inflation
19. Tires.....check
20. Brakes.....check
21. Fuselage static vents.....clear
22. Windshield.....clean
23. Propeller and spinner.....check
24. Fuel and oil.....check for leaks
25. Oil.....check level(4qts min.)
26. Cowling.....secure
27. Inspection covers.....secure
28. Nose wheel tire.....check
29. Nose gear strut.....proper inflation
30. Air inlets.....clear
31. Alternator belt.....check tension
32. Fuel strainer (left side).....drain, check
33. Tow bar and control locks.....stow
34. Baggage.....stowed properly & secured
35. Baggage door.....close and secure
36. Primary flight controls.....check
37. Seat belts and harness.....fastened