ENGINE FIRE DURING START

- STARTER ..... CRANK ENGINE
- MIXTURE ..... IDLE CUT-OFF
- THROTTLE ..... OPEN
- ELECTRIC FUEL PUMP ..... OFF
- FUEL SELECTOR ..... OFF

abandon aircraft if fire continues

ENGINE POWER LOSS DURING TAKEOFF

► if sufficient runway ..... Land straight ahead

► if insufficient runway

- SAFE AIRSPEED ..... Maintain
- FLY to avoid obstructions ..... Only shallow turn
- FLAPS ..... as situation requires

► if sufficient altitude to attempt restart

- SAFE AIRSPEED ..... Maintain
- FUEL SELECTOR ..... SWITCH to tank containing fuel
- ELECTRIC FUEL PUMP ..... Check ON
- MIXTURE ..... Check RICH
- CARBURETOR HEAT ..... ON

if power is not regained proceed with POWER OFF LANDING

ENGINE POWER LOSS IN FLIGHT

- FUEL SELECTOR ..... SWITCH to tank containing fuel
- ELECTRIC FUEL PUMP ..... ON
- MIXTURE ..... RICH
- CARBURETOR HEAT ..... ON
- ENGINE GAUGES ..... Check for indication of cause

if no fuel pressure indicated check tank selector position
to be sure it is on a tank containing fuel

► when power is restored

- CARBURETOR HEAT ..... OFF
- ELECTRIC FUEL PUMP ..... OFF

► if power is not restored prepare for POWER OFF LANDING

Trim for 73 KIAS

EMERGENCY PROCEDURES PIPER PA28/161 CADET (AFM 09.09.1988)

POWER OFF LANDING

Locate suitable airfield.
Establish spiral pattern.
1000ft above airfield at downwind position for normal landing approach.
When field can easily be reached slow to 63 KIAS for shortest landing.
Touchdown should normally be made at lowest possible airspeed with full flaps.

►when committed to landing

- IGNITION ..... OFF
- BATT MASTR + ALTR Switches ..... OFF
- FUEL SELECTOR ..... OFF
- MIXTURE ..... IDLE CUT-OFF
- SEAT BELTS AND HARNESSES ..... Tight

FIRE IN FLIGHT

Source of fire ..... check

► ELECTRICAL FIRE (smoke in cabin)

- BATT MASTR + ALTR Switches ..... OFF
- VENTS ..... OPEN
- CABIN HEAT ..... OFF

Land as soon as practical (ASAP)

► ENGINE FIRE

- FUEL SELECTOR ..... OFF
- THROTTLE ..... CLOSED
- MIXTURE ..... IDLE CUT-OFF
- ELECTRIC FUEL PUMP ..... Check OFF
- HEATER ..... OFF
- DEFROSTER ..... OFF

proceed with POWER OFF LANDING procedure

LOSS OF OIL PRESSURE

Land as soon as possible (ASAP) and investigate cause
Prepare for POWER OFF LANDING

LOSS OF FUEL PRESSURE

- ELECTRIC FUEL PUMP ..... ON
- FUEL SELECTOR ..... Check on tank containing fuel

HIGH OIL TEMPERATURE

Land at nearest airport and investigate the problem
Prepare for POWER OFF LANDING

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ELECTRICAL FAILURES

► ALT annunciator light illuminated

- AMMETER ..... Check to verify inop. Alt.

► if AMMETER shows zero

- ALTR Switch ..... OFF

reduce electrical loads to minimum

- ALTR FIELD Circuit Breaker check and RESET as required
- ALTR Switch ..... ON

► if power not restored

- ALTR Switch ..... OFF

If alternator output cannot be restored, reduce electrical loads and land as soon as practical (ASAP).

The battery is the only remaining source of electrical power

► ELECTRICAL OVERLOAD (Alternator over 20 amps above known electrical load

- ALTR Switch ..... ON
- BATT MASTR Switch ..... OFF

► if alternator loads are reduced

- ELECTRICAL LOAD ..... Reduce to minimum

Land as soon as practical (ASAP)

NOTE: Due to increased system voltage and radio frequency noise, operation with ALT switch ON and BATT switch OFF should be made only when required by an electrical system failure.

► if alternator loads are not reduced

- ALTR Switch ..... OFF
- BATT MASTR Switch ..... as required

Land as soon as possible (ASAP)

Anticipate COMPLETE ELECTRICAL FAILURE

SPIN RECOVERY

- THROTTLE ..... IDLE
- AILERONS ..... NEUTRAL
- RUDDER ..... FULL OPPOSITE to direction of rotation
- CONTROL WHEEL ..... FULL FORWARD
- RUDDER ..... NEUTRAL (when rotation stops)
- CONTROL WHEEL ..... as required to smoothly regain level flight attitude

EMERGENCY PROCEDURES PIPER PA28/161 CADET (AFM 09.09.1988)

OPEN DOOR

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

To close the door in flight: SLOW AIRPLANE to 89 KIAS

- CABIN VENTS ..... CLOSE
- STORM WINDOW ..... OPEN

► if upper latch is open

- UPPER LATCH ..... LATCH

► if side latch is open

PULL ON ARM REST while moving latch handle to latched position

► if both latches are open

LATCH side latch then LATCH top latch

ENGINE ROUGHNESS

- CARBURETOR HEAT ..... ON

► if roughness continues after one minute

- CARBURETOR HEAT ..... OFF
- MIXTURE ..... ADJUST for max smoothness
- ELECTRIC FUEL PUMP ..... ON
- FUEL SELECTOR ..... SWITCH tanks
- ENGINE GAUGES ..... Check
- MAGNETO SWITCH ..... L then R then BOTH

if operation is satisfactory on either one, continue on that magneto at reduced power and full RICH mixture to first airport (ASAP)

Prepare for POWER OFF LANDING

CARBURETOR ICING

- CARBURETOR HEAT ..... ON
- MIXTURE ..... ADJUST for max smoothness

► if roughness persists

Prepare for a precautionary landing at pilot's discretion

NOTE: Partial carburetor heat may be worse than no heat at all, since it may melt part of the ice which will refreeze in the intake system. Therefore when using carburetor heat always use FULL HEAT; and when ice is removed, return the control to the FULL COLD position

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