

PA-28-161, WARRIOR II
3.3 EMERGENCY PROCEDURES CHECKLIST

ENGINE FIRE DURING START

Starter crank engine
Mixture idle cut-off
Throttle Open
Electric fuel pump OFF
Fuel selector OFF
Abandon if fire continues

ENGINE POWER LOSS DURING TAKEOFF

If sufficient runway remains for a normal landing, land straight ahead.

If insufficient runway remains:

Maintain safe airspeed
Make only shallow turn to avoid obstructions
Flaps as situation requires

If sufficient altitude has been gained to attempt a restart:

Maintain safe airspeed
Fuel selectorswitch to tank containing fuel
Electric fuel pump check ON
Mixture check RICH
Carburetor heat ON
Primer locked
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 of power loss

Primer check locked

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

When power is restored:

Carburetor heater OFF

Electric fuel pump OFF

If power is not restored, prepare for power off landing.

Trim for 73 KIAS

POWER OFF LANDING

Locate suitable field.

Establish spiral pattern.

1000 ft. above field at downwind position for normal
landing approach.

When field can easily be reached slow to 63 KIAS for
shortest landing.

Touchdowns should normally be made at lowest possible
airspeed with full flaps.

When committed to landing to landing:

Ignition OFF

Master switch OFF

Fuel selector OFF

Mixture idle cut-off

Seat belts and harnesses tight

FIRE IN FLIGHT

Source of fireCheck

Electrical fire (smoke in cabin):

Master switch OFF

Vents open

Cabin heat OFF

Land as soon as practical.

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 and investigate cause.

Prepare for power off landing.

LOSS OF FUEL PRESSURE

Electric fuel pump.....ON

Fuel selectorcheck on full tank

HIGH OIL TEMPERATURE

Land at nearest airport and investigate the problem.

Prepare for power off landing.

CARBURETOR ICING

Carburetor heat ON
Mixture adjust for max. smoothness

ELECTRICAL FAILURES

NOTE

When operating with light electrical load and a fully charged battery, the Alternator Inop. light may illuminate due to minimal alternator output. If the alternator is functional a slight increase in electrical load should extinguish the Inop. indication.

ALT annunciator light illuminated:

AmmeterCheck to verify inop. alt.

If ammeter shows zero:

ALT switchOFF

Reduce electrical loads to minimum:

ALT circuit breakerCheck and reset
as required

ALT switchON

If power not restored:

ALT switchOFF

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

The battery is the only remaining source of electrical power.

ELECTRICAL OVERLOAD

(Alternator over 20 amps above known electrical load)

ALT switchON
BATT switchOFF

If alternator loads are reduced:

Electrical loadReduce to Minimum
Land as soon as practical.

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:

ALT switchOFF
BATT switchAs required

Land as soon as possible. Anticipate complete electrical failure.

SPIN RECOVERY

Throttleidle
Ailerons.....neutral
Rudderfull opposite to direction of rotation
Control wheelfull forward
Rudderneutral (when rotation stops)
Control wheelas required to smoothly
regain level flight attitude

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 ventsclose

Storm windowopen

If upper latch is open 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 top latch

ENGINE ROUGHNESS

Carburetor heat ON

If roughness continues after one min:

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.

Prepare for power off landing.