



Piper Cherokee Arrow III PA-28R-201

EMERGENCY PROCEDURES & PREFLIGHT CHECKLIST

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ENGINE FIRE DURING START

1. Starter.....crank engine
 2. Mixture.....idle but-off
 3. Throttle.....open
 4. Electric Fuel Pump.....OFF
 5. Fuel Selector.....OFF
 6. Ignition.....OFF
- Abandon if fire continues

ENGINE POWER LOSS DURING TAKEOFF

*If sufficient runway remains for normal landing, leave gear down and land straight ahead.

- *If area ahead is rough, or if it is necessary to clear obstructions:
1. Gear selector switch.....UP
 2. Emergency gear lever.....locked in OVERRIDE ENGAGED position.

*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. Alternate Air.....OPEN

6. Emergency gear lever.....as required
- *If power is not regained, proceed with power off landing.

ENGINE POWER LOSS IN FLIGHT

1. Fuel selector.....switch to tank with fuel
2. Electric fuel pump.....ON
3. Mixture.....RICH
4. Alternate air.....OPEN
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:

- Alternate air.....CLOSED
Electric fuel pump.....OFF

*If power is not restored, prepare for power off landing. Trim for 79 KIAS.

POWER OFF LANDING

*On aircraft equipped with the backup gear extender, lock the emergency gear lever in the "OVERRIDE ENGAGED" position before the airspeed drops below 105 KIAS to prevent the landing gear from free-falling.

1. Trim for 79 KIAS
2. Locate suitable field
3. Establish spiral pattern
4. 1000 ft above field at downwind position for normal landing approach.
5. When field can easily be reached, slow to 72 KIAS for shortest landing.
6. Touchdowns should normally be 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:

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.

LOSS OF OIL PRESSURE

Land as soon as possible and investigate the cause. Prepare for power off landing.

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 FAILURE

1. Verify failure.
 2. Reduce electrical load as much as possible.
 3. Alternator circuit breakers.....check
 4. Alt switch.....OFF(for 1 second), then on.
- If no output:
5. Alt switch.....OFF
- If battery is fully discharged, the gear will have to be lowered using the emergency gear extension procedure. Position lights will not illuminate.

PROPELLER OVERSPEED

1. Throttle.....retard
2. Oil pressure.....check
3. Prop Control.....full DECREASE rpm, then set if any control available.
4. Airspeed.....reduced
5. Throttle.....as required to remain below 2700 rpm.

EMERGENCY LANDING GEAR EXTENSION

Prior to emergency extension procedure:

1. Master switch.....check ON
2. Circuit breakers.....check
3. Panel lights.....off (in daytime)
4. Gear indicator bulbs.....check

If landing gear does not check down and locked:

5. Airspeed.....below 87 KIAS
6. Landing gear selector.....DOWN
7. Emergency gear lever (on aircraft equipped with backup gear extender).....**OVERRIDE ENGAGED** (while fishtailing airplane).

If landing gear does not check down and locked:

8. Emergency gear lever.....**EMERGENCY DOWN** (while fishtailing airplane)

If all electrical power has been lost, the landing gear must be extended using the above procedures. The gear position indicator lights will not illuminate.

SPIN RECOVERY

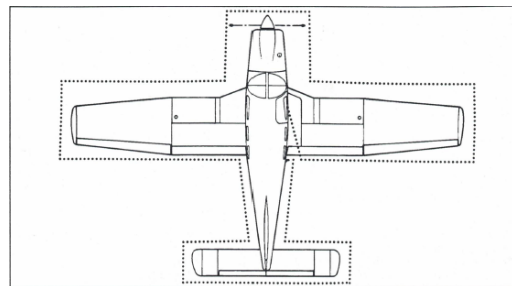
1. Rudder.....full opposite to direction of rotation.
2. Control wheel.....full forward
3. Ailerons.....neutral
4. Throttle.....idle
5. Rudder.....neutral (when rotation stops)
6. Wing flaps.....up (if extended)
7. Control wheel.....as required to smoothly regain level flight altitude.

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 87 KIAS
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.



PREFLIGHT CHECK

1. Control wheel.....release belts
2. Master switch.....ON
3. Fuel quantity gauges.....check

4. Master switch.....OFF
5. Ignition.....OFF
6. Exterior.....check for damage
7. Control surfaces.....check for interference-free of ice, snow, frost
8. Hinges.....check for interference
9. Wings.....free of ice, snow, frost
10. Stall warning.....check
11. Navigation light.....check
12. Fuel tanks.....check supply visually
- Secure Cap
13. Fuel tank sumps.....drain, check for water, sediment, and proper fuel
14. Fuel vents.....Open
15. Main gear struts.....proper inflation (2.5 +/- .25 in)
16. Tires.....check
17. Brake blocks.....check
18. Fuselage static vents.....clear
19. Pitot heat.....remove cover, holes clear
20. Windshield.....clean
21. Propeller and spinner.....check
22. Engine baffle seals.....check
23. Fuel and oil.....check for leaks
24. Oil.....check level
25. Dipstick.....properly seated
26. Cowling.....secure
27. Inspection covers.....secure
28. Nose wheel tire.....check
29. Nose gear strut.....proper inflation (2.75 +/- .25 in)
30. Air inlets.....clear
31. Alternator belt.....check tension
32. Tow bar and control locks.....stow
33. Baggage.....stowed properly & secured
34. Baggage door.....close and secure
35. Fuel strainer.....drain
36. Primary flight controls-proper orientation
37. Cabin doors.....close and secure
38. Required papers(ARROW)on board
39. Seat belts and harness.....fastened