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**PA-28-180 Piper Cherokee
EMERGENCY Checklist**

Indicates Memory Item(s)

V/R ENGINE FAILURE DURING T/O

Aircraft Control.....**MAINTAIN**
Maintain BEST GLIDE.....*AGT UP*
 Fuel Selector.....OFF
 Mags.....OFF
 Mixture.....FULL LEAN/IDLE CUTOFF
 Master.....OFF
 Flaps.....DOWN
 Cockpit Door.....UNLATCH

V/R POWER LOSS IN FLIGHT

Pitch for BEST GLIDE.....*AGT UP*
 Pick Landing Site.....COMPLETE
 Note Wind Direction & Velocity.....COMPLETE
 Clean the Aircraft – DRAG.....COMPLETE
 Fuel Proper Tank.....CHECK/SWITCH
 Mags.....CHECK BOTH
 Fuel Primer.....LOCKED (Try Reprime)
 Mixture.....FULL RICH
 Throttle.....PUMP
 Carb Heat.....ON
 Master.....ON
 Fuel Pump.....ON

V/R NO RESTART & TIME PERMITS

Maintain BEST GLIDE.....*AGT UP*
 Squawk 7700.....COMPLETE
 Declare Emergency.....TWR, UNICOM, 121.5
 Seatbelts / Harness.....CHECK
 FLT.....ON
 Fuel Selector.....OFF
 Mags.....OFF
 Mixture.....FULL LEAN/IDLE CUTOFF
 Master.....OFF
 Avionics.....OFF
 Flaps.....AS NEEDED
 Cockpit Door.....UNLATCH
 PROTECT BODY.....COMPLETE

V/R ELECTRICAL FIRE IN FLIGHT

All Electrical Devices.....OFF
 Master.....OFF
 Cabin Air and Heat.....OFF

IF Fire OUT and critical, MASTER.....ON
 Vents.....OPEN
 One Essential Electrical Device at time.....ON
 Circuit Breaker if Critical.....RESET
 LAND ASAP.....COMPLETE

V/R ENGINE FIRE IN FLIGHT

Source of Fire.....CHECK
 Fuel Selector.....OFF
 Throttle.....CLOSED
 Mixture.....FULL LEAN/IDLE CUTOFF
 Fuel Pump.....OFF
 Master.....OFF
 Cabin Air and Heat.....OFF
 Vents.....OPEN
 Increase Speed extinguish.....AS NEEDED
 LAND ASAP.....COMPLETE

V/R ENGINE FIRE DURING START

Ignition.....CONTINUE CRANKING
 IF Engine **Does** Start:
 Run Couple of Seconds.....COMPLETE
 Engine.....SHUTDOWN
 IF Engine **Does NOT** Start:
 Ignition.....CONTINUE CRANKING
 Mixture.....IDLE CUTOFF
 Throttle.....FULL OPEN
 Fire Extinguisher.....OBTAIN
 Master.....OFF
 Fuel Pump.....OFF
 Ignition/Mags.....OFF
 Fuel Selector.....OFF
 If Fire continues.....EVACUATE
 Fire Extinguisher.....USE

V/R AIRSPEED INDICATOR FAILURE

Predetermined Pitch and Power.....USE

V/R ALTERNATOR FAILURE

Reduce Electrical Load.....COMPLETE
 Circuit Breaker.....CHECK
 Overvoltage Relay.....RESET
 ALT Switch OFF then ON.....WAIT 1 SECOND
 LAND ASAP.....COMPLETE

V/R ENGINE ROUGHNESS

Carb Heat.....ON
 If Roughness continues after 1 minute:
 Carb Heat.....OFF
 Adjust Mixture.....MAX SMOOTHNESS
 Fuel Pump.....ON
 Fuel Proper Tank.....CHECK/SWITCH
 Engine Gauges.....CHECK
 Mags.....L – R – BOTH

V/R FLUTTER

Throttle.....FLIGHT IDLE
 Pitch UP to Slow Down.....COMPLETE

NOTE:
 Caused from Imbalanced Airfoils.
 Speed Amplifies problem!

V/R SEVERE VIBRATION

Throttle.....FLIGHT IDLE
 Pick Suitable Landing Field.....COMPLETE
 LAND ASAP.....COMPLETE

NOTE:
 Usually Prop-Tip Separation.
 Reduce RPM's so that engine
 will not separate from mounts.

V/R SPIN RECOVERY

Throttle.....IDLE
 Ailerons.....NEUTRAL
 Rudder Direction.....OPPOSITE OF ROTATION
 Rudder Direction when Spin Stop.....NEUTRAL
 Pitch Forward to Break Stall.....COMPLETE
 Pull Back to Recover from Dive.....COMPLETE
 Power.....2400RPM

Emergencies

Mayday, Mayday, Mayday:

- Identify Aircraft
- Nature of Problem
- Current Position
- Description of Aircraft
- Assistance Required
- Number of Souls onboard
- Intentions

Engine Out:

- On **ROLL**
→ cut power → Brake Straight Ahead
- **AFTER ROTATE**
→ cut power → Land Straight Ahead
- On **Climbout/OFF AIRPORT Property** →
 - Cut power
 - Pitch for Best Glide Ì GÁ ÚP
 - Avoid Obstacles
 - Make minor corrections
- On **Climbout/over 1000Ft** →
 - We have a chance to make it back to the field.
 - Pitch for Best Glide Ì GÁ ÚP

Proper Exchange of Flight Controls:

Instructor to Student → I have the controls
 Student to Instructor → You have the controls
 Instructor to Student → I have the controls

Student to Instructor → You have the controls
 Instructor to Student → I have the controls
 Student to Instructor → You have the controls

V/R	EMERGENCY IMC
Attitude Indicator	STRAIGHT AND LEVEL
Bank Angle	15°
60 Second Turn	COMPLETE

NOTE:

AI – Master Instrument
 AI – 90% of scan
 AI – Emphasize in times of Vertigo
 AI – Always Transition with it, utilizing predetermined pitch and bank angles.
 Control – AI / Power Indication (Tach)
 Performance – (primary) Numerical value trying to maintain.

V/R	RADIO OUT
Circuit Breakers	CHECK
Volume	CHECK
Recycle Alternator Switch	COMPLETE
Transponder 7600	SET
Fly Over TPA by 500'	COMPLETE
Look for Light Gun Signals	COMPLETE

In Flight	
Steady Green	Cleared to Land
Flashing Green	Return for Landing
Steady Red	Give way to other aircraft, Continue to Circle
Flashing Red	Airport Unsafe
Flashing Green and Red	Use Extreme Caution

On Ground	
Steady Green	Cleared for Takeoff
Flashing Green	Cleared to Taxi
Steady Red	Stop
Flashing Red	Clear the Active Runway
Flashing Green and Red	Use Extreme Caution
Flashing White	Return to Starting Point

V/R	EMERGENCY DECENT
Throttle	IDLE
Within White Arc (below Vfe)	40° FLAPS
Pitch	Vfe
Bank Angle	45°

NOTE:

100+KIAS creates incombustible Mixture for engine fires

THEORY:

Decrease Thrust, Increase Drag, Reduce Lift to drop like a Rock!

V/R	LOST PROCEDURES
Climb	COMPLETE
Communicate	COMPLETE
Confess	COMPLETE
Comply	COMPLETE
Conserve	COMPLETE
Triangulate	CENTER CDI w/ FROM Indication
Use Freq.	ÚCÁ/ÁUÚÁFÍ È

V/R	DOOR AJAR
FLY THE AIRPLANE!	COMPLETE

Slow Aircraft	FEET UP
Cabin Vents	CLOSE
Storm Window	OPEN
If Upper Latch is Open	LATCH
If Side Latch is Open	PULL ARMREST/LATCH
If Both Latches Open	LATCH SIDE LATCH TOP

V/R	ICING
Pitot Heat	ON
Carb Heat	ON or AS REQUIRED
Cabin Air and Heat	MAXIMUM
180 degree turn	STRONGLY CONSIDER
Attain Higher or Lower Altitude	COMPLETE
Increase Engine Speed	COMPLETE
Flaps	NOT RECOMMENDED
Land Faster	COMPLETE