

Piper Archer Emergency 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 TAKE-OFF

If sufficient runway remains for 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 selector..... switch to tank containing fuel
 Electric fuel pump..... check ON
 Mixture check RICH
 Carburettor 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
 Carburettor heat..... ON
 Engine gauges check for indication of cause of loss of power
 Primer check locked

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

When power is restored:
 Carburettor heat..... 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.

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

When committed to landing:
 Fuel OFF
 Mixture Idle cut-off
 Magnetos..... OFF
 Master switch..... OFF

FIRE IN FLIGHT

Source of fire..... check

Electrical fire (smoke in cabin):
 Master switch..... OFF
 Vents open
 Cabin heat OFF
 Land as soon as practicable

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

Electrical fuel pump..... ON
 Fuel selector check on full tank

HIGH OIL TEMPERATURE

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

DO NOT REMOVE FROM AIRCRAFT

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ELECTRICAL FAILURES

ALT annunciator light illuminated:
Ammeter..... Check to verify inop. alt.

If ammeter shows zero:
ALT switch..... OFF

Reduce electrical loads to minimum:
ALT circuit breaker Check and reset as required
ALT switch..... ON

If power not restored:
ALT switch OFF

If alternator out put 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 known electrical load)

FOR AIRPLANES WITH SEPARATE BAT AND ALT SWITCH OPERATIONS

ALT switch..... ON
BATT switch..... OFF

If alternator loads are reduced:
Electrical load Reduce to minimum

Land as soon as practical

NOTE

Due to increased system volume 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 reduce:
ALT switch OFF
BATT switch As required

Land as soon as possible. Anticipate complete electrical failure.

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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

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..... 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

Carburettor heat ON

If roughness continues after one min:

Carburettor 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.

CARBURETTOR ICING

Carburettor heat..... ON
Mixture adjust for max. smoothness