

AMMETER EXCESSIVE CHARGE

ALTERNATOR.....OF
F
ELECTRICAL LOAD.....SHED
LAND.....AS SOON AS PRACTICAL
ENGINE WILL STILL RUN NORMALLY

RADIO FAILURE

CIRCUIT BREAKERS.....CHECK IN
RADIO VOLUME.....CHECK
HEADSET VOLUME.....CHECK
HEADSET PLUGS.....CHECK SECURE
CORRECT FREQUENCY.....VERIFY
AUDIO PANEL.....CHECK
*VERIFY YOU ARE LISTENING IN ON THE
CORRECT RADIO.*
AVIONICS MASTER.....OFF THEN ON
IF NO SUCCESS WITH TROUBLESHOOTING:
SQUAWK.....7600
LAND.....AS SOON AS PRACTICAL

MISCELLANEOUS

ICING

EMERGENCY.....DECLARE
PITOT
HEAT.....ON
ALT
STATIC.....OPEN
ICING CONDITIONS.....ESCAPE
ALT AIR.....ON IF REQ.
DEFROSTER/HEAT.....O
N
LAND.....AS SOON AS PRACTICAL

LANDING GEAR UNSAFE

*GEAR UNSAFE INDICATION OR GREEN
LIGHTS NOT ILLUMINATED*

MASTER SWITCH.....ON
CIRCUIT BREAKERS.....CHECK IN
PANEL LIGHTS.....OFF
GEAR LIGHT BULBS.....CHECK
IF THREE GREEN LIGHTS ARE NOT ON:
AIRSPEED.....BELOW 86 KTS
GEAR LEVER.....DOWN
EMERGENCY GEAR SWITCH.....ENGAGE

*IF GEAR DO NOT LOCK, YAW AIRCRAFT TO
ASSIST*

FLOODED ENGINE

MIXTURE.....FULL LEAN
FUEL PUMP.....OFF
THROTTLE.....FULL FWD
STARTER.....CRANK
*CRANK FOR SEVERAL REVOLUTIONS.
WHEN ENGINE STARTS. ADVANCE MIXTURE
AS NORMAL*

SPARK PLUG FOULING

*EXCESSIVE RPM DROP OR ENGINE
ROUGHNESS DURING RUNUP*

ENGINE RPMS.....INCREASE
MIXTURE.....LEAN TO PEAK RPM
OIL TEMP/PRESSURE.....MONITOR
*RUN AT PEAK RPM FOR AT LEAST ONE
MINUTE*
ENGINE RPMS.....2000
MIXTURE.....RICH
*REPEAT MAG CHECK. IF NO CHANGE, MAY
ATTEMPT TO CLEAR PLUGS AGAIN AND
RECHECK. IF NO CHANGE, TERMINATE
FLIGHT.*

HIGH DENSITY ALTITUDE TAKEOFF

DENSITY ALTITUDE 5000' OR GREATER

THROTTLE.....FULL
MIXTURE.....LEAN FOR PEAK RPM
THROTTE.....1000 RPM
*TAKEOFF WITH MIXTURE LEANED. UTILIZE
SHORT FIELD TAKEOFF TECHNIQUE IF
POSSIBLE*

DOOR OPEN IN FLIGHT

AIRCRAFT.....TRIM FOR LEVEL
SEAT BELTS.....FASTEN
CABIN VENTS.....OPEN
STORM WINDOW.....OPEN
DOOR.....CLOSE
*IF UNABLE TO CLOSE DOOR, TERMINATE
FLIGHT*



EMERGENCY/ABNORMAL CHECKLIST PIPER ARROW

ENGINE FAILURES

ENGINE FAILURE ON TAKEOFF ROLL

THROTTLE.....IDLE
BRAKES.....APPLY
FLAPS.....RETRACT
FUEL SELECTOR.....OFF
MIXTURE.....CUTOFF
MAGNETOS.....OFF
BATT/ALTERNATOR.....OF
F

ENGINE FAILURE AFTER TAKEOFF BELOW 1000' AGL

AIRSPEED.....91KTS
LANDING AREA.....SELECT
FUEL PUMP.....OFF
FUEL SELECTOR.....OFF
MIXTURE.....CUTOFF
PROPELLER.....FEATHE
R
MAGNETOS.....OFF
DECLARE EMERGENCY IF TIME PERMITS
FLAPS.....EXTEND
GEAR.....DOWN
BATT
MASTER/ALTERNATOR.....OFF
DOORS.....OPEN PRIOR TO
LANDING

TOUCH DOWN AT LOWEST POSSIBLE
SPEED

*This checklist is not intended to replace
the approved POH. Refer also to the
aircraft POH in an emergency.*

ENGINE POWER LOSS IN FLIGHT

AIRSPED.....91KTS
LANDING AREA.....SELECT
WIND DIRECTION/SPEED.....NOTE
ALT AIR.....ON
MIXTURE.....RICH
FUEL PUMP.....ON
FUEL SELECTOR.....SWITCH
TANKS
PRIMER.....LOCKED
MAGNETOS.....ON/STAR
T

*IF NO RESTART, PROCEED TO POWER OFF
LANDING CHECKLIST*

POWER OFF LANDING

AIRSPED.....91KTS
SQWK CODE.....7700
ATC.....DECLARE EMERGENCY
MIXTURE.....CUTOFF
PROPELLER.....FEATHER
R
FUEL SELECTOR.....OFF
FUEL PUMP.....OFF
ALT
AIR.....OFF
MAGNETOS.....OFF
SEATBELTS.....FASTEN
N
FLAPS.....EXTEND
GEAR.....DOWN
BATT MASTER.....OFF
ALTERNATOR.....OFF
F
DOORS.....UNLATCH
H

TOUCH DOWN AT LOWEST POSSIBLE
SPEED

ROUGH RUNNING ENGINE

ALT AIR.....ON
MIXTURE.....RICH
THROTTLE.....CHECK
FUEL PUMP.....ON
FUEL SELECTOR.....SWITCH
TANKS

*IF ENGINE ROUGHNESS PERSISTS, DIVERT
TO NEAREST AIRPORT AND LAND.
PREPARE FOR POWER OFF LANDING*

FIRES

ENGINE FIRE IN FLIGHT

MIXTURE.....CUTOFF
FUEL PUMP.....OFF
FUEL SELECTOR.....OFF
BATT MASTER.....OFF
ALTERNATOR.....OFF
F
ALT
AIR.....OFF
CABIN HEAT/AIR.....OFF
AIRSPED.....INCREASE
ONCE FIRE IS OUT:
AIRSPED.....91KTS
PROPELLER.....FEATHER
R
LANDING AREA.....SELECT
WINDS.....NOTE
SEATBELTS.....FASTEN
N
GEAR.....DOWN (USE EMERGENCY
SWITCH)
FLAPS.....EXTEND
DOORS.....UNLATCH
H

ELECTRICAL FIRE IN FLIGHT

ALTERNATOR.....OFF
F

BATT MASTER.....OFF
FAN/HEATER.....OFF
F
FIRE.....EXTINGUISH
EMERGENCY
DESCENT.....INITIATE
LAND.....AS SOON AS POSSIBLE

ENGINE FIRE DURING START

STARTER.....CONTINUE CRANKING
*IF ENGINE START, RUN FOR SEVERAL
SECONDS THEN SHUT DOWN. IF NO START:*
MIXTURE.....CUTOFF
FUEL SELECTOR.....OFF
THROTTLE.....FULL IN
STARTER.....CONTINUE CRANKING
BATT MASTER.....OFF
ALTERNATOR.....OFF
F
AIRCRAFT.....EVACUATE
FIRE.....EXTINGUISH

CABIN FIRE

BATT MASTER.....OFF
ALTERNATOR.....OFF
F
FAN.....OFF
VENTS/HEAT.....CLOSE
E
FIRE.....EXTINGUISH
VENTS/WINDOWS.....OPEN
EMERGENCY
DESCENT.....INITIATE
LAND.....AS SOON AS POSSIBLE

WING FIRE

NAV LIGHTS.....OFF
PITOT HEAT.....OFF
STROBES.....OFF
SIDESLIP.....PERFORM
*SLIP THE AFFECTED WING DOWNWIND TO
KEEP FLAMES AWAY FROM THE FUEL TANK*
FLAPS.....EXTEND

LAND.....AS SOON AS POSSIBLE

ELECTRICAL MALFUNCTIONS

ALTERNATOR FAILURE

*(LOW VOLTAGE LIGHT OR AMMETER
DISCHARGING)*

ALTERNATOR.....OFF

ALT CIRCUIT BREAKER.....CHECK IN

ALTERNATOR.....ON

IF LOW VOLTAGE LIGHT COMES

ON/AMMETER SHOWS DISCHARGE:

ALTERNATOR.....OFF

ELECTRICAL LOAD.....SHED

LAND.....AS SOON AS PRACTICAL

ENGINE WILL STILL RUN NORMALLY