

## 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  
NONESSENTIAL ELECTRONICS.....OFF  
LAND.....AS SOON AS PRACTICAL  
ENGINE WILL STILL RUN NORMALLY

### AMMETER EXCESSIVE CHARGE

ALTERNATOR.....OFF  
NONESSENTIAL ELECTRONICS.....OFF  
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.....ON  
LAND.....AS SOON AS PRACTICAL

### 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 FOR SMALL RPM DROP  
OIL TEMP/PRESSURE.....MONITOR  
RUN FOR 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  
OVERRIDE EMERGENCY GEAR LEVER IF REQ.  
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 N6828J

### ENGINE FAILURES

#### ENGINE FAILURE ON TAKEOFF ROLL

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

#### ENGINE FAILURE AFTER TAKEOFF BELOW 1000' AGL

AIRSPEED.....91KTS  
LANDING AREA.....SELECT  
FUEL PUMP.....OFF  
FUEL SELECTOR.....OFF  
MIXTURE.....CUTOFF  
PROPELLER.....FEATHER  
MAGNETOS.....OFF

#### ONCE LANDING IS ASSURED:

FLAPS.....AS REQ.  
GEAR.....DOWN (if landing on hard surface)  
DECLARE EMERGENCY IF TIME PERMITS  
BATT MASTER/ALTERNATOR.....OFF  
DOORS.....OPEN PRIOR TO LANDING  
TOUCH DOWN AT LOWEST POSSIBLE  
AIRSPEED WITH FLAPS

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

## ENGINE POWER LOSS IN FLIGHT

AIRSPPEED.....96KTS  
LANDING AREA.....SELECT  
ALT AIR.....ON  
MIXTURE.....RICH  
FUEL PUMP.....ON  
FUEL SELECTOR.....SWITCH TANKS  
PRIMER.....LOCKED  
MAGNETOS.....CYCLE  
*IF NO RESTART, PROCEED TO POWER OFF LANDING CHECKLIST*

## POWER OFF LANDING

AIRSPPEED.....91KTS  
LANDING AREA.....INSPECT  
WIND DIRECTION/SPEED.....NOTE  
SQWK CODE.....7700  
ATC.....DECLARE EMERGENCY  
ELT.....ON  
MIXTURE.....CUTOFF  
PROPELLER.....FEATHER  
FUEL SELECTOR.....OFF  
FUEL PUMP.....OFF  
ALT AIR.....OFF  
MAGNETOS.....OFF  
SEATBELTS.....FASTEN

### ONCE LANDING IS ASSURED:

FLAPS.....EXTEND  
GEAR.....DOWN (if landing on hard surface)  
*\*IF A GEAR UP LANDING IS NECESSARY, FOLLOW "GEAR UP LANDING" CHECKLIST*  
BATT MASTER/ ALTERNATOR.....OFF  
DOORS.....UNLATCH  
*TOUCH DOWN AT LOWEST POSSIBLE AIRSPEED WITH FLAPS*

## ROUGH RUNNING ENGINE

ALT AIR.....ON  
MIXTURE...ADJUST FOR MAX SMOOTHNESS  
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 DURING START

STARTER.....CONTINUE CRANKING  
**IF ENGINE STARTS:**  
RUN FOR A FEW SECONDS THEN SHUT DOWN

### IF ENGINE FAILS TO START:

MIXTURE.....CUTOFF  
THROTTLE.....FULL IN  
STARTER.....CONTINUE CRANKING  
FUEL SELECTOR.....OFF  
BATT MASTER/ALTERNATOR.....OFF  
AIRCRAFT.....EVACUTE  
FIRE.....EXTINGUISH

### ENGINE FIRE IN FLIGHT

THROTTLE.....IDLE  
MIXTURE.....CUTOFF  
FUEL PUMP.....OFF  
FUEL SELECTOR.....OFF  
ALT AIR.....OFF  
CABIN HEAT/AIR.....OFF

### IF FIRE PERSISTS:

AIRSPPEED.....INCREASE (to blow out fire)

### ONCE FIRE IS OUT:

*PROCEED WITH POWER OFF LANDING CHECKLIST. DO NOT ATTEMPT TO RESTART ENGINE*

### ELECTRICAL FIRE IN FLIGHT

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

### CABIN FIRE

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

## MISCELLANEOUS

### LANDING GEAR UNSAFE

*GEAR UNSAFE INDICATION OR 3 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:

AIRSPPEED.....BELOW 86 KTS  
GEAR LEVER.....DOWN  
EMERGENCY GEAR LEVER.....ENGAGE  
*\*IF GEAR DO NOT LOCK, YAW AIRCRAFT TO ASSIST*

### GEAR UP LANDING

EMERGENCY GEAR LEVER.....OVERRIDE  
FLAPS.....AS REQ.

### ONCE LANDING IS ASSURED:

THROTTLE.....IDLE  
BATT MASTER/ ALTERNATOR.....OFF  
MAG/EIS.....OFF  
FUEL SELECTOR.....OFF  
SEAT BELTS.....TIGHTEN  
*TOUCHDOWN AT LOWEST POSSIBLE AIRSPEED WITH FLAPS*

### LOSS OF OIL PRESSURE

DIVERT.....TO NEAREST AIRPORT  
LAND.....AS SOON AS POSSIBLE  
*PREPARE FOR POWER OFF LANDING AND DO NOT CHANGE POWER SETTINGS UNNECESSARILY*

### HIGH OIL TEMPERATURE

DIVERT.....TO NEAREST AIRPORT  
LAND.....AS SOON AS POSSIBLE  
*PREPARE FOR POWER OFF LANDING*