Emergency Checklist PA-28 LN-FSA

Bodø Flyklubb   **Rev. 30.03.2009**

ENGINE & POWER FAILURE

ENGINE POWER LOSS DURING TAKE-OFF

- If sufficient runway remains for a normal landing, land straight ahead
- If insufficient runway remains:
  Safe airspeed, Only shallow turns to avoid obstructions, Flaps as required
- 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
  CARBURATOR 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
ELEC. FUEL PUMP....ON
MIXTURE...................RICH
CARB. HEAT..............ON
ENGINE GAUGES.....CHECK FOR INDICATION OF CAUSE OF POWER LOSS
PRIMER..CHECK LOCKED
If no fuel pressure is indicated, check tank selector position to be
sure it is on a tank containing fuel.

When power is restored:
CARBURATOR HEAT...OFF
ELECTRIC FUEL PUMP...OFF

If power is not restored prepare for power off landing. Trim for 76 KIAS

ENGINE ROUGHNESS

CARBURATOR HEAT...ON

If roughness continues after one minute:
CARBURATOR HEAT...OFF
MIXTURE............ADJUST FOR MAX. SMOOTHNESS
ELECTRICAL FUEL PUMP...ON
FUEL SELECTOR.................................SWITCH TANK
ENGINE GAUGES..CHECK
MAGNETOS..................."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

CARBURATOR ICING

CARBURATOR HEAT...ON
MIXTURE............ADJUST FOR MAX. SMOOTHNESS

LOSS OF OIL PRESSURE

Land as soon as possible......prepare for power off landing

LOSS OF FUEL PRESSURE

ELECTRIC FUEL PUMP...ON
FUEL SELECTOR..........CHECK ON FULLEST TANK

HIGH OIL TEMPERATURE

Land at nearest airport.........prepare for power off landing

FIRE

ENGINE FIRE DURING START

STARTER..CRANK ENGINE
MIXTURE..IDLE CUT-OFF
THROTTLE...OPEN
ELECTRIC FUEL PUMP...OFF
FUEL SELECTOR..OFF
Abandon if fire continues

FIRE IN FLIGHT

SOURCE OF FIRE...CHECK

- ELECTRICAL FIRE (smoke in cabin):
MASTER SWITCH..OFF
VENTS..OPEN
CABIN HEAT...OFF
Land as soon as practical.

- ENGINE FIRE:
FUEL SELECTOR...OFF
THROTTLE... CLOSED
MIXTURE...IDLE CUT-OFF
ELECTRIC FUEL PUMP.............................CHECK OFF
HEATER AND DEFROSTER...................................OFF
Proceed with power off landing procedure.

POWER OFF LANDING

Locate suitable airfield…..establish spiral pattern. 1000 ft. above field at downwind
.........position for normal landing approach.
When field can easily be reached slow to 66 KIAS for shortest landing.
Touchdown should normally be made at lowest possible airspeed with full flaps.
When committed to landing:
IGNITION...OFF
MASTER SWITCH..OFF
FUEL SELECTOR..OFF
MIXTURE...IDLE CUT-OFF
SEAT BELT AND HARNESS................................TIGHT

OTHER EMERGENCIES

OPEN DOOR

To close the door in flight......Slow airplane to 87 KIAS:
CABIN VENTS..CLOSE
STORM WINDOW..OPEN
- If upper latch is open...LATCH
- If side latch is open.........PULL ON ARMREST WHILE MOVING LATCH
                    HANDLE TO LATCHED POSITION
- If both latches are open................LATCH SIDE LATCH THEN TOP LATCH

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

ALTERNATOR FAILURE

Verify failure
Reduce electrical load as much as possible
ALTERNATOR CIRCUIT BREAKERS.............CHECK
ALT. SWITCH.......................OFF..(for 1. sec)...then ON
If no output:
ALT. SWITCH.........OFF Reduce electrical load and land as soon as practical