

Piper PA28-140

Emergency & Abnormal Checklist

This checklist is only for training purposes in US Flight Co Aircraft and is not intended to replace the POH/AFM. Refer also to the POH/AFM in an actual emergency.

ENGINE FAILURE TAKEOFF ROLL

THROTTLE.....CLOSED
BRAKES.....APPLY
MIXTURE.....IDLE CUTOFF
FUEL SELECTOR.....OFF
MAGNETOS.....OFF
MASTER.....OFF

ENGINE FAILURE AFTER TAKEOFF

AIRSPED BEST GLIDE.....80MPH
MIXTURE.....IDLE CUTOFF
MASTER.....OFF
FUEL SELECTOR.....OFF
MAGNETOS.....OFF
FLAPS.....AS NEEDED
CABIN DOOR.....UNLATCH

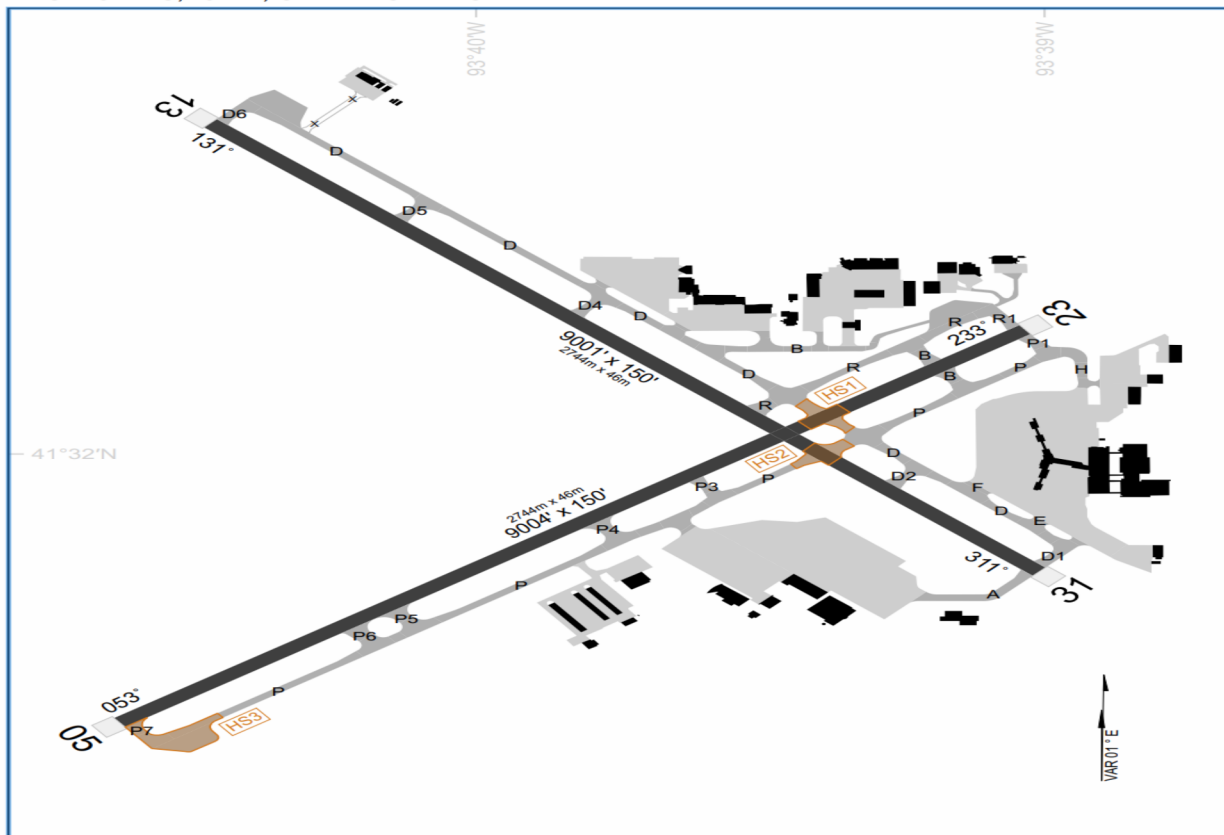
LAND STRAIGHT AHEAD AVOIDING OBSTACLES

ENGINE FAILURE IN FLIGHT

AIRSPED BEST GLIDE.....80KTS
BEST FIELD.....FIND
CHECKLIST/COMMUNICATE.....PERFORM

IF TIME & ALTITUDE ALLOWS

FUEL PUMP.....ON
FUEL SELECTOR.....TANK WITH FUEL
CARB HEAT.....ON
MIXTURE.....ADJUST
MAGNETOS.....L, R, BOTH
FOLLOW POWER-OFF LANDING CHECKLIST.....



Frequencies

Des Moines	
ASOS / ATIS	119.55
Clearance	134.15
Ground	121.9
Tower	118.3
Departure / Approach	123.9
Ankeny	
AWOS	119.175
DSM Clearance	126.65
CTAF	122.9
General	
Flight Service	122.5
Emergency	121.5

V-Speeds

Vr	53kts	60mph
Vx	65kts	74mph
Vy	74kts	85mph
Vso	48kts	55mph
Vs	56kts	64mph
Va	113kts	129mph
Vno	122kts	140mph
Vne	149kts	171mph
Vfe	100kts	115mph
Best Glide	70kts	80mph
Approach	69kts	79mph
Short Final	61kts	70mph

POWER-OFF LANDING

SEATBELTS.....ON & SECURE
FLAPS.....AS DESIRED
THROTTLE.....CLOSED
MIXTURE.....IDLE CUTOFF
FUEL SELECTOR.....OFF
MAGNETOS.....OFF
MASTER.....OFF
DOORS.....UNLATCHED & AJAR
LAND AS SLOW AS POSSIBLE WITHOUT STALL

SPIN RECOVERY

POWER.....IDLE
AILERONS.....NEUTRAL
RUDDER.....FULL OPPOSITE OF ROTATION
ELEVATOR.....FORWARD BRISKLY
**WHEN ROTATION STOPS, NEUTRALIZE CONTROLS
& RECOVER TO LEVEL FLIGHT ATTITUDE**

ENGINE FIRE DURING START UP

IGNITION.....CONTINUE CRANKING
**CONTINUING TO CRANK THE ENGINE OVER IN
ATTEMPT TO SUCK FIRE & FUEL INTO ENGINE**
MIXTURE.....IDLE CUTOFF
FUEL SELECTOR.....OFF
MAGS.....OFF
MASTER.....OFF
FIRE EXTINGUISHER.....ACTIVATE
EVACUATE AIRCRAFT.....
EXTINGUISH FIRE IF ABLE.....

ENGINE FIRE IN FLIGHT

MIXTURE.....IDLE CUTOFF
THROTTLE.....CLOSED
FUEL SELECTOR.....OFF
MASTER.....OFF
CABIN HEAT & AIR.....OFF
AIRSPEED.....100KTS
**IF NEEDED INCREASE AIRSPEED TO A SAFE SPEED
WHICH WILL PROVIDE AN INCOMBUSTIBLE MIXTURE**
FOLLOW POWER-OFF LANDING CHECKLIST.....

ELECTRICAL FIRE

MASTER.....OFF
VENTS, CABIN HEAT, & AIR.....CLOSED
FIRE EXTINGUISHER.....ACTIVATE
EXTINGUISH FIRE.....
VENTS, CABIN HEAT, & AIR.....OPEN
CIRCUIT BREAKERS.....DO NOT RESET
AVIONICS MASTER.....OFF
ELECTRICAL SWITCHES.....OFF

IF ELECTRICAL POWER IS NEEDED TO LAND AT NEAREST AIRPORT

MASTER.....ON
REQUIRED ELECTRICAL SWITCHES
.....ONE AT A TIME WITH DELAY
AVIONICS MASTER.....IF REQUIRED ON

WING FIRE

NAV LIGHTS.....OFF
PITOT HEAT.....OFF
SIDE SLIP.....KEEP FLAMES AWAY FROM FUEL TANK
LAND AS SOON AS POSSIBLE.....

EMERGENCY DESCENT

THROTTLE.....IDLE
FLAPS.....UP
AIRSPEED.....MAXIMUM ALLOWABLE
**DO NOT EXCEED VNO 140MPH IN TURBULENT
CONDITIONS**
SAFE ALTITUDE.....RECOVER

ROUGH RUNNING ENGINE

FUEL PUMP.....ON
FUEL SELECTOR.....TANK WITH FUEL
CARB HEAT.....ON
MIXTURE.....ADJUST
MAGS.....L, R, BOTH

LOSS OF OIL PRESSURE

DIVERT.....NEAREST AIRPORT
BEST FIELD.....FIND
BREIF POWER OFF LANDING.....

HIGH OIL TEMPERATURE

DIVERT.....NEAREST AIRPORT
MIXTURE.....FULL RICH
THROTTLE.....REDUCE POWER
NOSE.....LOWER
BREIF POWER OFF LANDING.....

LOSS OF FUEL PRESSURE

FUEL PUMP.....ON
FUEL SELECTOR.....TANK WITH FUEL

ALTERNATOR FAILURE

ELECTRICAL LOAD.....REDUCE
ALTERNATOR BREAKER.....CHECK
ALTERNATOR SWITCH.....OFF 1 SEC - ON

RADIO FAILURE

VOLUME.....CHECK / ADJUST
SQUELCH.....CHECK / ADJUST
HEADSET JACKS.....CHECK
CIRCUIT BREAKERS.....CHECK
FREQUENCY.....CHECK/GO TO PREVIOUS/121.5
TRANSPONDER.....7600
IF VMC.....MAINTAIN & LAND
.....CONTINUE TO BROADCAST
.....OBSERVE TRAFFIC FLOW
.....ENTER 45 DEGREE DOWNWIND
.....WATCH FOR LIGHT GUN SIGNALS
.....LAND IN SEQUENCE
IF IMC.....FOLLOW STEPS
.....CONTINUE TO BROADCAST
ALTITUDE...HIGHEST(MEA, EXPECTED, ASSIGNED)
HEADING.....IN ORDER OF PRIORITY
.....ASSIGNED
.....VECTOR
.....EXPECTED
.....FILED / CLEARED
THEN.....IAP FIX
.....FLY APPROACH