PA-28-161 Piper Warrior II
EMERGENCY Checklist

Indicates Memory Item(s)

V/R ENGINE FAILURE DURING T/O
Aircraft Control ................. MAINTAIN
Maintain BEST GLIDE ........... 73 KIAS
Fuel Selector ..................... OFF
Mags ............................ OFF
Mixture ......................... FULL LEAN/IDLE CUTOFF
Master .......................... OFF
Flaps ............................ DOWN
Cockpit Door ..................... UNLATCH

V/R POWER LOSS IN FLIGHT
Pitch for BEST GLIDE .......... 73 KIAS
Pick Landing Site ............... COMPLETE
Note Wind Direction & Velocity .. COMPLETE
Clean the Aircraft – DRAG ....... COMPLETE
Fuel Proper Tank ............... CHECK/SWITCH
Mags ............................ CHECK BOTH
Fuel Primer ..................... LOCKED (Try Reprime)
Mixture ......................... FULL RICH
Throttle ......................... PUMP
Carb Heat ....................... FULL RICH
Master .......................... ON
Fuel Pump ....................... ON

V/R NO RESTART & TIME PERMITS
Maintain BEST GLIDE ........... 73 KIAS
Squawk 7700 ..................... COMPLETE
Declare Emergency ............. TWR, UNICOM, 121.5
Seatbelts / Harness ............ CHECK
ELT ............................. ON
Fuel Selector ..................... OFF
Mags ............................ OFF
Mixture ......................... FULL LEAN/IDLE CUTOFF
Master .......................... OFF
Avionics ........................ OFF
Flaps ............................ AS NEEDED
Cockpit Door ..................... UNLATCH

V/R ELECTRICAL FIRE IN FLIGHT
All Electrical Devices ............. OFF
Master ............................ OFF
Cabin Air and Heat .............. OFF
IF Fire OUT and critical, MASTER .......... ON
Vents ............................ OPEN
One Essential Electrical Device at time .......... OPEN
Circuit Breaker if Critical ....... RESET
LAND ASAP ..................... COMPLETE

V/R ENGINE FIRE IN FLIGHT
Source of Fire ..................... CHECK
Fuel Selector ..................... OFF
Throttle ......................... CLOSED
Mixture ......................... FULL LEAN/IDLE CUTOFF
Fuel Pump ....................... OFF
Master .......................... OFF
Cabin Air and Heat .............. OFF
Vents ............................ OPEN
Increase Speed extinguish ...... AS NEEDED
LAND ASAP ..................... COMPLETE

V/R ENGINE FIRE DURING START
IF Engine Does Start:
Run Couple of Seconds .......... COMPLETE
Engine ................................ SHUTDOWN
If Engine Does NOT Start:
Ignition .......................... CONTINUE CRANKING
Mixture ......................... IDLE CUTOFF
Throttle ......................... FULL OPEN
Fire Extinguisher ............... OBTAIN
Master .......................... OFF
Fuel Pump ....................... OFF
Ignition/Mags ..................... OFF
Fuel Selector ..................... OFF
If Fire continues ................. EVACUATE
Fire Extinguisher ............... USE

V/R AIRSPEED INDICATOR FAILURE
Predetermined Pitch and Power .......... USE

V/R ALTERNATOR FAILURE
Reduce Electrical Load .......... COMPLETE
Circuit Breaker .................. CHECK
Overvoltage Relay ............... RESET
ALT Switch OFF then ON .......... WAIT 1 SECOND
LAND ASAP ..................... COMPLETE

V/R ENGINE ROUGHNESS
Carb Heat ........................ ON
If Roughness continues after 1 minute:
Carb Heat ........................ OFF
Adjust Mixture ................... MAX SMOOTHNESS
Fuel Pump ....................... ON
Fuel Proper Tank ................ CHECK/SWITCH
Engine Gauges ................... CHECK
Mags ............................ L – R – BOTH

V/R FLUTTER
Throttle ......................... FLIGHT IDLE
Pitch UP to Slow Down .......... COMPLETE

NOTE:
Caused from Imbalanced Airfoils.
Speed Amplifies problem!

V/R SEVERE VIBRATION
Throttle ......................... FLIGHT IDLE
Pick Suitable Landing Field ...... COMPLETE
LAND ASAP ..................... COMPLETE

NOTE:
Usually Prop-Tip Separation.
Reduce RPM’s so that engine will not separate from mounts.

V/R SPIN RECOVERY
Throttle ......................... IDLE
Ailerons ......................... NEUTRAL
Rudder Direction .......... OPPOSITE OF ROTATION
Rudder Direction when Spin Stop .......... NEUTRAL
Pitch Forward to Break Stall .......... COMPLETE
Pull Back to Recover from Dive .......... COMPLETE
Power .......................... 2400RPM
**Emergencies**

**Mayday, Mayday, Mayday:**
- Identify Aircraft
- Nature of Problem
- Current Position
- Description of Aircraft
- Assistance Required
- Number of Souls onboard
- Intentions

**Engine Out:**
- **On ROLL**
  - cut power → Brake Straight Ahead
- **AFTER ROTATE**
  - cut power → Land Straight Ahead
- **On Climbout/Off AIRPORT Property**
  - Cut power
  - Pitch for Best Glide 73KIAS
  - Avoid Obstacles
  - Make minor corrections
- **On Climbout/over 1000Ft**
  - We have a chance to make it back to the field.
  - Pitch for Best Glide 73KIAS

**Proper Exchange of Flight Controls:**
- Instructor to Student → I have the controls
- Student to Instructor → You have the controls
- Instructor to Student → I have the controls
- Student to Instructor → You have the controls

**Emergencies:**
In the Event of an emergency, the Instructor has the controls, the student has the checklists, we work as a team!

**Engine Out:**
- On ROLL → cut power → Brake Straight Ahead
- **AFTER ROTATE** → cut power → Land Straight Ahead
- On Climbout/Off AIRPORT Property →
  - Cut power
  - Pitch for Best Glide 73KIAS
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