

# Emergency procedures PA-28-181

## ENGINE FIRE DURING START

Starter .....crank engine  
Mixture .....idle cut-off  
Throttle.....open  
Electric fuel pump .....OFF  
Fuel selector .....OFF  
Abandon if fire continues

## ENGINE POWER LOSS DURING TAKEOFF

If sufficient runway remains for a normal landing, land straight ahead.

If insufficient runway remains:  
Maintain safe airspeed  
Make only shallow turn to avoid obstructions  
Flaps as situation requires

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  
Carburetor heat .....ON  
If power is not regained, proceed with power off landing.

## ENGINE POWER LOSS IN FLIGHT

Fuel selector .....switch to tank containing fuel

Electric fuel pump .....ON  
Mixture .....RICH  
Carburetor 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:

Carburetor heat.....OFF  
Electric fuel pump .....OFF

If power is not restored prepare for power off landing.

Trim for 87 MPH IAS (76 KTS IAS)

## POWER OFF LANDING

Locate suitable field.  
Establish spiral pattern.  
1000 ft. above field at downwind position for normal landing approach.  
When field can easily be reached slow to 76 MPH IAS (66 KTS IAS) for shortest landing.

Touchdowns 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

## FIRE IN FLIGHT

Source of fire .....check

Electrical fire (smoke in cabin):

Master switch .....OFF  
Vents .....open  
Cabin heat .....OFF  
Land as soon as practicable.

Engine fire:

Fuel selector .....OFF  
Throttle .....CLOSED  
Mixture .....idle cut-off  
Fuel selector .....OFF  
Electric fuel pump .....check OFF  
Heater and defroster .....OFF  
Proceed with power off landing.

## LOSS OF OIL PRESSURE

Land as soon as possible and investigate cause.  
Prepare for power off landing.

# Emergency procedures PA-28-181

## LOSS OF FUEL PRESSURE

Electric fuel pump .....ON  
Fuel selector .....check on full tank

## HIGH OIL TEMPERATURE

Land at nearest airport and investigate the problem.  
Prepare for power off landing.

## ALTERNATOR FAILURE

Verify failure  
Reduce electrical load  
Alternator circuit breakers .....check  
Alt switch .....OFF (for 1 second),  
then on

If no output:  
Alt switch .....OFF

Reduce electrical load and land as soon as practical.

## 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 altitude

## OPEN DOOR

If both upper and lower latches are open, the door will trail slightly open and airspeeds will be reduced slightly.

To close the door in flight:  
Slow airplane to 100 MPH IAS (87 KTS IAS)  
Cabin vents .....close  
Storm window .....open

If upper latch is open .....latch  
If lower latch is open .....open top latch, push  
door further open and  
close rapidly. Latch top  
latch.

A slip in direction of open door will assist latching.

## ENGINE ROUGHNESS

Carburetor heat .....ON

If roughness continues after one min:  
Carburetor heat .....OFF  
Mixture .....adjust for max.  
smoothness

Electric fuel pump .....ON  
Fuel selector .....switch tanks  
Engine gauges .....check  
Magneto switch .....“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.