

SECTION 5

EMERGENCY CHECKLISTS

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5.1 GENERAL

This section deals with emergency procedures for the Piper Archer III, as operated by NAC.

The first portion of this section consists of abnormal situations which are not found in the emergency checklists, but which should be reviewed on a regular basis by all flight crew.

The remainder of the section is devoted to the emergency checklists and expanded checklists containing additional information to provide the pilot with a more complete understanding of the procedures.

These procedures are suggested as a course of action for coping with the particular condition described, but are not a substitute for sound judgment and common sense. Pilots should familiarize themselves with the procedures given in this section and be prepared to take appropriate action should an emergency arise.

5.2 ABNORMAL SITUATIONS NOT COVERED BY EMERGENCY CHECKLISTS

HIGH OIL TEMPERATURE

5.3 EMERGENCY CHECKLIST OPERATION

The emergency checklists are organized by system failures or critical events during separate phases of flight and are used to verify that critical procedural steps have been accomplished. Only procedural steps that, if omitted, would have a direct and adverse impact on continued operation are included.

Because of the critical time factor in some types of emergencies, procedures marked with red text are mandatory memorized items. These are performed by memory and may be read through later if the individual situation allows.

Black diamonds refer to mandatory procedure points, and outline the procedure flow.

Always start a checklist with the first black diamond, and continue if the first procedure point is in a numbered sequence.


- ◆ 1. Continue this list
- 2.

If the black diamond refers to an IF statement, continue if the statement is valid. If the statement is invalid, continue to the next black diamond.

- ◆ IF this statement true, continue
 - 1. Here
 - 2. ...
- ◆ Otherwise, follow this procedure
 - 1. Here
 - 2.
 - 3. Checklist complete
- ◆


A black diamond flow will always end with either a checklist complete point, or a sub-procedure, which in turn will end in a checklist complete.











A white diamond identifies a sub-procedure. These procedures are equally vital to the initial procedure, but occur after a certain criteria have been met. White diamond procedures are separated from black diamond procedures in order to better clarify the checklist flow.

- 
1. Sub-procedure
 2.

5.4 EMERGENCY CHECKLISTS

The Emergency Checklists are displayed on the following pages in their original form.

 G-115D	EMERGENCY CHECKLISTS	Effective: 01.03.02 Sheet: 1 Issue no: 1
FIRE ON STARTUP	2	
ENGINE FAILURE ON THE RUNWAY	3	
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 G-115D	<h1 style="margin: 0;">EMERGENCY CHECKLISTS</h1>	Effective: 01.03.02 Sheet: 2 Issue no: 1									
<h2 style="margin: 0;">FIRE ON STARTUP</h2> <div style="float: right; margin-top: -20px;">2</div>											
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%; text-align: center; vertical-align: middle;">  </td> <td style="width: 60%; padding-left: 20px;"> <p>1. Starter.....</p> <p>2. Mixture.....</p> <p>3. Throttle.....</p> </td> <td style="width: 30%; padding-left: 20px; vertical-align: top;"> <p>CRANK</p> <p>CUTOFF</p> <p>FULL</p> </td> </tr> <tr> <td colspan="3" style="padding-top: 20px;"> <p> If fire continues, SHUT DOWN</p> </td> </tr> <tr> <td style="text-align: center; vertical-align: middle;">  </td> <td style="padding-left: 20px;"> <p>1. Fuel shutoff valve.....</p> <p>2. Fuel pump.....</p> <p>3. Master.....</p> <p>4. Magnetos.....</p> <p>5. Aircraft.....</p> <p>6. Fire extinguisher.....</p> <p>7. Checklist completed</p> </td> <td style="padding-left: 20px; vertical-align: top;"> <p>OFF</p> <p>OFF</p> <p>OFF</p> <p>OFF</p> <p>EVAC</p> <p>AS REQ.</p> </td> </tr> </table>				<p>1. Starter.....</p> <p>2. Mixture.....</p> <p>3. Throttle.....</p>	<p>CRANK</p> <p>CUTOFF</p> <p>FULL</p>	<p> If fire continues, SHUT DOWN</p>				<p>1. Fuel shutoff valve.....</p> <p>2. Fuel pump.....</p> <p>3. Master.....</p> <p>4. Magnetos.....</p> <p>5. Aircraft.....</p> <p>6. Fire extinguisher.....</p> <p>7. Checklist completed</p>	<p>OFF</p> <p>OFF</p> <p>OFF</p> <p>OFF</p> <p>EVAC</p> <p>AS REQ.</p>
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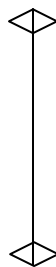
**EMERGENCY
CHECKLISTS**

Effective: 01.03.02

Sheet: 3

Issue no: 1

ENGINE FAILURE ON RUNWAY

- | | | | |
|--|---|--|---|
|  | <p>1. Throttle.....</p> <p>2. Brakes.....</p> | <p>IDLE</p> <p>APPLY</p> | 3 |
| <p>If insufficient runway, SHUT DOWN</p> | | | |
|  | <p>1. Mixture.....</p> <p>2. Fuel Shutoff valve.....</p> <p>3. Fuel pump.....</p> <p>4. Master.....</p> <p>5. Magnetos.....</p> <p>6. Checklist completed</p> | <p>CUTOFF</p> <p>OFF</p> <p>OFF</p> <p>OFF</p> <p>OFF</p> | |



EMERGENCY CHECKLISTS

Effective: 01.03.02
Sheet: 4
Issue no: 1

ENGINE FAILURE AFTER TAKE OFF

- | | | | |
|---|----------------------|--------|---|
| 
 | 1. Nose down..... | 70 kts | 4 |
| | 2. Throttle..... | IDLE | |
| | 3. Landing area..... | SELECT | |
| | 4. Flaps..... | SET | |

If insufficient runway, SHUT DOWN

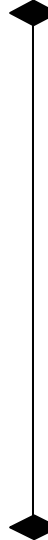

- | | | |
|--|----------------------------|--------|
| 
 | 7. Mixture..... | CUTOFF |
| | 8. Fuel Shutoff valve..... | OFF |
| | 9. Fuel pump..... | OFF |
| | 10. Master..... | OFF |
| | 11. Magnetos..... | OFF |
| | 12. Checklist completed | |

NOTE: Make only shallow turns to avoid obstacles. Minimum altitude for considering a 180° turn is 700' AGL.

**EMERGENCY
CHECKLISTS**

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Issue no: 1

ENGINE FIRE IN FLIGHT

- | | | |
|--|---|---|
|  | <ol style="list-style-type: none"> 1. Fuel Shutoff valve..... 2. Fuel Pump..... 3. Mixture..... 4. Throttle..... 5. Cabin heat and vents..... 6. May-Day Call..... 7. ELT..... 8. Seat belts..... 9. Land..... <p>When time permits, SHUT DOWN</p>  | <p>OFF
OFF
CUTOFF
CLOSE
OFF
SEND
ON
TIGHT/
LOCKED
IMMED-
IATELY</p> |
|--|---|---|

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**EMERGENCY
CHECKLISTS**

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Issue no: 1

ENGINE FAILURE IN FLIGHT

- | | | | |
|---|----------------------------|--------|---|
| ◆ | 1. Fly the aircraft..... | 70 kts | |
| | 2. Landing area..... | SELECT | |
| | 3. Fuel Selector..... | SWITCH | |
| | 4. Fuel shutoff valve..... | ON | |
| | 5. Mixture..... | RICH | |
| | 6. Fuel pump..... | ON | |
| | 7. Magnetos..... | CHECK | |
| | 8. Alternate air..... | ON | |
| | 9. May-Day Call..... | SEND | |
| | 10. ELT..... | ON | |
| | 11. Seat belts..... | TIGHT | 6 |

◆ If time and altitude permits, RESTART:

◇ **Prop rotating:**

- | | | |
|---|-----------------------|----------------------------|
| ◇ | 1. Magnetos..... | OFF/1 AT TIME |
| | 2. Mixture..... | CUTOFF |
| | 3. Throttle..... | FULL 3-5 SEC,
THEN 1 CM |
| | 4. Mixture..... | RICH IF STARTS |
| | 5. Continue next page | |

◇ **Prop not rotating:**

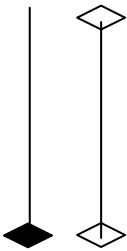
- | | | |
|---|-----------------------|----------------|
| ◇ | 1. Throttle..... | 1 cm OPEN |
| | 2. Starter..... | ENGAGE |
| | 3. Mixture..... | RICH IF STARTS |
| | 4. Continue next page | |

////////////////////CONTINUE NEXT PAGE////////////////////////////////////

**EMERGENCY
CHECKLISTS**

//////////CONTINUED FROM PREVIOUS PAGE//////////

ENGINE FAILURE IN FLIGHT continued



If power has been restored:

- 1. Fuel pump..... OFF
- 2. Checklist completed

If power has not been restored:

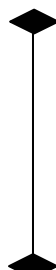
- 1. Mixture..... CUTOFF
- 2. Fuel Shutoff valve..... OFF
- 3. Fuel pump..... OFF
- 4. Master..... OFF
- 5. Magnetos..... OFF
- 6. Checklist completed

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EMERGENCY CHECKLISTS

Effective: 01.03.02
Sheet: 8
Issue no: 1

EMERGENCY SHUTDOWN

- | | | |
|---|----------------------------|---------------|
|  | 1. Mixture..... | CUTOFF |
| | 2. Fuel Shutoff Valve..... | OFF |
| | 3. Fuel pump..... | OFF |
| | 4. Battery Master..... | OFF |
| | 5. Magnetos..... | OFF |
| | 6. Checklist completed | |

ELECTRICAL FIRE

- 1. **Battery Master**..... **OFF**
- 2. Vents and heating..... OFF
- 3. Electrical group causing fire..... OFF
- 4. Fire..... **EXTINGUISH**
- 5. Master..... **ON**

Turn on only necessary equipment, and land as soon as possible.

If contamination in cockpit, VENTILATE

- 1. cabin fresh air vents..... OPEN
- 2. Airspeed..... 80 kts
- 3. Canopy..... OPEN
- 4. Checklist completed

In an emergency situation, the canopy can be opened in flight below 80 knots.

LOSS OF OIL PRESSURE

- | | | |
|--|------------------------|---------------------|
| ◆ | 1. Power..... | REDUCE |
| ◆ If unable to bring oil pressure within limits: | | |
| ◇ | 1. Land..... | SOON AS
POSSIBLE |
| ◇ | 2. Checklist completed | |

Crosscheck oil pressure versus oil temperature indications. If the corresponding reading is not verifying the pressure loss, chances are the problem is instrument originating.

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LOSS OF FUEL PRESSURE



- | | | |
|---|-----------------------|-------|
| ◆ | 1. Fuel pump..... | ON |
| | 2. Fuel selector..... | CHECK |
| ◆ | 3. Checklist complete | |

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Effective: 01.03.02
Sheet: 12
Issue no: 1

AMMETER OVERCHARGE

- | | | |
|--|--|--|
| 
 | <p>1. Alternator Circuit Breaker.....</p> <p>2. Battery master.....</p> <p>3. Non-essential electrical equipment.....</p> <p>4. Land.....</p> <p>5. Checklist complete</p> | <p>PULL</p> <p>AS REQ</p> <p>OFF</p> <p>SOON AS POSSIBLE</p> |
|--|--|--|

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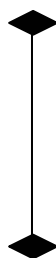
**EMERGENCY
CHECKLISTS**


Effective: 01.03.02

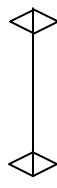

Sheet: 13

Issue no: 1

LOW VOLTAGE WARNING

- | | | |
|---|------------------------------------|--------|
|  | 1. Alternator Circuit Breaker..... | PULL |
| | 2. Electrical load..... | REDUCE |
| | 3. Ammeter..... | CHECK |
| | 4. Alternator Circuit Breaker..... | RESET |

 If power is not restored

- | | | |
|---|-------------------------|---------------------|
|  | 1. Electrical load..... | MINIMUM |
| | 2. Land..... | SOON AS
POSSIBLE |
|  | 3. Checklist completed | |