

PA-28-161 Warrior II Checklist

Emergency Procedures

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1 Maximum Speeds

Speed	KIAS	KCAS
Never Exceed V_{NE}	160	153
Maximum Structure Cruising Speed V_{NO}	126	122
Maximum Flap Operation Speed V_{FE}	103	100

2 Emergency Procedures

2.1 Engine Fire During Start

Starter	..... crank engine	<input type="checkbox"/>
Mixture	..... idle cut-off	<input type="checkbox"/>
Throttle	..... open	<input type="checkbox"/>
Electric fuel pump	..... OFF	<input type="checkbox"/>
Fuel selector	..... OFF	<input type="checkbox"/>

Abandon if fire continues

2.2 Engine Power Loss On T.O.

If sufficient runway remains, 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, attempt a restart:

Fuel selector	..... Switch to tank with fuel	<input type="checkbox"/>
Fuel pump	..... check ON	<input type="checkbox"/>
Mixture	..... check RICH	<input type="checkbox"/>
Carburettor heat	..... ON	<input type="checkbox"/>
Primer	..... locked	<input type="checkbox"/>

If power not regained, proceed with power off landing.

2.3 Engine Power Loss In Flight

Trim for 73 KIAS. If altitude permits, attempt restart:

Fuel selector	..... switch to tank with fuel	<input type="checkbox"/>
Fuel pump	..... ON	<input type="checkbox"/>
Mixture	..... RICH	<input type="checkbox"/>
Carburettor heat	..... ON	<input type="checkbox"/>
Engine gauges	..... check for indication of cause	<input type="checkbox"/>
Primer	..... check locked	<input type="checkbox"/>

If no fuel pressure indicated, check tank selector to be sure it is on tank containing fuel. When power is restored:

Carburettor heat	..... OFF	<input type="checkbox"/>
Fuel pump	..... OFF	<input type="checkbox"/>

2.4 Power Off Landing

- Locate suitable field
- Establish spiral pattern
- 1000 ft above field at downwind position for normal approach landing
- When field can be reached, slow to 63 KIAS for shortest landing

Touchdowns should normally be made at lowest possible airspeed with full flaps.

When committed to landing:

Ignition	.....	OFF	<input type="checkbox"/>
Master switch	.....	OFF	<input type="checkbox"/>
Fuel selector	.....	OFF	<input type="checkbox"/>
Mixture	.....	idle cut-off	<input type="checkbox"/>
Seat belts and harnesses	.....	tight	<input type="checkbox"/>

2.5 Fire In Flight

Check for source, if electrical:

Master switch	.....	OFF	<input type="checkbox"/>
Vents	.....	open	<input type="checkbox"/>
Cabin heat	.....	OFF	<input type="checkbox"/>

Land as soon as practical.

For engine fire:

Fuel selector	.....	OFF	<input type="checkbox"/>
Throttle	.....	CLOSE	<input type="checkbox"/>
Mixture	.....	idle cut-off	<input type="checkbox"/>
Fuel pump	.....	check OFF	<input type="checkbox"/>
Heater	.....	OFF	<input type="checkbox"/>
Defroster	.....	OFF	<input type="checkbox"/>

Proceed with **Power Off Landing** procedure.

2.6 Loss of Oil and Fuel Pressure

Loss of oil pressure:

Land as soon as possible and investigate cause.

Prepare for power off landing.

Loss of fuel pressure:

Fuel pump	..... ON	<input type="checkbox"/>
Fuel selector	..... fullest tank	<input type="checkbox"/>

2.7 Electrical Failures

When operating with light electrical load and a fully charged battery, the Alternator Inop. light may illuminate due to minimal alternator output. If the alternator is functional a slight increase in electrical load should extinguish the warning light.

- ALT annunciator light illuminated:
Ammeter, check to verify inop alt
- If ammeter shows zero:
ALT Switch, OFF
- Reduce electrical loads to minimum:
ALT circuit breaker, check and reset as required
ALT switch ON
- If power not restored:
ALT switch OFF

2.8 Spin Recovery

Throttle	..... Idle	<input type="checkbox"/>
Ailerons	..... neutral	<input type="checkbox"/>
Rudder	..... full opposite to direction of rotation	<input type="checkbox"/>
Control wheel	..... full forward	<input type="checkbox"/>
Rudder	..... neutral when spin stops	<input type="checkbox"/>
Control wheel	..... as required	<input type="checkbox"/>

2.9 Engine Roughness

Carburettor heatON

If roughness continues after one min:

Carburettor heat OFF

Mixture Adjust for max. smoothness

Fuel pump ON

Fuel selector switch tanks

Engine gauges check

Magneto switch L the R then BOTH

If operation satisfactory on either one, continue on that magneto at reduced power and full RICH to first airport.

Prepare for **power off landing**

3 Normal Procedures

3.1 Airspeeds for Safe Operations

- (a) Best rate of climb $V_Y = 79$ KIAS.
- (b) Best angle of climb $V_X = 63$ KIAS.
- (c) Turbulent Air Op Speed, 111 KIAS.
- (d) Maximum flap op speed, 103 KIAS.
- (e) Landing Final Approach Speed, 40° , 63 KIAS
- (f) Maximum Demonstrated Crosswind, 17 KTS