



**PA28R-201 (ARROW) EMERGENCY PROCEDURES**

**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 FLIGHT**

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

*If area ahead is rough or if it is necessary to clear obstructions:*

- Gear Selector Switch ..... UP
- Airspeed ..... MAINTAIN SAFE
- Obstructions ..... SHALLOW TURNS to AVOID
- Flaps ..... AS REQUIRED

*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
- Alternate Air ..... OPEN AS REQUIRED

*If power is not regained, proceed with power off landing.*



## PA28R-201 (ARROW) EMERGENCY PROCEDURES

### ENGINE POWER LOSS IN FLIGHT

Minimum Airspeed..... 79 KIAS

*If at low altitude prepare for power off landing*

*If altitude permits:*

Fuel Selector..... SWITCH to TANK CONTAINING FUEL

Electric Fuel Pump ..... ON

Mixture ..... RICH

Alternate Air..... OPEN

Engine Gauges..... CHECK for INDICATION of  
CAUSE of POWER LOSS

*If no fuel pressure is indicated, check tank selector position to be sure it is on a tank containing fuel.*

*When Power is Restored:*

Alternate Air..... CLOSE

Electric Fuel Pump ..... OFF

*If power is not restored, prepare for power off landing.*

### POWER OFF LANDING

- Trim for 79 KIAS.
- Locate suitable field.
- Establish spiral pattern.
- 1,000' above field at downwind position for normal landing appr.
- When field can easily be reached slow to 72 KIAS for shortest ldg.



## PA28R-201 (ARROW) EMERGENCY PROCEDURES

### GEAR DOWN EMERGENCY LANDING

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

*When committed to landing:*

Landing Gear Selector .....	DOWN
Flaps .....	AS DESIRED
Throttle .....	CLOSE
Mixture .....	IDLE CUT-OFF
Ignition .....	OFF
BATT MASTR Switch .....	OFF
ALTR Switch .....	OFF
Fuel Selector .....	OFF
Seat Belts and Harnesses .....	TIGHT

***NOTE: If battery master switch is OFF, the landing gear cannot be retracted.***

### GEAR UP EMERGENCY LANDING

Flaps .....	AS DESIRED
Throttle .....	CLOSE
Mixture .....	IDLE CUT-OFF
Ignition .....	OFF
BATT MASTR Switch .....	OFF
ALTR Switch .....	OFF
Fuel Selector .....	OFF
Seat Belt and Harness .....	OFF

*Contact surface at minimum possible speed*



**PA28R-201 (ARROW) EMERGENCY PROCEDURES**

**ENGINE FIRE**

Source of Fire .....CHECK

**Electrical Fire (Smoke in Cabin)**

Master Switch ..... OFF  
Vents ..... OPEN  
Cabin Heat ..... OFF  
Land as soon as practical.

**Engine Fire**

Fuel Selector ..... OFF  
Throttle ..... CLOSED  
Mixture ..... IDLE CUT-OFF  
Electric Fuel Pump ..... CHECK OFF  
Heater ..... OFF  
Defroster ..... OFF  
Proceed with POWER OFF LANDING procedure.

**LOSS OF OIL PRESSURE**

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

**LOSS OF FUEL FLOW / PRESSURE**

Electric Fuel Pump ..... ON  
Fuel Selector .....CHECK on TANK CONTAINING FUEL

**PA28R-201 (ARROW) EMERGENCY PROCEDURES**

**High Oil Temperature**

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

**Electrical Failure**

*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 is Not Restored:*

ALT Switch ..... OFF

*If alternator output cannot be restored, reduce electrical loads and land as soon as practical. The battery is the only remaining source of electrical power.*

**Electrical Overload (Alternator over 20 amps above known electrical load)**

BATT MASTR Switch..... OFF

*If ammeter reading does NOT decrease:*

ALTR Switch..... OFF

*Land as soon as practical Use Emergency Landing Gear Extension to lower landing gear.*



**PA28R-201 (ARROW) EMERGENCY PROCEDURES**

*If ammeter reading DOES decrease:*

BATT MASTR Switch..... ON  
Ammeter .....MONITOR

*If ammeter reading does NOT begin to decrease within five minutes:*

BATT MASTR Switch..... OFF

*Land as soon as practical.*

**CAUTION**

If the battery is depleted, the landing gear must be lowered using the emergency extension procedure. The gear position lights will be inoperative

**NOTE**

Due to increased system voltage and radio frequency noise, operation with the ALT switch ON and BATT switch OFF should be made only when required by an electrical system failure.

*If ammeter reading DOES begin to decrease within five minutes:*

Proceed with flight

Ammeter ..... Monitor

**Propeller Overspeed**

Throttle ..... RETARD

Oil Pressure ..... CHECK

Propeller Control ..... FULL DECREASE RPM then SET  
if any CONTROL AVAILABLE

Airspeed..... REDUCE

Throttle ..... AS REQUIRED to REMAIN  
Below 2700 RPM





## **PA28R-201 (ARROW) EMERGENCY PROCEDURES**

### **Emergency Landing Gear Extension**

BATT MASTR Switch..... CHECK ON  
ALTR Switch..... CHECK ON  
Circuit Breakers..... CHECK  
NAV LIGHT Switch ..... OFF (in daytime)  
Gear Indicator Bulbs..... CHECK

If landing gear does not check down and locked:

Airspeed..... REDUCE BELOW 87 KIAS  
Landing Gear Slector Switch..... GEAR DOWN POSITION

If gear has still failed to lock down, move and HOLD the emergency lever down to the Emergency Down position.

If gear has still failed to lock down, yaw the airplane abruptly from side to side with the rudder.

If the nose gear will not lock down using the above procedure, slow the aircraft to the lowest safe speed attainable using the lowest power setting required for safe operation and accomplish the following:

Landing Gear Switch..... GEAR DOWN POSITION

If landing gear does not check down, recycle gear through up position and then select gear DOWN.

### **Spin Recovery**

Throttle ..... IDLE  
Ailerons ..... NEUTRAL  
Rudder ..... FULL OPPOSITE to DIRECTION of ROTATION  
Control Wheel ..... as REQUIRED to SMOOTHLY  
REGAIN LEVEL FLIGHT ATTITUDE



# PA28R-201 (ARROW) EMERGENCY PROCEDURES

## Open Door

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

*To Close the Door in Flight:*

- Slow Airplane to 87 KIAS

Cabin Vents ..... CLOSE

Storm Window..... OPEN

If Upper Latch is Open ..... LATCH

If side Latch is Open..... PULL on ARMREST while MOVING  
LATCH HANDLE to LATCHED POSITION

If Both Latches are Open..... LATCH SIDE LATCH  
then TOP LATCH

## Engine Roughness

Mixture..... ADJUST for maximum smoothness

Alternate Air..... OPEN

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, with full RICH mixture, to a landing at the first available airport.*

*If roughness persists, prepare for a precautionary landing.*

