

**TABLE OF CONTENTS**

**SECTION 3**

**EMERGENCY PROCEDURES**

Paragraph No.		Page No.
3.1	General . . . . .	3-1
3.3	Emergency Procedures Check List . . . . .	3-3
3.5	Amplified Emergency Procedures (General) . . . . .	3-7
3.7	Engine Fire During Start . . . . .	3-7
3.9	Engine Power Loss During Takeoff . . . . .	3-7
3.11	Engine Power Loss In Flight . . . . .	3-8
3.13	Power Off Landing . . . . .	3-9
3.15	Fire In Flight . . . . .	3-10
3.17	Loss of Oil Pressure . . . . .	3-11
3.19	Loss of Fuel Pressure . . . . .	3-11
3.21	High Oil Temperature . . . . .	3-11
3.23	Alternator Failure . . . . .	3-12
3.25	Propeller Overspeed . . . . .	3-12
3.27	Emergency Landing Gear Extension . . . . .	3-12
3.29	Spin Recovery . . . . .	3-13
3.31	Open Door . . . . .	3-13
3.33	Engine Roughness . . . . .	3-13

## SECTION 3

### EMERGENCY PROCEDURES

#### 3.1 GENERAL

The recommended procedures for coping with various types of emergencies and critical situations are provided by this section. All of the required (FAA regulations) emergency procedures and those necessary for the safe operation of the airplane as determined by the operating and design features of the airplane are presented.

Emergency procedures associated with those optional systems and equipment which require handbook supplements are provided by Section 9 (Supplements).

The first portion of this section consists of an abbreviated emergency check list which supplies an action sequence for critical situations with little emphasis on the operation of systems.

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

These procedures are suggested as the best course of action for coping with the particular condition described, but are not a substitute for sound judgment and common sense. Since emergencies rarely happen in modern aircraft, their occurrence is usually unexpected and the best corrective action may not always be obvious. Pilots should familiarize themselves with the procedures given in this section and be prepared to take appropriate action should an emergency arise.

Most basic emergency procedures, such as power off landings, are a normal part of pilot training. Although these emergencies are discussed here, this information is not intended to replace such training, but only to provide a source of reference and review, and to provide information on procedures which are not the same for all aircraft. It is suggested that the pilot review standard emergency procedures periodically to remain proficient in them.

### 3.3 EMERGENCY PROCEDURES CHECKLIST 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,  
leave gear down and land straight ahead.

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

Gear selector switch.....UP  
Emergency gear lever (Aircraft equipped with  
backup gear extender) .....latched in OVERRIDE  
ENGAGED position

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

Emergency gear lever .....as required

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

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 .....CLOSED

Electric fuel pump .....OFF

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

### POWER OFF LANDING

On aircraft equipped with backup gear extender,  
lock emergency gear lever in OVERRIDE  
ENGAGED position before airspeed drops to 106  
KIAS to prevent landing gear from inadvertently  
free falling.

Trim for 92 KIAS.

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 75 KIAS  
for shortest landing.

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

### GEAR DOWN LANDING

For gear down landing, proceed as follows when  
committed to landing:

Landing Gear Selector .....DOWN

Ignition .....OFF

Master switch .....OFF

Fuel selector .....OFF

Mixture .....idle cut-off

Seat belt and harness .....tight

### GEAR UP LANDING

For gear up landing, proceed as follows when  
committed to landing:

Ignition .....OFF

Master switch .....OFF

Fuel selector .....OFF

Mixture .....idle cut-off

Seat belts 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 possible.

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

### LOSS OF OIL PRESSURE

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

### 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 as much as possible.  
Alternator circuit breaker.....check  
Alt switch .....OFF (for 1 second),  
then on

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

Reduce electrical load and land as soon as practical.

If battery is fully discharged, the gear will have to be lowered using the emergency gear extension procedure. Position lights will not illuminate.

### PROPELLER OVERSPEED

Throttle.....retard  
Oil pressure .....check  
Prop control .....full DECREASE rpm,  
then set if any  
control available  
Airspeed.....reduce  
Throttle .....as required to remain  
below 2700 rpm

### EMERGENCY LANDING GEAR EXTENSION

Prior to emergency extension procedure:

Master switch .....check ON  
Circuit breakers.....check  
Radio lights .....off (in daytime)  
Gear indicator bulbs .....check

If landing gear does not check down and locked:

Airspeed .....below 87 KIAS

Landing gear selector.....DOWN  
Emergency gear lever (Aircraft equipped with  
backup gear extender) . OVERRIDE ENGAGED  
(while fish tailing airplane)

If landing gear still does not check down and locked:

Emergency gear lever .....**Hold** emergency gear lever  
in the EMERGENCY DOWN  
position, while fish tailing airplane  
until gear is down and locked (under  
normal conditions will take approx.  
10 seconds to be down and locked)

If all electrical power has been lost, the landing gear must be extended using the above procedures. The gear position indicator lights will not illuminate.

### 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 side latches are open, the door will 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

### **3.5 AMPLIFIED EMERGENCY PROCEDURES (GENERAL)**

The following paragraphs are presented to supply additional information for the purpose of providing the pilot with a more complete understanding of the recommended course of action and probable cause of an emergency situation.

### **3.7 ENGINE FIRE DURING START**

Engine fires during start are usually the result of overpriming. The first attempt to extinguish the fire is to try to start the engine and draw the excess fuel back into the induction system.

If a fire is present before the engine has started, move the mixture control to idle cut-off, open the throttle and crank the engine. This is an attempt to draw the fire back into the engine.

If the engine has started, continue operating to try to pull the fire into the engine.

In either case (above), if fire continues more than a few seconds, the fire should be extinguished by the best available external means.

The fuel selector valves should be OFF and the mixture at idle cut-off if an external fire extinguishing method is to be used.

### **3.9 ENGINE POWER LOSS DURING TAKEOFF**

The proper action to be taken if loss of power occurs during takeoff will depend on the circumstances of the particular situation.

If sufficient runway remains to complete a normal landing, leave the landing gear down and land straight ahead.

If the area ahead is rough, or if it is necessary to clear obstructions, move the gear selector switch to the UP position. On aircraft equipped with the backup gear extender, latch the emergency gear lever in the OVERRIDE ENGAGED position.

If sufficient altitude has been gained to attempt a restart, maintain a safe airspeed and switch the fuel selector to another tank containing fuel. Check the electric fuel pump to ensure that it is ON and that the mixture is RICH. The alternate air should be OPEN.

On aircraft equipped with the backup gear extender, the landing gear will extend automatically when engine power fails at speeds below approximately 103 KIAS. The glide distance with the landing gear extended is roughly halved. If the situation dictates, the landing gear can be retained in the retracted position by latching the emergency gear lever in the OVERRIDE ENGAGED position.

If engine failure was caused by fuel exhaustion, power will not be regained after switching fuel tanks until the empty fuel lines are filled. This may require up to ten seconds.

If power is not regained, proceed with the Power Off Landing procedure (refer to the emergency check list and paragraph 3.13).

### **3.11 ENGINE POWER LOSS IN FLIGHT**

Complete engine power loss is usually caused by fuel flow interruption and power will be restored shortly after fuel flow is restored. If power loss occurs at a low altitude, the first step is to prepare for an emergency landing (refer to paragraph 3.13). An airspeed of at least 92 KIAS should be maintained.

If altitude permits, switch the fuel selector to another tank containing fuel and turn the electric fuel pump "ON." Move the mixture control to "RICH" and the alternate air to "OPEN." Check the engine gauges for an indication of the cause of the power loss. If no fuel pressure is indicated, check the tank selector position to be sure it is on a tank containing fuel.

When power is restored move the alternate air to the "CLOSED" position and turn "OFF" the electric fuel pump.

If the preceding steps do not restore power, prepare for an emergency landing.

If time permits, turn the ignition switch to "L" then to "R" then back to "BOTH." Move the throttle and mixture control levers to different settings. This may restore power if the problem is too rich or too lean a mixture or if there is a partial fuel system restriction. Try other fuel tanks. Water in the fuel could take some time to be used up, and allowing the engine to windmill may restore power. If power is due to water, fuel pressure indications will be normal.

If engine failure was caused by fuel exhaustion power will not be restored after switching fuel tanks until the empty fuel lines are filled. This may require up to ten seconds.

If power is not regained, proceed with the Power Off Landing procedure (refer to the emergency check list and paragraph 3.13).

### 3.13 POWER OFF LANDING

On aircraft equipped with the backup gear extender, if loss of power occurs at altitude, lock emergency gear lever in OVERRIDE ENGAGED position before airspeed drops to 106 KIAS to prevent landing gear from inadvertently free falling. Then trim the aircraft for best gliding angle (92 KIAS Air Conditioner OFF) and look for a suitable field. If measures taken to restore power are not effective, and if time permits, check your charts for airports in the immediate vicinity; it may be possible to land at one if you have sufficient altitude. At best gliding angle, with no wind, with the engine windmilling, and the propeller control in full DECREASE rpm, the aircraft will travel approximately 1.6 miles for each thousand feet of altitude. If possible, notify the FAA by radio of your difficulty and intentions. If another pilot or passenger is aboard, let him help.

When you have located a suitable field, establish a spiral pattern around this field. Try to be at 1000 feet above the field at the downwind position, to make a normal landing approach. When the field can easily be reached, slow to 75 KIAS with flaps down for the shortest landing. Excess altitude may be lost by widening your pattern, using flaps or slipping, or a combination of these.

Whether to attempt a landing with gear up or down depends on many factors. If the field chosen is obviously smooth and firm, and long enough to bring the plane to a stop, the gear should be down. If there are stumps or rocks or other large obstacles in the field, the gear in the down position will better protect the occupants of the aircraft. If, however, the field is suspected to be excessively soft or short, or when landing in water of any depth, a wheels-up landing will normally be safer and do less damage to the airplane.

On airplanes equipped with the backup gear extender, the landing gear will free fall at airspeeds below approximately 103 KIAS and, under normal conditions, will take approximately 10 seconds to be down and locked. If a gear up landing is desired, it will be necessary to latch the override lever in the OVERRIDE ENGAGED position before the airspeed drops to 106 KIAS to prevent the landing gear from inadvertently free falling.

Touchdown should normally be made at the lowest possible airspeed.

#### (a) Gear Down Landing

When committed to a gear down emergency landing select landing gear DOWN, close the throttle control and shut OFF the master and ignition switches. Flaps may be used as desired. Turn the fuel selector valve to OFF and move the mixture to idle cut-off. The seat belts and shoulder harness (if installed) should be tightened. Touchdown should be normally made at the lowest possible airspeed.

#### NOTE

If the master switch is OFF, the gear cannot be retracted.



**(b) Gear Up landing**

On aircraft equipped with the backup gear extender, latch the emergency gear lever in the **VERRIDE ENGAGED** position, prior to reaching 106 KIAS, to prevent the gear from inadvertently extending, at airspeeds below 103 KIAS.

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

When committed to landing, turn **OFF** the ignition and master switch. The fuel selector should be **OFF** and the mixture at idle cut-off.

Tighten the seat belts and shoulder harness (if installed).

**3.15 FIRE IN FLIGHT**

The presence of fire is noted through smoke, smell and heat in the cabin. It is essential that the source of the fire be promptly identified through instrument readings, character of the smoke, or other indications since the action to be taken differs somewhat in each case.

Check for the source of the fire first.

If an electrical fire is indicated (smoke in the cabin), the master switch should be turned **OFF**. The cabin vents should be opened and the cabin heat turned **OFF**. A landing should be made as soon as possible.

If an engine fire is present, switch the fuel selector to **OFF** and close the throttle. The mixture should be at idle cut-off. In all cases, the heater and defroster should be **OFF**. If the terrain permits, a landing should be made immediately.

**NOTE**

The possibility of an engine fire in flight is extremely remote. The procedure given is general and pilot judgment should be the determining factor for action in such an emergency.

### **3.17 LOSS OF OIL PRESSURE**

Loss of oil pressure may be either partial or complete. A partial loss of oil pressure usually indicates a malfunction in the oil pressure regulating system, and a landing should be made as soon as possible to investigate the Cause and prevent engine damage.

A complete loss of oil pressure indication may signify oil exhaustion or may be the result of a faulty gauge. In either case, proceed toward the nearest airport, and be prepared for a forced landing. If the problem is not a pressure gauge malfunction, the engine may stop suddenly. Maintain altitude until such time as a dead stick landing can be accomplished. Don't change power settings unnecessarily, as this may hasten complete power loss.

Depending on the circumstances, it may be advisable to make an off airport landing while power is still available, particularly if other indications of actual oil pressure loss, such as sudden increases in temperatures, or oil smoke, are apparent, and an airport is not close.

If engine stoppage occurs, proceed with Power Off Landing.

### **3.19 LOSS OF FUEL PRESSURE**

If loss of fuel pressure occurs, turn "ON" the electric fuel pump and check that the fuel selector is on a full tank.

If the problem is not an empty tank, land as soon as practical and have the engine-driven fuel pump and fuel system checked.

### **3.21 HIGH OIL TEMPERATURE**

An abnormally high oil temperature indication may be caused by a low oil level, an obstruction in the oil cooler, damaged or improper baffle seals, a defective gauge, or other causes. Land as soon as practical at an appropriate airport and have the cause investigated.

A steady, rapid rise in oil temperature is a sign of trouble. Land at the nearest airport and let a mechanic investigate the problem. Watch the oil pressure gauge for an accompanying loss of pressure.

### 3.23 ALTERNATOR FAILURE

Loss of alternator output is detected through zero reading on the ammeter. Before executing the following procedure, ensure that the reading is zero and not merely low by actuating an electrically powered device, such as the landing light. If no increase in the ammeter reading is noted, alternator failure can be assumed.

The electrical load should be reduced as much as possible. Check the alternator circuit breakers for a popped circuit.

The next step is to attempt to reset the overvoltage relay. This is accomplished by moving the ALT switch to OFF for one second and then to ON. If the trouble was caused by a momentary overvoltage condition ( 16.5 volts and up) this procedure should return the ammeter to a normal reading.

If the ammeter continues to indicate zero output, or if the alternator will not remain reset, turn off the ALT switch, maintain minimum electrical load and land as soon as practical. All electrical load is being supplied by the battery.

### 3.25 PROPELLER OVERSPEED

Propeller overspeed is caused by a malfunction in the propeller governor or low oil pressure which allows the propeller blades to rotate to full low pitch.

If propeller overspeed should occur, retard the throttle and check the oil pressure. The propeller control should be moved to full DECREASE rpm and then set if any control is available. Airspeed should be reduced and throttle used to maintain 2700 rpm.

### 3.27 EMERGENCY LANDING GEAR EXTENSION

Prior to proceeding with an emergency gear extension check to ensure that the master switch is ON and that the circuit breakers have not opened. If it is daytime, the radio lights should be turn off. Check the landing gear indicators for faulty bulbs.

#### NOTE

Refer to paragraph 4.39 for differences when emergency extension procedure is performed for training purposes.

If the landing gear does not check down and locked, reduce the airspeed to below 87 KIAS. Move the landing gear selector to the DOWN position. On aircraft equipped with the backup gear extender, place the emergency gear lever in the OVERRIDE ENGAGED position and fish tail the airplane.

If the landing gear still does not check down and locked, position and *hold* the emergency gear lever in the EMERGENCY DOWN position while fish tailing the airplane. Under normal conditions, approximately 10 seconds will be required for the gear to extend and lock down.

If all electrical power has been lost, the landing gear must be extended using the above procedures. The gear position indicator lights will not illuminate.

### 3.29 SPIN RECOVERY

Intentional spins are prohibited in this airplane. If a spin is inadvertently entered, immediately move the throttle to idle and the ailerons to neutral.

Full rudder should then be applied opposite to the direction of rotation followed by control wheel full forward. When the rotation stops, neutralize the rudder and ease back on the control wheel as required to smoothly regain a level flight attitude.

### 3.31 OPEN DOOR

The cabin door on the Cherokee is double latched, so the chances of its springing open in flight at both the top and bottom are remote. However, should you forget the upper latch, or not fully engage the lower latch, the door may spring partially open. This will usually happen at takeoff or soon afterward. A partially open door will not affect normal flight characteristics, and a normal landing can be made with the door open.

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

To close the door in flight, slow the airplane to 87 KIAS, close the cabin vents and open the storm window. If the top latch is open, latch it. If the lower latch is open, open the top latch, push the door further open and close rapidly. Then secure the top latch.

A slip in the direction of the open door will assist in the latching procedure.

### 3.33 ENGINE ROUGHNESS

Engine roughness may be caused by dirt in the injector nozzles, induction system icing, or ignition problems.

First adjust the mixture for maximum smoothness. The engine will run rough if the mixture is too rich or too lean.

Move the alternate air to "OPEN" and then turn "ON" the electric fuel pump.

Switch the fuel selector to another tank to see if fuel contamination is the problem.

Check the engine gauges for abnormal readings. If any gauge readings are abnormal proceed accordingly.

The magneto switch should then be moved to "L" then "R," then back to "BOTH." If operation is satisfactory on either magneto, proceed 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 at pilot's discretion.