



PIPER PA-28-180 CHEROKEE 180

EMERGENCY QUICK REFERENCE



ALT WARNING LIGHT ON

- 1 Ammeter CHECK

IF Ammeter shows zero, do Alt Failure Cklist

ALTERNATOR FAILURE

- 1 ALT Master OFF
- 2 ALT Circuit Breaker CHECK
- 3 ALT Master ON

IF Alternator does not reset...

- 4 Electrical Load REDUCE
- 5 Divert NRST ALTERNATE

CABIN/ELECT FIRE INFLIGHT

- 1 Emerg Descent INITIATE
- 2 BAT/ALT Masters OFF
- 3 Cabin Heat/Defrost OFF
- 4 Window CLOSED
- 5 Fire Extinguisher ACTIVATE

IF Fire is completely extinguished...

- 6 Emerg Descent TERMINATE
- 7 Divert NRST ALTERNATE

IF Fire is NOT extinguished, land immediately.

DOOR OPEN

- 1 Airspeed 87 KCAS
- 2 Air Vents CLOSE
- 3 Window OPEN
- 4 Door LATCH SIDE, TOP

ELECTRICAL OVERLOAD

- 1 ALT Master ON
- 2 BAT Master OFF
- 3 Divert NRST ALTERNATE

IF Alternator load reduced, reduce elect. load.

IF Alternator load NOT reduced...

- 4 ALT Master OFF
- 5 BAT Master ON AS REQUIRED

EMERGENCY LANDING

WITHOUT ENGINE POWER

- 1 Turn Towards Safe Terrain
- 2 Airspeed 74 KIAS
- 3 If off airport, ELT ACTIVATE
- 4 Throttle IDLE
- 5 Mixture IDLE CUTOFF
- 6 Fuel Selector OFF
- 7 Fuel Pump OFF

When landing assured...

- 8 Flaps FULL
- 9 Airspeed 66 KCAS
- 10 Seat Belts SECURED
- 11 BAT/ALT Masters OFF
- 12 Magnetos OFF

ENGINE FAILURE DURING FLIGHT

- 1 Turn Towards Safe Terrain
- 2 Airspeed 74 KIAS
- 3 Fuel Pump ON
- 4 Fuel Selector SWITCH TANKS
- 5 Carburetor Heat FULL ON
- 6 Mixture FULL RICH
- 7 Left Magneto OFF, then ON
- 8 Right Magneto OFF, then ON
- 9 Primer IN & LOCKED
- 10 Engine Gauges CHECK for cause
- 11 Throttle 3/4 INCH OPEN
- 12 Starter PRESS

IF Engine does not start...

- 13 Throttle IDLE to FULL FWD
- 14 Mixture IDLE to FULL RICH

IF Engine starts...

- a Carburetor Heat OFF
- b Fuel Pump OFF

IF Engine does not start...

- a Land IMMEDIATELY

YEARS: 1963-1975 B-G, ARCHER I

S/N: 28-671 - 28-5859

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ENGINE FIRE DURING FLIGHT

- 1 Cabin Heat/Defrost OFF
- 2 Mixture IDLE CUTOFF
- 3 Fuel Pump OFF
- 4 Fuel Selector OFF
- 5 Throttle IDLE
- 6 Door & Window OPEN IF REQUIRED
- 7 Airspeed 100 KCAS or MORE
- 8 Land IMMEDIATELY

ICING ENCOUNTER

- 1 Pitot Heat ON
- 2 Airspeed 87 KCAS or MORE
- 3 Icing Conditions EXIT IMMEDIATELY
- 4 Cabin Heat/Defrost MAXIMUM

IF Unable to exit icing conditions immediately

- 5 Radio MAYDAY
- 6 Divert NRST ALTERNATE

IF Ice buildup is very rapid, land off-airport.

- 7 Stall Margin INCREASE

! Add 10 - 20 KIAS to approach & landing speeds if ice remains on aircraft.

- 8 Flaps LEAVE UP
- 9 Landing Attitude LEVEL
- 10 Missed Approach AVOID

OIL LIGHT ON OR OIL PRESS LOW

- 1 Oil Temp & Press CHECK
- 2 CHTs CHECK

IF Oil Pressure trending towards zero

accompanied by engine roughness, noise, and/or vibration...

- 3 Engine SHUTDOWN
- 4 Land IMMEDIATELY

IF Oil Press below green or Oil Temp rising...

- 3 Throttle MIN REQUIRED
- 4 Divert NRST ALTERNATE

OIL TEMPERATURE HIGH

- 1 Oil Pressure CHECK

IF Oil Press normal...

- 2 Climb Rate REDUCE
- 3 Airspeed 100 KCAS or MORE
- 4 Mixture ENRICHEN
- 5 Throttle REDUCE

IF Oil Temp remains red-line after one min...

- 6 Throttle MIN REQUIRED
- 7 Divert NRST ALTERNATE

SPIN RECOVERY

- 1 Power IDLE
- 2 Ailerons NEUTRAL
- 3 Rudder FULL OPPOSITE
- 4 Elevator FULL FORWARD

When rotation stopped...

- 5 Rudder NEUTRAL
- 6 Elevator RECOVER from dive

STATIC SOURCE BLOCKED

- 1 Pitot Heat ON
- 2 Alternate Static OPEN
- 3 Windows CLOSED
- 4 Air Vents CLOSED

! Disregard altimeter, airspeed, & VSI inst.

WING FIRE IN FLIGHT

- 1 Emerg Descent INITIATE
- 2 Pitot Heat OFF
- 3 Navigation Lights OFF
- 4 Strobe Lights OFF
- 5 Wings SIDE SLIP

IF Fire completely extinguished...

- 6 Emerg Descent TERMINATE
- 7 Divert NRST ALTERNATE

IF Fire not extinguished, land immediately.

