



**PIPER CHEROKEE
EMERGENCY PROCEDURES
SUPPLEMENT**

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:
.....Land straight ahead.
If insufficient runway remains:
.....Maintain safe airspeed
... Make only shallow turn to avoid obstructions
.....Flaps as situation required
If sufficient altitude has been gained:

Attempt a restart:

.....Maintain safe airspeed
Fuel selectorswitch to tank containing fuel
Electric fuel pump check ON
Mixture check RICH
Carburetor heat ON
If power is not regained:
.....Proceed with power off landing.

FIRE IN FLIGHT

Source of fire check
Electrical fire (smoke in cabin):
Master switch OFF
Vents open
Cabin heat OFF

Land as soon as practicable.

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

LOSS OF OIL PRESSURE

.....Land as soon as possible.
.....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.
.....Prepare for power off landing.

ALTERNATOR FAILURE

.....Verify failure.
.....Reduce electrical load.
Alternator circuit breakers check
All switch OFF (for 1 second), then on
If no output:
All switch OFF
.....Reduce electrical load.
.....Land as soon as practical.

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 lower latches are open. the door will trail slightly open and airspeeds will be reduced slightly.

To close the door in flight:

Ensure a Safe Altitude!
Slow airplane to 100 MPH IAS (87 KTS IAS)
Cabin vents close
Storm window open
If upper latch is open latch
If lower latch is open open top latch,
.....push door further open and
.....close rapidly.
.....Latch top latch.

A slip will help latching.

**Piper Cherokee 180hp
N1185X, N32816**

FOR REFERENCE ONLY

Monitor Airspeed / Fuel Usage

Engine: Lycoming O-360-A4(M/A), 180 Hp
Propeller: Sensenich 76EM8S5-0-60

FUEL FLOW

Best Power (100° Rich of Peak EGT)

55% Power-----7.8 gph
65% Power-----9.0 gph
75% Power-----10.5 gph

Best Economy (Peak EGT)

55% Power-----6.3 gph
65% Power-----7.6 gph
75% Power-----8.8 gph

DENSITY ALTITUDE vs RPM

D-Alt	55%	65%	75%
0000 FT	2130	2300	2440
1000 FT	2150	2320	2460
2000 FT	2170	2350	2480
3000 FT	2200	2370	2510
4000 FT	2220	2400	2530
5000 FT	2240	2420	2560
6000 FT	2260	2440	2580
7000 FT	2280	2470	2610
8000 FT	2310	2500	2360
9000 FT	2330	2520	2660
10000 FT	2350	2550	-----
11000 FT	2370	2570	-----
12000 FT	2400	2590	-----

**Piper Cherokee 160hp
N9855W, N701DT**

FOR REFERENCE ONLY

Monitor Airspeed / Fuel Usage

Engine: Lycoming O-320-D3G, 160 Hp
Propeller: Sensenich 76EM8S5-0-58/60

FUEL FLOW

Best Power (100° Rich of Peak EGT)

55% Power-----7.8 gph
65% Power-----8.8 gph
75% Power-----10.0 gph

Best Economy (Peak EGT)

55% Power-----6.6 gph
65% Power-----7.5 gph
75% Power-----8.5 gph

DENSITY ALTITUDE vs RPM (N9855W)

D-Alt	55%	65%	75%
0000 FT	2190	2340	2480
1000 FT	2220	2360	2500
2000 FT	2240	2380	2530
3000 FT	2260	2410	2550
4000 FT	2280	2430	2570
5000 FT	2310	2450	2590
6000 FT	2330	2470	2620
7000 FT	2360	2500	2640
8000 FT	2380	2520	2660
9000 FT	2400	2520	-----
10000 FT	2420	2560	-----

DENSITY ALTITUDE vs RPM (N701DT)

D-Alt	55%	65%	75%
0000 FT	2110	2260	2400
1000 FT	2130	2280	2420
2000 FT	2150	2300	2450
3000 FT	2170	2330	2470
4000 FT	2190	2350	2490
5000 FT	2230	2370	2510
6000 FT	2250	2390	2540
7000 FT	2360	2420	2560
8000 FT	2280	2440	2580
9000 FT	2320	2440	-----
10000 FT	2340	2480	-----