Piper Seneca II

N300DE Emergency Aircraft Checklist

Failure - Takeoff <85

BOTH Throttles ..... **CLOSE IMMED.**
Directional Control ..... **MAINTAIN**
Brakes ..... **MAX AS REQD**
If Runway Insufficient .. **MASTER OFF**
Fuel Selectors ..... **OFF**
Path ..... **STRAIGHT AHEAD**

Failure - >=85 / Airborne

Adequate Runway .... **CLOSE BOTH / LAND**
If Continuing ..... **CONTROL / SPEED**
Mixtures / Props ..... **FORWARD**
Throttles ..... **FORWARD <=40**
Flaps ..... **UP**
Gear ..... **UP WHEN CLIMB**
Identify ..... **DEAD FOOT**
Verify ..... **RETARD THROTTLE**
Dead Mixture ..... **IDLE CUTOFF**
Dead Prop ..... **FEATHER**
Airspeed ..... **89 KIAS**

25° takeoff may be below VMC. Below VMC, retard operating-engine power as required and lower the nose immediately to maintain control.

If Below VMC - 66

Rudder ..... **TO GOOD ENGINE**
Both Throttles **RETARD TO CONTROL**
Pitch ..... **LOWER NOSE**
Accelerate ..... **>66; TARGET 89**
Good Engine Power **ADD AS CONTROL**
Above 76 ..... **RESTART / SECURE**

Engine Failure - Flight

Maintain Directional Control-Pitch-Altitude-Airspeed

Directional Control ..... **MAINTAIN**
Airspeed ..... **89 IF POSSIBLE**
Mixtures ..... **FORWARD**
Props ..... **FORWARD**
Throttles ..... **FORWARD <=40**
Flaps / Gear ..... **UP / UP**
Identify ..... **DEAD FOOT**
Verify ..... **RETARD THROTTLE**
Dead Mixture ..... **IDLE CUTOFF**
Dead Prop ..... **FEATHER**
Bank ..... **~5° TO GOOD ENG**

Restore Power - If Time

Fuel Flow / Quantity ..... **CHECK**
Failed Selector ..... **X-FEED CHECK**
Alternate Air ..... **ON**
Mixture ..... **CHECK**
Oil Press / Temp ..... **CHECK**
Magnetos ..... **CHECK ON**
Aux Pump ..... **HI IF FLOW LOW**
Not Restored . **PUMP OFF / SECURE**

Secure Inop Engine

Engine ..... **VERIFY**
Mixture ..... **IDLE CUTOFF**
Propeller ..... **FEATHER**
Aux Fuel Pump ..... **OFF***
Magnetos ..... **OFF**
Alternator ..... **OFF**
Fuel Selector - Inop ..... **OFF**
Cowl Flap - Inop ..... **CLOSED**
Good Cowl Flap ..... **AS REQUIRED**
Electrical Load ..... **REDUCE**
Trim / Bank ..... **~5° TO GOOD**

***HI only for an actual engine-driven fuel-pump failure when power/fuel flow is restored.**

Single-Engine Landing

Inop Engine / Prop **SECURE / FEATHER**
Operating Selector ..... **ON**
Inop Selector ..... **OFF**
Until Field Assured **GEAR / FLAPS UP**
When Field Assured .... **GEAR DOWN**
Flaps ..... **25°**
Final ..... **91 KIAS**
Gear ..... **3 GREEN**

Avoid a single-engine go-around if at all possible.

SE Go-Around - Only If

Mixture / Prop - Good ..... **FORWARD**
Throttle - Good ..... **SLOWLY <=40**
Flaps ..... **RETRACT**
Gear ..... **RETRACT**
Airspeed ..... **89 KIAS**
Trim / Direction ..... **MAINTAIN**
Good Cowl Flap ..... **AS REQUIRED**

SE Fuel Management

Same-Side Tank ..... **GOOD SEL ON**
Inop Selector ..... **OFF**
Opposite-Side Tank **GOOD SEL X-FEED**
Inop Selector ..... **OFF**
Crossfeed ..... **LEVEL FLIGHT ONLY**
Before Landing **GOOD ON / INOP OFF**

Air Start / Unfeather

Inop Fuel Selector ..... **ON**
Aux Pump ..... **OFF**
Throttle ..... **1/4 OPEN**
Prop Control ..... **CRUISE RPM**
Mixture ..... **RICH**
Magnetos ..... **ON**
Starter ..... **UNTIL PROP TURNS**
Power ..... **LOW UNTIL WARM**
Primer ..... **AS REQUIRED**
Alternator ..... **ON**

ENGINE-OUT MEMORY: CONTROL - POWER - DRAG - IDENTIFY - VERIFY - FEATHER
VMC 66 | VSSE 76 | VXSE 78 | VYSE 89 | Feather before prop RPM falls below ~800

ENGINE / SYSTEM EMERGENCIES CONTINUED ON OTHER SIDE

Piper Seneca II

N300DE Emergency Aircraft Checklist

Engine Fire - In Flight

Affected Fuel Selector ..... **OFF**
Affected Throttle ..... **CLOSED**
Affected Prop ..... **FEATHER**
Affected Mixture ..... **IDLE CUTOFF**
Heater / Defroster ..... **OFF**
Landing ..... **IF TERRAIN PERMITS**

Engine Fire - Ground

If Not Started - Mixture **IDLE CUTOFF**
Throttle ..... **OPEN**
Starter ..... **CRANK**
If Running ..... **PULL FIRE INTO ENG**
If Fire Persists **SHUTDOWN / EXTING.**
Fuel Selectors ..... **OFF**
Mixtures ..... **IDLE CUTOFF**

Eng-Driven Fuel Pump

Throttle ..... **RETARD**
Aux Pump ..... **HI**
If Restored ..... **RESET <=75% PWR**
If Not Restored ..... **AUX PUMP OFF**

Janitrol Fault / Overheat

Heater ..... **OFF**
Restart ..... **DO NOT ATTEMPT**
Procedure ..... **INSTALLED SUPP**

N300DE has a newer Janitrol installation; its installed supplement controls.

Door Open / Unlatched

Aircraft ..... **FLY NORMALLY**
Return / Land ..... **AS PRACTICAL**
If Closure Essential ..... **85-94 KIAS**
Storm Window ..... **OPEN**
Door ..... **PULL / LATCH**
If Unable to Close ..... **85-107 KIAS**

Emergency Gear Extension

Circuit Breakers ..... **CHECK**
Master / Alternators ..... **ON / CHECK**
Nav Lights - Day ..... **OFF**
Airspeed ..... **<=85 KIAS**
Gear Selector ..... **DOWN**
Emerg. Extension Knob ..... **PULL**
Gear Lights ..... **3 GREEN**
After Actual Malfunction **LEAVE KNOB OUT**

Do NOT recycle gear or yaw the airplane after pulling the emergency extension knob for an actual malfunction.

Gear-Up Landing

Approach ..... **NORMAL POWERED**
Flaps ..... **UP**
Before Touchdown ..... **THROTTLES CLOSED**
Master ..... **OFF**
Magnetos ..... **OFF**
Fuel Selectors ..... **OFF**
Touchdown ... **MIN PRACTICAL SPD**

Emergency Descent

Throttles ..... **CLOSED**
Props ..... **FULL FWD**
Mixtures ..... **AS REQD**
Gear ..... **DOWN**
Airspeed ..... **129 KIAS**

Alternator Failure - Icing

Reset ..... **ATTEMPT**
If Not Restored ..... **REDUCE LOAD**
Avionics ..... **MIN REQUIRED**
Windshield Heat ..... **OFF IF NEEDED**
Icing Continues .. **TERMINATE ASAP**

Alternator Failure

Annunciator / Ammeters .... **IDENTIFY**
Affected Alternator ..... **OFF - ON**
Circuit Breaker **CHECK / RESET ONCE**
If Not Restored ..... **LEAVE OFF**
Electrical Load ..... **REDUCE**
Both Failed ..... **MINIMUM LOAD**
Test / Restore ..... **ONE AT A TIME**
One Alternator ..... **LOAD <=60 A**

Gyro Pressure - If Inst.

Pressure ..... **<4.5 in Hg**
RPM ..... **INCREASE 2575**
Altitude ..... **DESCEND AS NEEDED**
Attitude / Heading .... **USE DUAL G5s**

Severe Icing / AD

Visual Cue **ICE AFT / UNUSUAL ICE**
Autopilot ..... **OFF**
ATC ..... **REQUEST PRIORITY**
Action ..... **EXIT ICING**
Maneuvering ..... **AVOID ABRUPT / EXCESS**
Unusual Roll ..... **REDUCE AOA**

Freezing rain/drizzle or mixed icing may exceed system capability. All wing icing inspection lights must be operative for known/forecast icing at night.

Engine Failure in Icing

Alternate Air ..... **ON**
Restart ..... **ATTEMPT IF PRACT.**
If Unsuccessful **FEATHER / SECURE**
Airspeed ..... **>=89 KIAS**
Altitude ..... **DESCEND IF NEEDED**
Electrical Load ..... **REDUCE**
Icing Conditions ..... **EXIT ASAP**
Landing ..... **AS SOON AS PRACT.**
Field Assured ..... **GEAR / FLAPS 25**
Final ..... **91; NEVER <89**

EMERGENCY COMMS: 121.5 MHz | SQUAWK 7700 | DECLARE EARLY
POH/AFM, placards, installed FIKI and Janitrol supplements govern.

NORMAL PROCEDURES ON SEPARATE LAMINATED CARD