

PA-34-200 Seneca I Emergency Checklist

Electrical Failures

Landing Gear Malfunction

Propeller Overspeed

Vacuum System Failures

- Emergency checklist should only be used with crossreference to Piper PA-34-200 Seneca I POH.

- The procedures are general and to be used only with pilot's discretion.

- Memory items are in **BOLD CAPITALS**

Both overvoltage lights illuminate	
1, All electrical loads except master switch	Off
2, Both alternators	Off
3, Alternator one at a time	Momentarily on
4, Observe the ammeters and determine the LEAST output amperes and turn its switch	
5, Electrical equipment	On, Max. 50A
If both alternators show approx. equal output and less than 50A each:	
1, Both alternators	On
2, Electrical equipment	On, as required
3, Normal operation	Resume

Loss of electrical power	
<i>Notes: - The battery is depleted from a weakened condition or from excessive restart cranking assumed.</i>	
<i>- Compass error may exceed 10° with both alternators inoperative.</i>	
1, Alternator circuit breakers	Reset if tripped
2, All electrical loads except master switch	Off
3, Alternator switches	Recycle
4, If steps 1,2,3 fail	Master switch recycle
If operation of both alternators are re-established:	
Resume normal operation	
Limit electrical loads maximum 40 A with the battery depleted.	
If only one alternator operates:	
Read the „Loss of one alternator checklist	

One overvoltage light illuminates	
1, All electrical loads except master switch	Off
2, Alternator	Affected side Off
3, Alternator	Affected side momentarily On
Observe ammeters and verify that the alternator output is excessive.	
4, Alternator	Affected side Off
5, Electrical equipment	On
Limit electrical load to 50A.	

Loss of one alternator	
1, Electrical load	Reduce (Max. output 50 A)
2, Alternator circuit breakers	Recycle
3, Alternator switch	Recycle
If operation of the alternator cannot be re-established or alternator output is lost due to an engine failure:	
4, Maintain electrical load Max. output 50 A for the duration of flight.	

Manual extension of landing gear	
1, Circuit breakers	Check
2, Master switch	On
3, Alternators	Check
4, Navigation lights (if daytime)	Off
5, Airspeed	Reduce max100Mph(87Kias)
6, Landing gear lever	Down
7, Emergency gear extension knob	Pull
8, Landing gear lights	Check, 3 greens

Landing gear unsafe warning	
1, Landing gear	Recycle

Gear-Up emergency landing	
1, Airspeed	Normal
2, Flaps	Up
Just before touchdown:	
3, Throttles	Close
4, Master switches	Off
5, Magnetos	Off
6, Fuel selectors	Off
Contact the surface at minimum speed.	

Propeller overspeed	
Note: - If an overspeed condition occurs, the propeller will not feather and the following procedure should be followed.	
- If the throttle is retarded below 15-20 Inches at speed above 105 Mph(91KIAS) the propeller may overspeed again upon reapplying power. If this occurs, follow the same procedure again.	
1, THROTTLE	Affected side Close
2, AIRSPEED	Reduce to Vyse
3, PROPELLER	Affected side Low Rpm
4, THROTTLE	Affected side Increase slowly
5, PROPELLER	Affected side Increase slowly
6, POWER	Set
7, CONTINUE FLIGHT AT REDUCED POWER AND LAND AS SOON AS PRACTICAL.	

Vacuum system failure	
Note: - A malfunction of the vacuum system will become apparent as a reduction of indication on the gauge.	
- A red button annunciator will show in case of a feathered engine or vacuum pump failure	
- A vacuum system malfunction is assumed when vacuum drops below 4,5 inches of mercury.	
1, Engine RPM	Increase to 2700
If sufficient vacuum cannot be retained:	
2, Descend to an altitude at which 4,5 inches of mercury can be maintained	
3, Use turn indicator (electric) to monitor the directional indicator and attitude indicator performance.	