

SARATOGA II TC

PA-32R-301T

SN 3257001 AND UP

REFERENCE ONLY

THIS ELECTRONIC VERSION
OF THE POH IS
NOT APPROVED TO
REPLACE ANY OPERATING
INFORMATION REQUIRED
BY THE REGULATIONS.

PILOT'S OPERATING HANDBOOK

AND

FAA APPROVED
AIRPLANE FLIGHT MANUAL

AIRPLANE
SERIAL NO. _____

AIRPLANE
REGIST. NO. _____

PA-32R-301T
REPORT: VB-1647 FAA APPROVED

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THE NEW PIPER AIRCRAFT, INC.
VERO BEACH, FLORIDA

DATE OF APPROVAL:
JUNE 30, 1997

FAA APPROVED IN NORMAL CATEGORY BASED ON CAR 3. THIS HANDBOOK
INCLUDES THE MATERIAL REQUIRED TO BE FURNISHED TO THE PILOT BY CAR 3 AND
CONSTITUTES THE APPROVED AIRPLANE FLIGHT MANUAL AND MUST BE CARRIED
IN THE AIRPLANE AT ALL TIMES.



SECTION 3

EMERGENCY PROCEDURES

PA-32R-301T, SARATOGA II TC

3.3 AIRSPEEDS FOR SAFE OPERATION

Stall Speeds

3600 lbs (Gear Up, 0° Flap)67 KIAS

3600 lbs (Gear Down, 40° Flap).....63 KIAS

Maneuvering Speeds

3600 lbs.....134 KIAS

2230 lbs.....105 KIAS

Never Exceed Speed191 KIAS

Power Off Glide Speed

3600 lbs (Gear Up, 0° Flap)83 KIAS

3.5 EMERGENCY PROCEDURES CHECKLIST

ENGINE FIRE DURING START

Start.....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

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 airOPEN

If power is not regained, proceed with power off landing.

ENGINE POWER LOSS IN FLIGHT

If at low altitude:

Airspeed.....MAINTAIN 83 KIAS
Minimum

Prepare for power off landing.

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EMERGENCY PROCEDURES

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

When power is restored:

Electric fuel pump.....OFF

If power is not restored prepare for power off landing.

Trim for 83 KIAS

Establish spiral pattern.

When field can easily be reached extend full flaps for shortest landing.

When committed to landing:

Flaps As desired

Mixture idle cut-off

Battery Master switch OFF

Fuel selector.....OFF

Seat belt and harness.....tight

If battery master switch is OFF, the landing gear can not be retracted and the gear position lights and flaps will be inoperative

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FIRE IN FLIGHT

Source of firecheck
Electrical fire (smoke in cabin):
Batt. Master switchOFF
ALTR switchOFF
Ventsopen
Cabin heatOFF
Land as soon as practicable.

Engine fire:

Fuel selectorOFF
ThrottleCLOSED
Mixtureidle cut-off
Electric fuel pumpcheck OFF
Heater and defrosterOFF
Proceed with power off landing procedure

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.

LOSS OF OIL PRESSURE

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

LOSS OF FUEL FLOW

Electric fuel pumpON
Fuel selectorcheck on tank
containing usable fuel

ENGINE DRIVEN FUEL PUMP FAILURE

Throttleretard
Electric fuel pumpON
Throttlereset as required

CAUTION:

If normal engine operation and fuel flow is not immediately
re-established, the electric fuel pump should be turned OFF.
The lack of a fuel flow indication while the electric fuel
pump is on could indicate a leak in the fuel system or fuel
exhaustion. If fuel system leak is verified, switch fuel
selector to off.

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