

2.0 Emergency Procedures

2.1 Emergency Airspeeds

Engine Failure After Takeoff.....	76 mph IAS
Best Glide (1950lb).....	70 mph IAS
(1800lb).....	68 mph IAS
(1650lb).....	65 mph IAS
Precautionary Landing with Engine Power.....	76 mph IAS
Forced Landing without Engine Power	76 mph IAS

2.2 Engine Failure During Takeoff Roll

- 1) Throttle - idle
- 2) Brakes - apply
- 3) Mixture - idle cut-off
- 4) Ignition switches - off
- 5) Master switch - off

2.3 Engine Failure Immediately After Takeoff

If possible land on remaining runway or land ahead. Do not attempt to reverse course.

- 1) Airspeed - 76 mph IAS
- 2) Mixture - idle cut-off
- 3) Fuel valve - off
- 4) Ignition switches - off
- 5) Master switch - off

2.4 Engine Failure During Flight (Restart Procedure)

- 1) Airspeed - 80 mph IAS
- 2) Throttle - ½ travel
- 3) Alternate air - on
- 4) Mixture - rich
- 5) Propeller - full forward
- 6) Fuel valve - on
- 7) Master - on
- 8) Fuel pump - on
- 9) Ignition switches - on
- 10) Starter - engage (if propeller is stopped)

2.5 Precautionary Landing With Power

- 1) Speed - 76 mph IAS
- 2) Master switch - off
- 3) Door - unlatch prior to touchdown
- 4) Touchdown - tail low

2.6 Forced Landing without Engine Power

- 1) Speed - 76 mph IAS
- 2) Mixture - idle cut-off
- 3) Fuel pump - off
- 4) Fuel valve - off
- 5) Ignition switches - off
- 6) Master switch - off
- 7) Door - unlatch prior to touchdown
- 8) Touchdown - tail low

2.7 Engine Fire - Start

- 1) Starter - continue cranking

If engine starts:

- 2) Throttle - 2100 rpm for 1 to 2 minutes
- 3) Engine - Shutdown and inspect for damage

If engine fails to start:

- 2) Mixture - idle cut-off
- 3) Throttle - full open
- 4) Fuel valve - off
- 5) Ignition switches - off
- 6) Master switch - off
- 7) Exit aircraft
- 8) Fire extinguisher - apply as necessary
- 9) Fire damage - inspect and repair prior to flight

2.8 Engine Fire - Ground

- 1) Mixture - idle cut-off
- 2) Fuel valve - off
- 3) Ignition switches - off
- 4) Master switch - off
- 5) Exit aircraft
- 6) Fire extinguisher - apply as necessary
- 7) Fire damage - inspect and repair prior to flight

2.9 Engine Fire - In Flight

- 1) Mixture - idle cut-off
- 2) Fuel valve - off
- 3) Ignition switches - off
- 4) Master switch - off
- 5) Cabin heaters - off
- 6) Airspeed - 100 mph IAS or greater
- 7) Accomplish emergency landing and exit aircraft

2.10 Electrical System Malfunction

The ammeter indicates current to or from the battery. A steady discharge on the ammeter indicates an inoperative alternator system.

- 1) Master Switch - cycle to reset the over voltage relay
- 2) If excessive battery discharge continues, turn off all nonessential electrical equipment to conserve battery power.
- 3) Land as soon as practical as the battery will furnish electrical power for a limited time only.

2.11 Electrical System Fire

An electrical fire is usually indicated by an odor of hot or burning insulation and wisps of smoke. Should an electrical fire develop, the following procedures are recommended.

- 1) Master switch - off
- 2) Electrical switches - off, leave magneto switches on
- 3) Vents, windows, cabin heaters - closed, open only if necessary for ventilation
- 4) If fire continues, land as soon as practical.

If fire/smoke stops and electrical power is required for the remainder of the flight, turn the master switch on, followed by the desired circuit switch. Allow one minute between turning on each switch in order that the faulty circuit may be located and switched off.

2.12 Emergency Exits

The right cabin door serves as the primary exit. The door may be removed by releasing the upper window latches, removing the safety pin, and pulling the red emergency door release handle. Push the door away from the aircraft if necessary. Exit may also be made from left side of aircraft by opening left window. Force forward portion of window past the stop by pushing out on the forward window frame.

2.13 Loss of Governor Control

In the event governor failure or oil pressure loss, the propeller will automatically go to the coarse pitch, low RPM position. Use throttle as necessary to execute a precautionary landing.

2.14 Fuel Pressure Loss

In the event of fuel pressure loss or fluctuation, turn "ON" the fuel pump.

2.15 Spin Recovery

Normal Category spins are not approved. If a spin is inadvertently entered, initiate recovery immediately. Refer to Section 3.19 for spin recovery.