

EMERGENCY CHECKLIST

EMERGENCY AIRSPEEDS

Emergency Descent.....154 KIAS
Glide105 KIAS
Landing without Engine.....83 KIAS

ENGINE FAILURE

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ENGINE FAILURE during TO Ground Roll

- | | | | |
|---|---------------------------|---------|---|
| 1 | Throttle | CLOSED | 1 |
| 2 | Braking | MAXIMUM | 2 |
| 3 | Fuel Selector Valve | OFF | 3 |
| 4 | Bat & Gen Switch..... | OFF | 4 |

ENGINE FAILURE after Liftoff + in Flight

- | | | | |
|---|--------------------------|----------------------------------|---|
| 1 | Fuel Selector Valve..... | SELECT OTHER TANK | 1 |
| 2 | Auxiliary Fuel Pump..... | ON | 2 |
| 3 | Mixture..... | FULL RICH, then LEAN as required | 3 |
| 4 | Magnetos..... | CHECK LEFT and RIGHT | 4 |
| 5 | Magnetos..... | BOTH | 5 |

- *IF No Restart*

- | | | |
|---|---|---|
| 1 | Select most favorable landing site | 1 |
| 2 | See EMERGENCY LANDING Procedure | 2 |
| 3 | The use of landing gear is dependent on the terrain where landing must be made. | 3 |

ROUGH RUNNING ENGINE

- | | | | |
|---|----------------|----------------------------------|---|
| 1 | Mixture | FULL RICH, then LEAN as required | 1 |
| 2 | Magnetos | CHECK LEFT and RIGHT | 2 |
| 3 | Magnetos..... | BOTH | 3 |

LOSS OF ENGINE POWER

- | | | | |
|---|--|---------------------------|---------------------|
| 1 | Fuel Flow Gage | CHECK | 1 |
| | • <i>IF Fuel flow is abnormal low:</i> | | |
| | a | Mixture | FULL RICH a |
| | b | Auxiliary Fuel Pump | ON b |
| | | (Lean as required) | |
| | • <i>IF performance does not improve in a few moments:</i> | | |
| | c | Auxiliary Fuel Pump | OFF c |
| 1 | Fuel Quantity Indicator..... | CHECK | 1 |
| | .(for fuel supply in tank being used) | | |
| | • <i>IF tank being used is empty:</i> | | |
| | a | Fuel Selector | SELECT OTHER TANK a |

AIR START PROCEDURE

- | | | | |
|---|-------------------------------------|--------------------------|---|
| 1 | Fuel Tank Selector..... | FULLER TANK | 1 |
| 2 | Throttle | RETARD | 2 |
| 3 | Mixture | FULL RICH | 3 |
| 4 | Auxiliary Fuel pump..... | ON | 4 |
| | until power is regained, then | | |
| | | OFF | |
| 5 | Throttle | ADCANCE to desired power | 5 |
| 6 | Mixture | LEAN as required | 6 |

ENGINE FIRE in Flight

- | | | | |
|---|--|---------------|---|
| 1 | Firewall Air Control..... | PULL TO CLOSE | 1 |
| 2 | Mixture | IDLE CUT OF | 2 |
| 3 | Fuel tank selector | OFF | 3 |
| 4 | Bat & Gen Switches..... | OFF | 4 |
| | (extending the Landing Gear can be accomplished manually if desired) | | |
| 4 | DO NOT ATTEMPT TO RESTART ENGINE | | 4 |

ENGINE FIRE on Ground

- | | | | |
|---|-----------------------------------|--------------|---|
| 1 | Mixture..... | IDLE CUT-OFF | 1 |
| 2 | Fuel Tank Selector..... | OFF | 2 |
| 3 | Bat/Gen/Magenta Switch..... | OFF | 3 |
| 4 | Extinguish with Fire Extinguisher | | 4 |

MAXIMUM GLIDE CONFIGURATION

- | | | | |
|---|-------------------|------------------|---|
| 1 | Landing Gear..... | UP | 1 |
| 2 | Flaps..... | UP | 2 |
| 3 | Cowl Flaps..... | CLOSED | 3 |
| 4 | Propeller | PULL for LOW RPM | 4 |
| 5 | Airspeed | 105 KIAS | 5 |

Glide Distance is ~ 1.7 NM / 1000 ft

EMERGENCY DESCENT

- | | | | |
|---|-------------------|---------------|---|
| 1 | Power..... | IDLE | 1 |
| 2 | Propeller | HIGH RPM | 2 |
| 3 | Landing Gear..... | DOWN | 3 |
| 4 | Airspeed | max. 154 KIAS | 4 |

LANDING without Power

- | | | | |
|---|-------------------------|------------------------------------|---|
| 1 | Airspeed..... | 83 KIAS | 1 |
| 2 | Fuel tank selector..... | OFF | 2 |
| 3 | Mixture..... | IDLE CUT-OFF | 3 |
| 4 | Magnetos..... | OFF | 4 |
| 5 | Flaps..... | AS REQUIRED | 5 |
| 6 | Landing Gear..... | UP or DOWN
DEPENDING ON TERRAIN | 6 |
| 7 | Bat & Gen Switch..... | OFF | 7 |

LANDING with Power (LDG retracted)

If possible, choose firm soft or foamed runway. Make a normal approach, using flaps as necessary. When you are sure of making the selected landing spot:

- | | | | |
|---|---|--------------|---|
| 1 | Throttle..... | IDLE | 1 |
| 2 | Mixture..... | IDLE CUT-OFF | 2 |
| 3 | Bat & Gen Switch..... | OFF | 3 |
| 4 | Fuel tank selector..... | OFF | 4 |
| 5 | Keep wings level during touchdown | | 5 |
| 6 | Get clear of the airplane as soon as possible after it stops. | | 6 |

PROPELLER Overspeed

- | | | | |
|---|-------------------|------------------------|---|
| 1 | Throttle..... | RETARD TO RPM RED LINE | 1 |
| 2 | Airspeed..... | REDUCE | 2 |
| 3 | Oil Pressure..... | CHECK | 3 |

WARNING: If oil pressure was the cause of overspeed, the engine will seize after a short period of operation

- | | | | |
|---|---|--|---|
| 4 | LAND on NEAREST SUITABLE SITE and follow LANDING EMERGENCIES procedures | | 4 |
|---|---|--|---|

ALTERNATOR FAIL**Alternator Warning Light indication**

- *IF Amperemeter does not show DISCHARGED: the Alternator warning light has a failure. No further action required.*
- *IF Amperemeter shows DISCHARGED:*
 - a Gen Switch.....OFF then ON a
(this resets the Gen. Relay)
 - *IF Warning light disappears:*
 - a Gen Switch.....CHECK ON a
 - b No further action required b
 - *IF Warning light does not disappears:*
 - a Gen Switch.....OFF a
 - b Nonessential ConsumersOFF b
 - c Land asap c

STARTER under voltage**Warning Light indication**

- *IF on Ground:*
 - a Bat & Gen Switch.....OFF a
 - b Do not try to start again b
- *IF in the air, after a restart attempt in the air:*
 - a Bat & Gen Switch.....OFF a
 - b Land asap b

UNSCHEDULED ELECTRIC ELEVATOR TRIM

- | | | | |
|---|---|-------------------------|---|
| 1 | Airplane Attitude..... | MAINTAIN using elevator | 1 |
| 2 | Trim Switch on Control Wheel | OPPOSITE | 2 |
| | | DIRECTION | |
| 3 | Trim ON-OFF Switch..... | OFF | 3 |
| 4 | Elevator Control Wheel..... | RETRIM as required | 4 |
| 5 | Do not attempt to operate the electr. trim system until the cause of the malfunction has been determined and corrected. | | 5 |

LANDING GEAR Manual Extension

- | | | | |
|---|----------------------------|--------------------------|---|
| 1 | Airspeed | REDUCE as required | 1 |
| 2 | LDG Circuit Breaker..... | PULL OUT | 2 |
| 3 | LDG Handle..... | DOWN Position | 3 |
| 4 | Handrack Handle Cover..... | REMOVE | 4 |
| 5 | Handrack..... | ENGAGE | 5 |
| | | and TURN CCW (~50 turns) | |
| 6 | LDG Light | CHECK 3 GREEN | 6 |
| 7 | Handrack | DISENGAGE | 7 |

LANDING GEAR Retraction after manual Ext.

- | | | | |
|---|--------------------------|-----------------------|---|
| 1 | Handrack | CHECK STOWED | 1 |
| 2 | LDG Circuit Breaker..... | PUSH IN | 2 |
| 3 | LDG Handle..... | UP Position (retract) | 3 |

INDUCTION AIR System Blockage

If the alternate induction air door becomes stuck in the closed position, it can be opened by PULLING AND RELEASING THE T-HANDLE located directly below the propeller control knob.

"ALTERNATE AIR PULL AND RELEASE"

EMERGENCY STATIC AIR Source Sytem

- 1 Emerg.Static Source.....ON 1
 - 2 For Airspeed Calibration and Altimeter 2
- Correction, refer to PERFORMANCE section.