

EMERGENCY PROCEDURES

TABLE OF CONTENTS

	Page
Introduction	3-5
Airspeeds For Emergency Operations	3-5
EMERGENCY PROCEDURES	3-6
ENGINE FAILURES	3-6
Engine Failure During Takeoff Roll	3-6
Engine Failure Immediately After Takeoff	3-6
Engine Failure During Flight (Restart Procedures)	3-7
FORCED LANDINGS	3-8
Emergency Landing Without Engine Power	3-8
Precautionary Landing With Engine Power	3-8
Ditching	3-9
FIRES	3-10
During Start On Ground	3-10
Engine Fire In Flight	3-11
Electrical Fire In Flight	3-11
Cabin Fire	3-12
Wing Fire	3-13
ICING	3-14
Inadvertent Icing Encounter During Flight	3-14
STATIC SOURCE BLOCKAGE	3-15
(Erroneous Instrument Reading Suspected)	3-15
EXCESSIVE FUEL VAPOR	3-15
Fuel Flow Stabilization Procedures	3-15

(Continued Next Page)

TABLE OF CONTENTS (Continued)

	Page
ABNORMAL LANDINGS	3-16
Landing With A Flat Main Tire	3-16
Landing With A Flat Nose Tire	3-16
ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS	3-17
High Volts Annunciator Comes On or M BATT AMPS More Than 40	3-17
LOW VOLTS Annunciator Comes On Below 1000 RPM	3-19
LOW VOLTS Annunciator Comes On or Does Not Go Off at Higher RPM	3-19
AIR DATA SYSTEM FAILURE	3-21
Red X - PFD Airspeed Indicator	3-21
Red X - PFD Altitude Indicator	3-21
ATTITUDE AND HEADING REFERENCE SYSTEM (AHRS) FAILURE	3-21
Red X - PFD Attitude Indicator	3-21
Red X - Horizontal Situation Indicator (HSI)	3-21
AUTOPILOT OR ELECTRIC TRIM FAILURE (if installed)	3-22
AP or PTRM Annunciator(s) Come On	3-22
VACUUM SYSTEM FAILURE (if installed)	3-23
LOW VACUUM Annunciator Comes On	3-23
HIGH CARBON MONOXIDE (CO) LEVEL ADVISORY	3-24
CO LVL HIGH Annunciator Comes On	3-24
CO LVL HIGH Annunciator Remains On	3-24

(Continued Next Page)

TABLE OF CONTENTS (Continued)

	Page
AMPLIFIED EMERGENCY PROCEDURES	3-25
Engine Failure	3-25
Maximum Glide	3-26
Forced Landings	3-27
Landing Without Elevator Control	3-28
Fires	3-28
Emergency Operation In Clouds	3-29
Executing A 180° Turn In Clouds (AHRS FAILED)	3-29
Emergency Descent Through Clouds (AHRS FAILED)	3-30
Recovery From Spiral Dive In The Clouds (AHRS FAILED) . . .	3-31
Inadvertent Flight Into Icing Conditions	3-31
Static Source Blocked	3-32
Spins	3-32
Rough Engine Operation Or Loss Of Power	3-33
Spark Plug Fouling	3-33
Magneto Malfunction	3-33
Idle Power Engine Roughness	3-33
Engine-Driven Fuel Pump Failure	3-34
Excessive Fuel Vapor	3-34
Low Oil Pressure	3-35
Electrical Power Supply System Malfunctions	3-36
Excessive Rate Of Charge	3-36
Insufficient Rate Of Charge	3-37
High Carbon Monoxide (CO) Level Annunciation	3-39/3-40
Other Emergencies	3-39/3-40
Windshield Damage	3-39/3-40

INTRODUCTION

Section 3 provides checklist and amplified procedures for coping with emergencies that may occur. Emergencies caused by airplane or engine malfunctions are extremely rare if proper preflight inspections and maintenance are practiced. Enroute weather emergencies can be minimized or eliminated by careful flight planning and good judgment when unexpected weather is encountered. However, should an emergency arise, the basic guidelines described in this section should be considered and applied as necessary to correct the problem. In any emergency situation, the most important task is continued control of the airplane and maneuver to execute a successful landing.

Emergency procedures associated with optional or supplemental equipment are found in Section 9, Supplements.

AIRSPEEDS FOR EMERGENCY OPERATIONS

ENGINE FAILURE AFTER TAKEOFF

Wing Flaps UP	70 KIAS
Wing Flaps 10° - FULL	65 KIAS

MANEUVERING SPEED

2550 POUNDS	105 KIAS
2200 POUNDS	98 KIAS
1900 POUNDS	90 KIAS

MAXIMUM GLIDE 68 KIAS

PRECAUTIONARY LANDING WITH ENGINE POWER. ... 65 KIAS

LANDING WITHOUT ENGINE POWER

Wing Flaps UP	70 KIAS
Wing Flaps 10° - FULL	65 KIAS

EMERGENCY PROCEDURES

Procedures in the Emergency Procedures Checklist portion of this section shown in **bold faced** type are immediate action items which should be committed to memory.

ENGINE FAILURES

ENGINE FAILURE DURING TAKEOFF ROLL

1. **Throttle Control - IDLE (pull full out)**
2. **Brakes - APPLY**
3. Wing Flaps - RETRACT
4. Mixture Control - IDLE CUTOFF (pull full out)
5. MAGNETOS Switch - OFF
6. STBY BATT Switch - OFF
7. MASTER Switch (ALT and BAT) - OFF

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

1. **Airspeed - 70 KIAS - Flaps UP**
65 KIAS - Flaps 10° - FULL
2. Mixture Control - IDLE CUTOFF (pull full out)
3. FUEL SHUTOFF Valve - OFF (pull full out)
4. MAGNETOS Switch - OFF
5. Wing Flaps - AS REQUIRED (FULL recommended)
6. STBY BATT Switch - OFF
7. MASTER Switch (ALT and BAT) - OFF
8. Cabin Door - UNLATCH
9. Land - STRAIGHT AHEAD

(Continued Next Page)

ENGINE FAILURES (Continued)

ENGINE FAILURE DURING FLIGHT (Restart Procedures)

1. **Airspeed - 68 KIAS (best glide speed)**
2. **FUEL SHUTOFF Valve - ON (push full in)**
3. **FUEL SELECTOR Valve - BOTH**
4. **FUEL PUMP Switch - ON**
5. **Mixture Control - RICH (if restart has not occurred)**
6. **MAGNETOS Switch - BOTH (or START if propeller is stopped)**

NOTE

If the propeller is windmilling, engine will restart automatically within a few seconds. If propeller has stopped (possible at low speeds), turn MAGNETOS switch to START, advance throttle slowly from idle and lean the mixture from full rich as required to obtain smooth operation.

7. **FUEL PUMP Switch - OFF**

NOTE

If the indicated fuel flow (FFLOW GPH) immediately drops to zero, a sign of failure of the engine-driven fuel pump, return the FUEL PUMP switch to the ON position.

FORCED LANDINGS

EMERGENCY LANDING WITHOUT ENGINE POWER

1. Pilot and Passenger Seat Backs - MOST UPRIGHT POSITION
2. Seats and Seat Belts - SECURE
3. Airspeed - 70 KIAS - Flaps UP
65 KIAS - Flaps 10° - FULL
4. Mixture Control - IDLE CUTOFF (pull full out)
5. FUEL SHUTOFF Valve - OFF (pull full out)
6. MAGNETOS Switch - OFF
7. Wing Flaps - AS REQUIRED (FULL recommended)
8. STBY BATT Switch - OFF
9. MASTER Switch (ALT and BAT) - OFF (when landing is assured)
10. Doors - UNLATCH PRIOR TO TOUCHDOWN
11. Touchdown - SLIGHTLY TAIL LOW
12. Brakes - APPLY HEAVILY

PRECAUTIONARY LANDING WITH ENGINE POWER

1. Pilot and Passenger Seat Backs - MOST UPRIGHT POSITION
2. Seats and Seat Belts - SECURE
3. Airspeed - 65 KIAS
4. Wing Flaps - 20°
5. Selected Field - FLY OVER (noting terrain and obstructions)
6. Wing Flaps - FULL (on final approach)
7. Airspeed - 65 KIAS
8. STBY BATT Switch - OFF
9. MASTER Switch (ALT and BAT) - OFF (when landing assured)
10. Doors - UNLATCH PRIOR TO TOUCHDOWN
11. Touchdown - SLIGHTLY TAIL LOW
12. Mixture Control - IDLE CUTOFF (pull full out)
13. MAGNETOS Switch - OFF
14. Brakes - APPLY HEAVILY

(Continued Next Page)

FORCED LANDINGS (Continued)

DITCHING

1. Radio - TRANSMIT MAYDAY on 121.5 MHz, (give location, intentions and SQUAWK 7700)
2. Heavy Objects (in baggage area) - SECURE OR JETTISON (if possible)
3. Pilot and Passenger Seat Backs - MOST UPRIGHT POSITION
4. Seats and Seat Belts - SECURE
5. Wing Flaps - 20° - FULL
6. Power - ESTABLISH 300 FT/MIN DESCENT AT 55 KIAS

NOTE

If no power is available, approach at 70 KIAS with Flaps UP or at 65 KIAS with Flaps 10°.

7. Approach - High Winds, Heavy Seas - INTO THE WIND
Light Winds, Heavy Swells - PARALLEL TO SWELLS
8. Cabin Doors - UNLATCH
9. Touchdown - LEVEL ATTITUDE AT ESTABLISHED RATE OF DESCENT
10. Face - CUSHION AT TOUCHDOWN (with folded coat)
11. ELT - ACTIVATE
12. Airplane - EVACUATE THROUGH CABIN DOORS

NOTE

If necessary, open window and flood cabin to equalize pressure so doors can be opened.

13. Life Vests and Raft - INFLATE WHEN CLEAR OF AIRPLANE

FIRES

DURING START ON GROUND

1. **MAGNETOS Switch - START** (continue cranking to start the engine)

IF ENGINE STARTS

2. Power - 1800 RPM (for a few minutes)
3. Engine - SHUTDOWN (inspect for damage)

IF ENGINE FAILS TO START

2. Throttle Control - FULL (push full in)
3. Mixture Control - IDLE CUTOFF (pull full out)
4. MAGNETOS Switch - START (continue cranking)
5. FUEL SHUTOFF Valve - OFF (pull full out)
6. FUEL PUMP Switch - OFF
7. MAGNETOS Switch - OFF
8. STBY BATT Switch - OFF
9. MASTER Switch (ALT and BAT) - OFF
10. Engine - SECURE
11. Parking Brake - RELEASE
12. Fire Extinguisher - OBTAIN (have ground attendants obtain if not installed)
13. Airplane - EVACUATE
14. Fire - EXTINGUISH (using fire extinguisher, wool blanket, or dirt)
15. Fire Damage - INSPECT (repair or replace damaged components and/or wiring before conducting another flight)

(Continued Next Page)

FIRES (Continued)

ENGINE FIRE IN FLIGHT

1. **Mixture Control - IDLE CUTOFF (pull full out)**
2. **FUEL SHUTOFF Valve - OFF (pull full out)**
3. **FUEL PUMP Switch - OFF**
4. **MASTER Switch (ALT and BAT) - OFF**
5. Cabin Vents - OPEN (as needed)
6. CABIN HT and CABIN AIR Control Knobs - OFF (push full in) (to avoid drafts)
7. Airspeed - 100 KIAS (If fire is not extinguished, increase glide speed to find an airspeed, within airspeed limitations, which will provide an incombustible mixture)
8. Forced Landing - EXECUTE (refer to EMERGENCY LANDING WITHOUT ENGINE POWER)

ELECTRICAL FIRE IN FLIGHT

1. **STBY BATT Switch - OFF**
2. **MASTER Switch (ALT and BAT) - OFF**
3. **Cabin Vents - CLOSED (to avoid drafts)**
4. **CABIN HT and CABIN AIR Control Knobs - OFF (push full in) (to avoid drafts)**
5. **Fire Extinguisher - ACTIVATE (if available)**
6. **AVIONICS Switch (BUS 1 and BUS 2) - OFF**
7. **All Other Switches (except MAGNETOS switch) - OFF**

WARNING

AFTER THE FIRE EXTINGUISHER HAS BEEN USED, MAKE SURE THAT THE FIRE IS EXTINGUISHED BEFORE EXTERIOR AIR IS USED TO REMOVE SMOKE FROM THE CABIN.

8. Cabin Vents - OPEN (when sure that fire is completely extinguished)
9. CABIN HT and CABIN AIR Control Knobs - ON (pull full out) (when sure that fire is completely extinguished)

(Continued Next Page)

FIRES (Continued)

ELECTRICAL FIRE IN FLIGHT (Continued)

IF FIRE HAS BEEN EXTINGUISHED AND ELECTRICAL POWER IS NECESSARY FOR CONTINUED FLIGHT TO NEAREST SUITABLE AIRPORT OR LANDING AREA

10. Circuit Breakers - CHECK (for OPEN circuit(s), do not reset)
11. MASTER Switch (ALT and BAT) - ON
12. STBY BATT Switch - ARM
13. AVIONICS Switch (BUS 1) - ON
14. AVIONICS Switch (BUS 2) - ON

CABIN FIRE

1. STBY BATT Switch - OFF
2. MASTER Switch (ALT and BAT) - OFF
3. Cabin Vents - CLOSED (to avoid drafts)
4. CABIN HT and CABIN AIR Control Knobs - OFF (push full in) (to avoid drafts)
5. Fire Extinguisher - ACTIVATE (if available)

WARNING

AFTER THE FIRE EXTINGUISHER HAS BEEN USED, MAKE SURE THAT THE FIRE IS EXTINGUISHED BEFORE EXTERIOR AIR IS USED TO REMOVE SMOKE FROM THE CABIN.

6. Cabin Vents - OPEN (when sure that fire is completely extinguished)
7. CABIN HT and CABIN AIR Control Knobs - ON (pull full out) (when sure that fire is completely extinguished)
8. Land the airplane as soon as possible to inspect for damage.

(Continued Next Page)

FIRES (Continued)

WING FIRE

1. **LAND and TAXI Light Switches - OFF**
2. **NAV Light Switch - OFF**
3. **STROBE Light Switch - OFF**
4. **PITOT HEAT Switch - OFF**

NOTE

Perform a sideslip to keep the flames away from the fuel tank and cabin. Land as soon as possible using flaps only as required for final approach and touchdown.

ICING

INADVERTENT ICING ENCOUNTER DURING FLIGHT

1. **PITOT HEAT Switch - ON**
2. **Turn back or change altitude (to obtain an outside air temperature that is less conducive to icing)**
3. **CABIN HT Control Knob - ON (pull full out)**
4. **Defroster Control Outlets - OPEN (to obtain maximum windshield defroster airflow)**
5. **CABIN AIR Control Knob - ADJUST (to obtain maximum defroster heat and airflow)**
6. Watch for signs of induction air filter icing. A loss of engine RPM could be caused by ice blocking the air intake filter. Adjust the throttle as necessary to hold engine RPM. Adjust mixture as necessary for any change in power settings.
7. Plan a landing at the nearest airport. With an extremely rapid ice build-up, select a suitable off airport landing site.
8. With an ice accumulation of 0.25 inch or more on the wing leading edges, be prepared for significantly higher power requirements, higher approach and stall speeds, and a longer landing roll.
9. Leave wing flaps retracted. With a severe ice build-up on the horizontal tail, the change in wing wake airflow direction caused by wing flap extension could result in a loss of elevator effectiveness.
10. Open left window and, if practical, scrape ice from a portion of the windshield for visibility in the landing approach.
11. Perform a landing approach using a forward slip, if necessary, for improved visibility.
12. Approach at 65 to 75 KIAS depending upon the amount of ice accumulation.
13. Perform landing in level attitude.
14. Missed approaches should be avoided whenever possible because of severely reduced climb capability.

STATIC SOURCE BLOCKAGE (ERRONEOUS INSTRUMENT READING SUSPECTED)

1. **ALT STATIC AIR Valve - ON (pull full out)**
2. Cabin Vents - CLOSED
3. CABIN HT and CABIN AIR Control Knobs - ON (pull full out)
4. Airspeed - Refer to Section 5, Figure 5-1 (Sheet 2) Airspeed Calibration, Alternate Static Source correction chart.

EXCESSIVE FUEL VAPOR

FUEL FLOW STABILIZATION PROCEDURES

(If flow fluctuations of 1 GPH or more, or power surges occur.)

1. FUEL PUMP Switch - ON
2. Mixture Control - ADJUST (as necessary for smooth engine operation)
3. Fuel Selector Valve - SELECT OPPOSITE TANK (if vapor symptoms continue)
4. FUEL PUMP Switch - OFF (after fuel flow has stabilized)

ABNORMAL LANDINGS

LANDING WITH A FLAT MAIN TIRE

1. Approach - NORMAL
2. Wing Flaps - FULL
3. Touchdown - GOOD MAIN TIRE FIRST (hold airplane off flat tire as long as possible with aileron control)
4. Directional Control - MAINTAIN (using brake on good wheel as required)

LANDING WITH A FLAT NOSE TIRE

1. Approach - NORMAL
2. Wing Flaps - AS REQUIRED
85 to 110 KIAS - Flaps UP - 10°
Below 85 KIAS - Flaps 10° - FULL
3. Touchdown - ON MAINS (hold nosewheel off the ground as long as possible)
4. When nosewheel touches down, maintain full up elevator as airplane slows to stop.

ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS

HIGH VOLTS ANNUNCIATOR COMES ON OR M BATT AMPS MORE THAN 40

1. MASTER Switch (ALT Only) - OFF
2. Electrical Load - REDUCE IMMEDIATELY as follows:
 - a. AVIONICS Switch (BUS 1) - OFF
 - b. PITOT HEAT Switch - OFF
 - c. BEACON Light Switch - OFF
 - d. LAND Light Switch - OFF (use as required for landing)
 - e. TAXI Light Switch - OFF
 - f. NAV Light Switch - OFF
 - g. STROBE Light Switch - OFF
 - h. CABIN PWR 12V Switch - OFF (if installed)

NOTE

- The main battery supplies electrical power to the main and essential buses until M BUS VOLTS decreases below 20 volts. When M BUS VOLTS falls below 20 volts, the standby battery system will automatically supply electrical power to the essential bus for at least 30 minutes.
- Select COM1 MIC and NAV1 on the audio panel and tune to the active frequency before setting AVIONICS BUS 2 to OFF. If COM2 MIC and NAV2 are selected when AVIONICS BUS 2 is set to OFF, the COM and NAV radios cannot be tuned.

(Continued Next Page)

ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS (Continued)

HIGH VOLTS ANNUNCIATOR COMES ON OR M BATT AMPS MORE THAN 40 (Continued)

- i. COM1 and NAV1 - TUNE TO ACTIVE FREQUENCY
- j. COM1 MIC and NAV1 - SELECT (COM2 MIC and NAV2 will be inoperative once AVIONICS BUS 2 is selected to OFF)

NOTE

When AVIONICS BUS 2 is set to OFF, the following items will not operate:

Autopilot	Audio Panel
COMM 2	NAV 2
Transponder	MFD

- k. AVIONICS Switch (BUS 2) - OFF (KEEP ON if in clouds)
3. Land as soon as practical.

NOTE

Make sure a successful landing is possible before extending flaps. The flap motor is a large electrical load during operation.

(Continued Next Page)

ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS (Continued)

LOW VOLTS ANNUNCIATOR COMES ON BELOW 1000 RPM

1. Throttle Control - 1000 RPM
2. LOW VOLTS Annunciator - CHECK OFF

LOW VOLTS ANNUNCIATOR REMAINS ON AT 1000 RPM

3. Authorized maintenance personnel must do electrical system inspection prior to next flight.

LOW VOLTS ANNUNCIATOR COMES ON OR DOES NOT GO OFF AT HIGHER RPM

1. MASTER Switch (ALT Only) - OFF
2. ALT FIELD Circuit Breaker - CHECK IN
3. MASTER Switch (ALT and BAT) - ON
4. LOW VOLTS Annunciator - CHECK OFF
5. M BUS VOLTS - CHECK 27.5 V (minimum)
6. M BATT AMPS - CHECK CHARGING (+)

IF LOW VOLTS ANNUNCIATOR REMAINS ON

7. MASTER Switch (ALT Only) - OFF
8. Electrical Load - REDUCE IMMEDIATELY as follows:
 - a. AVIONICS Switch (BUS 1) - OFF
 - b. PITOT HEAT Switch - OFF
 - c. BEACON Light Switch - OFF
 - d. LAND Light Switch - OFF (use as required for landing)
 - e. TAXI Light Switch - OFF
 - f. NAV Light Switch - OFF
 - g. STROBE Light Switch - OFF
 - h. CABIN PWR 12V Switch - OFF (if installed)

(Continued Next Page)

ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS (Continued)

IF LOW VOLTS ANNUNCIATOR REMAINS ON (Continued)

NOTE

- The main battery supplies electrical power to the main and essential buses until M BUS VOLTS decreases below 20 volts. When M BUS VOLTS falls below 20 volts, the standby battery system will automatically supply electrical power to the essential bus for at least 30 minutes.
- Select COM1 MIC and NAV1 on the audio panel and tune to the active frequency before setting AVIONICS BUS 2 to OFF. If COM2 MIC and NAV2 are selected when AVIONICS BUS 2 is set to OFF, the COM and NAV radios cannot be tuned.
 - i. COM1 and NAV1 - TUNE TO ACTIVE FREQUENCY
 - j. COM1 MIC and NAV1 - SELECT (COM2 MIC and NAV2 will be inoperative once AVIONICS BUS 2 is selected to OFF)

NOTE

When AVIONICS BUS 2 is set to OFF, the following items will not operate:

Autopilot	Audio Panel
COMM 2	NAV 2
Transponder	MFD

- k. AVIONICS Switch (BUS 2) - OFF (KEEP ON if in clouds)
9. Land as soon as practical.

NOTE

Make sure a successful landing is possible before extending flaps. The flap motor is a large electrical load during operation.

AIR DATA SYSTEM FAILURE

RED X - PFD AIRSPEED INDICATOR

1. ADC/AHRS Circuit Breakers - CHECK IN (ESS BUS and AVN BUS 1). If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Standby Airspeed - USE FOR AIRSPEED INFORMATION

RED X - PFD ALTITUDE INDICATOR

1. ADC/AHRS Circuit Breakers - CHECK IN (ESS BUS and AVN BUS 1). If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Standby Altimeter - CHECK current barometric pressure SET. USE FOR ALTITUDE INFORMATION.

ATTITUDE AND HEADING REFERENCE SYSTEM (AHRS) FAILURE

RED X - PFD ATTITUDE INDICATOR

1. ADC/AHRS Circuit Breakers - CHECK IN (ESS BUS and AVN BUS 1). If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Standby Attitude - USE FOR ATTITUDE INFORMATION

RED X - HORIZONTAL SITUATION INDICATOR (HSI)

1. ADC/AHRS Circuit Breakers - CHECK IN (ESS BUS and AVN BUS 1). If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Non-Stabilized Magnetic Compass - USE FOR HEADING INFORMATION

AUTOPILOT OR ELECTRIC TRIM FAILURE (if installed)

AP OR PTRM ANNUNCIATOR(S) COME ON

1. Control Wheel - **GRASP FIRMLY** (regain control of airplane)
2. A/P TRIM DISC Button - **PRESS and HOLD** (throughout recovery)
3. Elevator Trim Control - **ADJUST MANUALLY** (as necessary)
4. AUTO PILOT Circuit Breaker - **OPEN** (pull out)
5. A/P TRIM DISC Button - **RELEASE**

WARNING

FOLLOWING AN AUTOPILOT, AUTOTRIM OR MANUAL ELECTRIC TRIM SYSTEM MALFUNCTION, DO NOT ENGAGE THE AUTOPILOT UNTIL THE CAUSE OF THE MALFUNCTION HAS BEEN CORRECTED.

VACUUM SYSTEM FAILURE (if installed)

LOW VACUUM ANNUNCIATOR COMES ON

1. **Vacuum Indicator (VAC) - CHECK EIS ENGINE PAGE (make sure vacuum pointer is in green band limits)**

CAUTION

IF VACUUM POINTER IS OUT OF THE GREEN BAND DURING FLIGHT OR THE GYRO FLAG IS SHOWN ON THE STANDBY ATTITUDE INDICATOR, THE STANDBY ATTITUDE INDICATOR MUST NOT BE USED FOR ATTITUDE INFORMATION.

HIGH CARBON MONOXIDE (CO) LEVEL ADVISORY

CO LVL HIGH ANNUNCIATOR COMES ON

- 1. CABIN HT Control Knob - OFF (push full in)**
- 2. CABIN AIR Control Knob - ON (pull full out)**
- 3. Cabin Vents - OPEN**
- 4. Cabin Windows - OPEN (163 KIAS maximum windows open speed)**

CO LVL HIGH ANNUNCIATOR REMAINS ON

- 5. Land as soon as possible.**