

ENGINE FAILURE TAKEOFF RUN

1. THROTTLE.....IDLE
2. BRAKES.....APPLY
3. WING FLAPS.....RETRACT
4. MIXTURE.....IDLE/CUTOFF
5. IGNITION SWITCH.....OFF
5. MASTER.....OFF

ENGINE FAILURE – IMMEDIATE AFTER TAKEOFF

1. AIRSPEED..... 60 KIAS
2. MIXTURE.....IDLE CUT OFF
3. FUEL SHUTOFF VALVE.....OFF
4. IGNITION SWITCH.....OFF
5. WING FLAPS.....AS REQUIRED
6. MASTER SWITCH.....OFF

ENGINE FAILURE DURING FLIGHT

(RESTART PROCEDURES)

1. AIRSPEED.....60 KIAS
2. CARBURETOR HEAT.....ON
3. PRIMERIN AND LOCKED
4. FUEL SHUTOFF VALVE.....ON
5. MIXTURERICH
6. IGNITION SWITCH...BOTH (or START if propeller is stopped)

ENGINE FIRE IN FLIGHT

1. MIXTURE.....IDLE CUT OFF
2. FUEL SHUTOFF VALVE..... OFF
3. MASTER SWITCH.....OFF
4. CABIN HEAT AND AIR.....OFF (except wing root vents)
5. AIRSPEED.....85 KIAS
(if fire is not extinguished, increase glide speed to find an airspeed which will provide an incombustible mixture)
6. FORCED LANDING – EXECUTE (as described in Emergency Landing Without Engine Power)

ELECTRICAL FIRE IN FLIGHT

1. MASTER SWITCH.....OFF
2. ALL SWITCHES (EXCEPT IGNITION).....OFF
3. VENTS/CABIN AIR/HEAT.....CLOSED
4. FIRE EXTINGUISHER.....(if available).....ACTIVATE

WARNING

AFTER DISCHARGING FIRE EXTINGUISHER AND ASCERTAINING THAT FIRE HAS BEEN EXTINGUISHED VENTILATE THE CABIN

5. MASTER SWITCH.....ON
6. CIRCUIT BREAKERS.....CHECK for faulty circuit (do not reset)
7. RADIO/ELECTRICAL SWITCHES .. ON one at a time, With delay after each until short circuit is localized.
8. VENTS/CABIN AIR/HEAT – OPEN (when fire is out)

CABIN FIRE

1. MASTER SWITCH.....OFF
2. VENTS/CABIN AIR/HEAT.....CLOSED
3. FIRE EXTINGUISHER.....(if available).....ACTIVATE
ONCE FIRE IS OUT – VENTILATE CABIN
4. VENTS/CABIN AIR/HEAT.....OPEN
5. LAND THE AIRPLANE AS SOON AS POSSIBLE

ENGINE FIRE DURING START ON THE GROUND

1. IGNITION SWITCH START - CONTINUE CRANKING to get a start which would suck the flames and accumulated fuel into the engine.

If engine starts:

2. POWER.....1700 rpm (for a few minutes)
3. ENGINE.....SHUTDOWN (and inspect for damage)

If engine fails to start:

4. CRANKING.....CONTINUE
5. FIRE EXTINGUISHER.....OBTAIN
6. ENGINE SECURE
 - a. MASTER SWITCH.....OFF
 - b. IGNITION SWITCH.....OFF
 - c. FUEL SHUTOFF VALVE..OFF
7. FIRE.....EXTINGUISH
8. FIRE DAMAGE.....INSPECT

WING FIRE

1. LANDING/TAXI LIGHT SWITCHES.....OFF
 2. NAVIGATION LIGHT SWITCH.....OFF
 3. STROBE LIGHT SWITCH.....OFF
 4. PITOT HEAT SWITCH.....OFF
- 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

FORCED LANDING EMERGENCY**without engine power**

1. AIRSPEED....65KIAS (flaps up) 60KIAS (flaps down)
2. MIXTURE.....IDLE/CUTOFF
3. FUEL SHUTOFF VALVE.....OFF
4. IGNITION SWITCH.....OFF
5. WING FLAPS.....AS REQ.....(30° recommended)
6. MASTER SWITCH.....OFF (landing assured)
7. DOORS.....UNLATCHED (prior to landing)
8. TOUCHDOWN.....SLIGHTLY TAIL LOW
9. BRAKES.....APPLY HEAVILY

LOW OIL PRESSURE

1. IF A TOTAL LOSS OF OIL PRESSURE IS ACCOMPANIED BY A RISE IN OIL TEMPERATURE, THERE IS GOOD REASON TO SUSPECT AN ENGINE FAILURE IS IMMINENT.
2. REDUCE ENGINE POWER IMMEDIATELY AND SELECT A SUITABLE FORCED LANDING FIELD. USE ONLY THE MINIMUM POWER REQUIRED TO REACH THE DESIRED TOUCHDOWN SPOT

ENGINE ROUGHNESS/LOSS OF POWER**CARBURETOR ICE**

1. FULL THROTTLE APPLY
2. CARBURETOR HEAT KNOB.....PULL FULL OUT
Until the engine runs smoothly, then
3. CARBURETOR HEAT KNOB.....PUSH FULL IN
4. READJUST THROTTLE.....AS NEEDED
If conditions require continued carb heat in cruise flight
Use the minimum amount necessary to prevent icing

SPARK PLUG FOULING

1. MIXTURE.....LEAN TO RECOMMENDED
2. MIXTURE.....RE-ADJUST FOR
SMOOTH OPERATIONS

GENERAL ROUGHNESS

1. MAGNETO/STARTER....SELECT R OR L OR BOTH
IF ROUGHNESS DISAPPEARS ON SINGLE MAGNETO,
MONITOR POWER AND CONTINUE ON SELECTED
MAGNETO
SEE POH FOR POWER LOSS AND ROUGH ENGINE WARNINGS
2. THROTTLE.....REDUCE
CHECK TO SEE IF A LESSER THROTTLE SETTING CAUSES
ROUGHNESS TO DECREASE
IF SEVERE ENGINE ROUGHNESS CANNOT BE ELIMINATED
LAND AS SOON AS PRACTICABLE.

ALTERNATOR OVERVOLTAGE**(ammeter shows overcharge)**

1. ALTERNATOR SWITCH.....OFF
2. NON-ESSENTIAL EQUIPMENT.....OFF
3. LAND AS SOON AS PRACTICABLE.

LOW VOLTAGE

Illumination of the low voltage (VOLTS) annunciator
In flight

1. AVIONICS MASTER.....OFF
2. ALTERNATOR CIRCUIT BREAKER.. CHECK IN
3. MASTER SWITCH.....(both sides) OFF
4. MASTER SWITCH.....ON
5. LOW VOLTAGE ANNUNCIATOR ...CHECK OFF
6. AVIONICS MASTER.....ON

- IF VOLTS ANNUNCIATOR ILLUMINATES AGAIN
7. ALTERNATOR.....OFF
 8. NONESSENTIAL RADIO AND ELECTRICAL
EQUIPMENT.....OFF
 9. FLIGHT..TERMINATE AS SOON AS PRACTICAL

AIRSPEEDS

| | |
|---|----------|
| Engine Failure after Takeoff..... | 60 KIAS |
| Maneuvering Speed: | |
| 1670 Lbs..... | 104 KIAS |
| 1500 Lbs..... | 98 KIAS |
| 1350 Lbs..... | 93 KIAS |
| Max Glide (Vg)..... | 60 KIAS |
| Precautionary Landing with Engine Power.... | 55 KIAS |
| Landing Without Engine Power | |
| Wing Flaps Up..... | 65 KIAS |
| Win Flaps Down..... | 60 KIAS |

NOTE – INTENTIONAL SPINS PROHIBITED