

**ENGINE POWER LOSS – TAKE-OFF ROLL**

1. THROTTLE.....CLOSED
2. BRAKES.....MAXIMUM
3. FUEL SELECTOR.....OFF
4. MASTER & MAGNETO/STARTER SWITCH.....OFF

**ENGINE POWER LOSS – AFTER LIFTOFF & DURING CLIMB**

1. LOWER NOSE, ESTABLISH BEST GLIDE SPEED
2. FUEL SELECTOR.....SELECT OTHER TANK
3. FUEL BOOST PUMP.....ON
4. MIXTURE CONTROL.....FULL RICH
5. MAGNETO STARTER..... VERIFY ON BOTH
6. PROPELLER.....HIGH RPM
7. THROTTLE.....FULL FORWARD
8. IF ENGINE DOES NOT RESTART, PROCEED TO POWER OFF LANDING PROCEDURE

**ENGINE ROUGHNESS OR POWER LOSS IN FLIGHT**

(If time and altitude permit)

1. LOW FUEL QUANTITY – .....**FUEL SELECTOR TO FULLEST TANK**
2. LOW FUEL PRESSURE.....AUX FUEL PUMP **ON**  
(**OFF** if no improvement noted)
3. MIXTURE.....**FULL RICH**
4. MAGNETO/STARTER.....SELECT TO..... **L AND R**  
for single magneto operation; if no improvement
5. MAGNETO/STARTER.....SELECT TO.....**BOTH**  
If no improvement is noted, proceed to  
**LAND AS SOON AS PRACTICABLE.**

**AIR START PROCEDURE**

1. PROPELLER.....**HIGH RPM** (full forward)
  2. FUEL SELECTOR.....**FULLER TANK**
  3. MIXTURE CONTROL .....**IDLE CUT OFF**  
(full aft initially)
  4. FUEL PRESSURE .....**CHECK**  
If no fuel pressure is noted:  
a. Turn electric fuel boost pump.....**ON**
  6. THROTTLE.....**OPEN ¼ TRAVEL**
  7. MAGNETO/STARTER SWITCH.....**BOTH**
  8. MIXTURE CONTROL move slowly & smoothly  
toward.....**FULL RICH** (forward)
  9. RE-ESTABLISH CRUISE POWER AND RPM  
Then lean mixture as required
- If engine fails to start, establish best glide speed then  
Proceed to **POWER OFF EMERGENCY LANDING**

**ENGINE FIRE IN FLIGHT**

1. FUEL SELECTOR VALVE.....OFF
2. THROTTLE..... **CLOSED**
3. MIXTURE.....**IDLE CUTOFF**
4. MAGNETO/STARTER SWITCH.....OFF
5. CABIN VENTS & HEATING CONTROLS..**CLOSED**
6. LANDING GEAR.....DOWN or UP depending on  
terrain
7. WING FLAPS.....EXTEND as necessary

If fire is not extinguished, attempt to increase airflow over the engine by increasing glide speed and open cowl flaps.

**Proceed with FORCED LANDING EMERGENCY  
DO NOT ATTEMPT AN ENGINE RESTART**

**ELECTRICAL FIRE IN FLIGHT**

(SMOKE IN CABIN)

1. MASTER SWITCH.....OFF  
(*STALL WARNING AND GEAR WARNING ARE NOT AVAILABLE WITH MASTER SWITCH OFF*)
2. CABIN VENTILATION.....OPEN
3. HEATING CONTROLS.....CLOSED
4. CIRCUIT BREAKERS.....CHECK  
to identify faulty circuit if possible.

**5. LAND AS SOON AS POSSIBLE.**

If electrical power is essential for the flight, attempt to identify and isolate faulty circuit

- a. MASTER SWITCH.....**ON**
- b. SELECT **ESSENTIAL SWITCH**..... **\*ON**

**\*ONE AT A TIME, PERMIT A SHORT TIME TO ELAPSE BEFORE ACTIVATING AN ADDITIONAL CIRCUIT**

**6. LAND AS SOON AS POSSIBLE.****ENGINE FIRE DURING START ON THE GROUND**

1. MIXTURE.....IDLE/CUTOFF
2. FUEL SELECTOR VALVE.....OFF
3. MASTER SWITCH..... OFF
4. MAGNETO/STARTER SWITCH.....OFF
5. EXTINGUISH..... WITH FIRE EXTINGUISHER

