EMERGENCY CHECKLIST

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 PRESSURECHECK 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 VALV	EOFF
2. THROTTLE	CLOSED
3. MIXTURE	IDLE CUTOFF
4. MAGNETO/STARTER SWITCHOFF	
5. CABIN VENTS & HEATIN	NG CONTROLSCLOSED
6. LANDING GEARD	OWN 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. I	MIXTURE	IDLE/CUTOFF

- 2. FUEL SELECTOR VALVE.....OFF
- 3. MASTER SWITCH..... OFF
- 4. MAGNETO/STARTER SWITCH.....OFF
- 5. EXTINGUISH...... WITH FIRE EXTINGUISHER

EMERGENCY CHECKLIST

POWER OFF EMERGENCY LANDING GEAR RETRACTED OR EXTENDED

PROPELLER OVERSPEED

1. THROTTLE	RETARD
2. OIL PRESSURE	CHECK
3. PROPELLER	DECREASE, set if any control
	available
4. AIRSPEED	REDUCE
5. THROTTLE	BELOW 2700 RPM

ALTERNATOR FAILURE

(VOLTAGE WARNING LIGHT ILLUMINATED)

- 1. AVIONICS MASTER.....OFF 2. MASTEROFF, THEN ON If warning light is still illuminated, the following steps are required
- 3. ALTERNATOR Field Circuit Breaker.....PULL
- 4. NON-ESSENTIAL ELECTRICAL EQUIP...... OFF
- 5. LAND AS SOON AS PRACTICABLE

ALTERNATOR OUTPUT LOW

Voltage warning light flashing

1. ALTERNATOR FIELD CIRCUIT BREAKER

- 2. NON-ESSENTIAL ELECTRICAL EQUIPMENT
- OFF
- 3. LAND AS SOON AS PRACTICABLE

OPEN DOOR

. AIRSPEED	95 KIAS
PILOT'S STORM WINDOW	OPEN
. AIRCRAFTRIGHT SIC	DE-SLIP
. DOORPULL SHUT &	LATCH

LOW FUEL FLOW

2. FUEL SELECTOR......**OPPOSITE (fullest) TANK** If condition persists, use Fuel Boost Pump as necessary and

LANDING SHOULD BE MADE AS SOON AS PRACTICABLE

LANDING GEAR FAILURE

- 1. AIRSPEED......132 KIAS or less
- 2. LANDING GEAR ACTUATOR CIRCUIT
- BREAKERPULL 3. GEAR SWITCH......DOWN
- 4. MANUAL GEAR SWITCH EXTENSION
- MECHANISM LATCH FORWARD/LEVER BACK To engage manual extension mechanism
- 5. T-HANDLE......PULL (7-20 times) and RETURN until gear is down and locked. GEAR DOWN light illuminated, STOP when resistance is felt.
- 6. VISUAL GEAR DOWN INDICATON...

CHECK ALIGNMENT

7. **RETURN LEVER** to normal position and secure latch

8. **RESET** LANDING GEAR ACTUATOR C/B (**Warning** – do not operate landing gear electrically with manual extension system engaged)

FAILURE OF LANDING GEAR TO RETRACT

- 1. GR SAFETY BY PASS SWITCH......DEPRESS and hold until landing gear fully retracted
- 2. GEAR DOWN and GEAR UNSAFE lights..... OFF
- 3. GEAR RELAY CIRCUIT BREAKER...........PULL (warning horn and gear by-pass light will go off)
- 4. GEAR EXTENSION -RESET "GEAR RELAY" CB
- 5. GEAR SWITCH.....DOWN
- 6..**CHECK** "AIRSPEED" SAFETY SWITCH AS SOON AS PRACTICAL.

If above procedures do not initiate retraction process, check emergency manual extension lever on floor for proper position.

NOTE – INTENTIONAL SPINS PROHIBITED