

ENGINE POWER LOSS DURING TAKEOFF

If sufficient altitude for restart
 REFER TO POH FOR DETAILS
 MAINTAIN SAFE AIRSPEED

1. FUEL SELECTOR
 SWITCH TO TANK CONTAINING FUEL
2. ELECTRIC FUEL PUMP.....ON
3. MIXTURE.....RICH
4. CARBURETOR HEAT.....ON
5. PRIMER..... LOCKED
6. IF POWER IS NOT REGAINED:
 - a. PREPARE FOR POWER OFF LANDING

ENGINE POWER LOSS IN FLIGHT

1. FUEL SELECTORSWITCH TO TANK CONTAINING FUEL
2. ELECTRIC FUEL PUMP.....ON
3. MIXTURE.....RICH
4. CARBURETOR HEAT.....ON
5. ENGINE GAUGES.....CHECK FOR INDICATION OF CAUSE OF POWER LOSS
6. PRIMER.....CHECKED LOCKED

If no fuel pressure is indicated, check tank selector position
 to be sure it is on a tank containing fuel

When Power Restored

7. CARBURETOR HEAT.....OFF
 8. ELECTRIC FUEL PUMP.....OFF
- If power is not restored prepare for power off landing.
9. Trim for **73KIAS**.

FIRE IN FLIGHT

1. SOURCE OF THE FIRE.....CHECK

ELECTRICAL FIRE

(SMOKE IN CABIN)

2. MASTER SWITCH.....OFF
3. VENTS.....OPEN
4. CABIN HEAT.....OFF
5. LAND AS SOON AS PRACTICAL

ENGINE FIRE

1. FUEL SELECTOR.....OFF
2. THROTTLE.....CLOSED
3. MIXTURE.....IDLE CUT OFF
4. ELECTRIC FUEL PUMP.....OFF
5. HEATER.....OFF
6. DEFROSTER.....OFF
7. PROCEED WITH POWER LANDING PROCEDURE

CABIN FIRE

1. MASTER SWITCH.....OFF
2. VENTS/CABIN AIR/HEAT.....CLOSED
3. FIRE EXTINGUISHER.....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. STARTER.....CRANK ENGINE
2. MIXTURE.....IDLE CUT OFF
3. THROTTLE.....OPEN
4. ELECTRIC FUEL PUMP.....OFF
5. FUEL SELECTOR.....OFF
6. ABANDON IF FIRE CONTINUES

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. PASSENGER SEAT BACKS.....MOST UPRIGHT
2. SEAT BELTS/SHOULDER HARNESSSES...SECURE
3. AIRSPEED....70KIAS (flaps up) 65KIAS (flaps down)
4. MIXTURE.....IDLE/CUTOFF
5. FUEL SELECTOR VALVE.....OFF
6. IGNITION SWITCH.....OFF
7. WING FLAPS.....AS REQ.....(FULL recommended)
8. MASTER SWITCH.....OFF (landing assured)
9. DOORS.....UNLATCHED (prior to landing)
10. TOUCHDOWN.....SLIGHTLY TAIL LOW
11. BRAKES.....APPLY HEAVILY

LOW OIL PRESSURE

1. IF COMPLETE OIL PRESSURE LOSS

a. LAND AS SOON AS POSSIBLE

b. PREPARE FOR POWER OFF LANDING

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

HIGH OIL TEMPERATURE

1. LAND AT NEAREST AIRPORT AND INVESTIGATE THE PROBLEM.

2. PREPARE FOR POWER OFF LANDING

ENGINE ROUGHNESS

1. CARBURETOR HEAT.....ON
if roughness continues after 1 minute
2. CARBURETOR HEAT.....OFF
3. MIXTURE.....ADJUST FOR MAX SMOOTHNESS
4. ELECTRIC FUEL PUMP.....ON
5. FUEL SELECTOR.....SWITCH TANKS
6. ENGINE GAUGES.....CHECK
7. MAGNETO SWITCH SELECT **L** THEN **R** THEN **BOTH**
If operation is satisfactory on either one, continue on that magneto at reduced power and full "RICH" mixture to first airport.
8. PREPARE FOR POWER OFF LANDING.

CARBURETOR ICING

1. CARBURETOR HEAT.....ON
2. MIXTURE.....ADJUST FOR MAX SMOOTHNESS

LOSS OF FUEL PRESSURE

1. ELECTRIC PUMP.....ON
2. FUEL SELECTOR.....CHECK ON FULL TANK

ELECTRICAL OVERLOAD

(alt over 20amps above known electric load)

1. ALTERNATOR SWITCH.....OFF
2. NON-ESSENTIAL EQUIPMENT.....OFF
3. **LAND AS SOON AS PRACTICABLE.**
If SEPARATE **ALT** and **BATT** SWITCH
 - a. ALT SWITCH.....ON
 - b. BATT SWITCH.....OFF

If alternator loads are reduced

4. ELECTRICAL LOAD.....REDUCE TO MINIMUM

5. LAND AS SOON AS PRACTICAL.

If alternator loads are not reduced

6. ALT SWITCH.....OFF
7. BATT SWITCH.....AS REQUIRED
8. **LAND AS SOON AS POSSIBLE. ANTICIPATE COMPLETE ELECTRICAL FAILURE**

ELECTRICAL FAILURES

Illumination of the low voltage (VOLTS) annunciator
In flight

1. AMMETER.....CHECK TO VERIFY INOP ALTERNATOR

If ammeter shows zero

2. ALTERNATOR SWITCH.....OFF
3. REDUCE ELECTRICAL LOADS TO MINIMUM
4. ALT CIRCUIT BREAKER...CHECK AND RESET AS REQUIRED
5. ALT SWITCHON
if power not restored
6. ALT SWITCHOFF
If alternator output cannot be restored, reduce electrical loads and land as soon as practical. The battery is the only remaining source of electrical power.

AIRSPEEDS

- | | |
|--------------------------|---------|
| BEST GLIDE (Vg)..... | 73KIAS |
| Maneuvering Speed: | 111KIAS |
| MAX XWIND COMPONENT..... | 17KIAS |

NOTE – INTENTIONAL SPINS PROHIBITED