

GROUND EMERGENCIES

ENGINE FIRE DURING ENGINE START

Fuel Valve	CLOSED
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Fuel (Booster) pump	OFF
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Brakes	ENGAGE
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Once aircraft has stopped:

Starter	KEEP CRANKING
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Throttle Lever	Full Power
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If flames are extinguished:

Ignition Switch	OFF
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or
MAG L / MAG R Switches

Master Switch	OFF
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or
Master GEN & Master BAT

If flames persist: perform Emergency engine shutdown on Ground and Emergency egress checklist.

EMERGENCY ENGINE SHUTDOWN

Throttle Lever	IDLE
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Ignition Switch	OFF
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or
MAG L / MAG R Switches

Fuel Valve	CLOSED
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Master Switch	OFF
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or
Master GEN & Master BAT

Fuel (Booster) pump	CHECK OFF
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EMERGENCY GROUND EGRESS

Engine	SHUTDOWN
Brakes / Parking Brake	ENGAGED
Seat Belts	RELEASE
Airplane	EXIT

IN FLIGHT EMERGENCIES

ENGINE FAILURE AT TAKE OFF (LOW ALT)

Best Glide or Landing Speed (as appropriate)	ESTABLISH (see POH)
Fuel Valve	CLOSED
Ignition Switch or MAT L / MAG R Switches	OFF
Flaps	as required
Fuel (Booster) pump	OFF
If time permits:	
Throttle Lever	IDLE
Seat belts	ensure secured
Master Switch or Master GEN & Master BAT	OFF (just before touch down)

ENGINE FAILURE IN FLIGHT

Best Glide Speed	ESTABLISH (69 KIAS)
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Fuel Valve	CHECK OPEN
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Ignition Switch or MAG L / MAG R Switches	BOTH / ON
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Restart the engine in flight:

ENGINE START IN FLIGHT

Master Switch or Master BAT	ON
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Throttle Lever	10 mm OPEN
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Ignition switch or Starter (Propeller not windmilling)	START / ENGAGE
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Throttle Lever	Slowly INCREASE
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Master GEN (if installed)	ON
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ENGINE PARTIAL POWER LOSS

Throttle Lever	Sweep
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Ignition Switch or MAG L / MAG R Switches	Check single MAG operation
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Land	AS SOON AS POSSIBLE
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If engine stops: perform engine failure
in flight check-list

LOW OIL PRESSURE

Throttle Lever	Minimum Required
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Land	AS SOON AS POSSIBLE
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SMOKE IN THE COCKPIT

Cabin Air Selector	OFF (Push)
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Door Vents /Roof outlet (if installed)	OPEN
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If source of smoke is firewall forward:

Fan Toggle Switch (if installed)	ON
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Land	AS SOON AS POSSIBLE
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If source of smoke and fumes is inside the cabin
(smoke increasing, cause is most likely electric):

Cabin Air Selector	ON (Pull)
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Fan Toggle Switch (if installed)	ON
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If airflow is not sufficient to clear smoke
or fumes from cabin:

Circuit Breakers on Switch Panel	Disengage one at a time until the failed system is found and source of smoke eliminated
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Land	AS SOON AS POSSIBLE
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If time/situation does not permit individual load dis-
connection, or if it is not successful (smoke does not
decrease):

Master Switch or Master GEN & BAT	OFF
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Land	AS SOON AS POSSIBLE
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ENGINE FIRE FLIGHT

Fuel Valve	CLOSED
Fuel (Booster) pump	OFF
Cabin Air Selector	OFF
Throttle Lever	Full Forward
Ignition Switch or Mat L / MAG R Switches	OFF (after engine stops)
Master Switch or Master GEN & Master BAT	OFF (just before touchdown)
Land	IMMEDIATELY

COCKPIT FIRE IN FLIGHT

Cabin Air Selector	OFF
Battery disconnect switch (if installed)	PULL
MASTER Switch or Master GEN & Master BAT	OFF
Fire Extinguisher (if available)	ACTIVATE
Door Vents / Roof outlet (if installed)	As required

If airflow is not sufficient to clear smoke
or fumes from cabin - When fire extinguished:

Land	AS SOON AS POSSIBLE
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STALL RECOVERY

Reduce AoA	Release stick to neutral, to reduce angle of attack
Throttle Lever	Full Power
Horizontal Flight	Resume

SPIN RECOVERING TECHNIQUE

Throttle Lever	IDLE
Rudder	Full deflection - direction opposite to the spin
Stick	Forward - lower the nose to build us speed

As rotation stops:

Rudder	Neutralize
Establish horizontal flight without exceeding g-load or airspeed limitations	

BPRS DEPLOYMENT

Airspeed	MINIMUM POSSIBLE
Ignition Switch or MAG L / MAG R Switches	OFF (if time/altitude permits)
Activation Handle	PULL

After Deployment:

Fuel Valve	CLOSED
Fuel (Booster) pump	OFF
Master Switch or Master GEN & Master BAT	OFF
ELT	ACTIVATE
Seat Belts	TIGHTEN
Loose Items	SECURE

Assume emergency landing body position.
After the impact break out the windows to exit if doors are jammed.

LANDING EMERGENCIES

EMERGENCY LANDING WITHOUT ENGINE POWER

Best Glide Speed	ESTABLISH - 69 KIAS
Transponder	SQUAWK 7700
ELT switch	ON (if necessary)
Throttle Lever	IDLE
Fuel Valve	CLOSED
Fuel (Booster) pump	OFF
Ignition Switch or MAG L / MAG R Switches	OFF
Radio	Transmit (121.5 MHz) MAYDAY
Flaps (when landing is assured)	+2
Master Switch or Master GEN & Master BAT	OFF (just before touchdown)
Seat Belts	SECURED

DITCHING

Radio	Transmit (121.5 MHz) MAYDAY
ELT Switch	ON
Transponder	SQUAWK 7700
BPRS	ACTIVATE
Doors	UNLATCH before impact with water
Airplane	EVACUATE
Floatation Devices	INFLATE when clear of the airplane

LANDING WITHOUT ELEVATOR CONTROL

Flaps	+2
Trim	SET 60 KIAS
Throttle Lever	as required for glide angle

LANDING WITH DEFECTIVE BRAKES

Seat Belts	SECURED
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After safe touch-down

Ignition Switch or MAG L / MAG R Switches	OFF
Fuel Valve	CLOSED
Fuel (Booster) pump	OFF
Master Switch or Master GEN & Master BAT	OFF

GENERATOR FAILURE

Unnecessary equipment	Switch OFF (to reduce loads)
Voltage	monitor
Land	AS SOON AS PRACTICAL

PITOT STATIC MALFUNCTION

Refer to GPS for flying:

Ground speed indicator	+10 KTS for procedures, observe winds
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COMMUNICATION FAILURE

Switches, Controls, Volume	CHECK
Frequency	CHANGE
Circuit Breakers	CHECK
Headset	CHANGE
Transmission	ATTEMPT

If unsuccessful:

TRANSPONDER	SQUAWK 7600
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BATT OVERVOLTAGE / MALFUNCTION

If Battery Disconnect Switch is installed:

Battery Disconnect Switch	PULL
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If Battery Disconnect Switch is not installed:

Master Switch or Master BAT Switch	OFF
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TRIM RUNAWAY

Airplane Control	Grasp stick - maintain manually
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If problem is not corrected:

Trim Circuit Breaker	PULL
Throttle Lever	As required
Control Stick	Manually hold pressure
Land	AS SOON AS PRACTICAL

TRIM / AUTOPILOT FAILURE

Airplane Control

Graps stick - maintain manually

Trim Circuit Breaker

Verify ENGAGED

If problem is not corrected:

Trim Circuit Breaker

RESET
(ONLY once!)

If problem is not corrected:

Trim Circuit Breaker

DISENGAGE

Autopilot (if installed)

DISCONNECT

Throttle Lever

As required

Control Stick

Manually hold pressure

Land

AS SOON AS PRACTICAL