GROUND EMERGENCIES

ENGINE FIRE DURING ENGINE START

Fuel (Booster) pump OFF

Brakes ENGAGE

Once aircraft has stopped:

Starter KEEP CRANKING

Throttle Lever Full Power

If flames are extinguished:

OFF

OFF

Ignition Switch

or

MAG L / MAG R Switches

Master Switch

...

Master GEN & Master BAT

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

EMERGENCY ENGINE SHUTDOWN

Throttle Lever IDLE

Ignition Switch or OFF

MAG L / MAG R Switches

Fuel Valve CLOSED

Master Switch
or OFF

Master GEN & Master BAT

Fuel (Booster) pump CHECK OFF

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 OFF

(just before touch down) Master GEN & Master BAT

ENGINE FAILURE IN FLIGHT

Best Glide Speed ESTABLISH (69 KIAS)

Fuel Valve CHECK OPEN

Ignition Switch

or BOTH / ON

MAG L / MAG R Switches

Restart the engine in flight:

ENGINE START IN FLIGHT

Master Switch

or ON

Master BAT

Throttle Lever 10 mm OPEN

Ignition switch

or

Starter START / ENGAGE

(Propeller not windmilling)

Throttle Lever Slowly INCREASE

Master GEN

(if installed)

ENGINE PARTIAL POWER LOSS

Throttle Lever Sweep

Ignition Switch

or

Land

Check single MAG operation

ON

MAG L / MAG R Switches

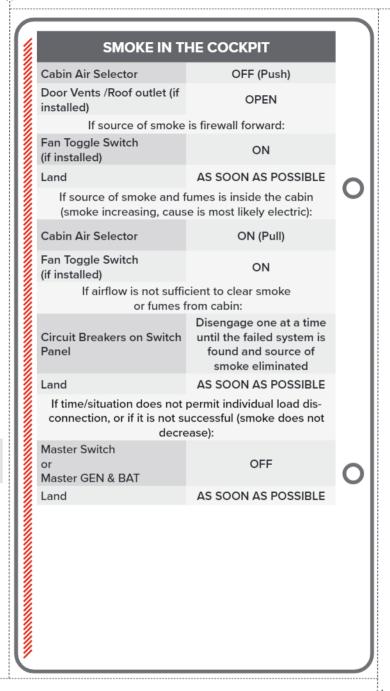
AS SOON AS POSSIBLE

If engine stops: perform engine failure in flight check-list

LOW OIL PRESSURE

Throttle Lever Minimum Required

Land AS SOON AS POSSIBLE



ENGINE FI	RE 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 FI	RE 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	
STALL RE	ECOVERY	
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:

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.

Fuel Valve

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

After safe touch-down

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

GENERATOR FAILURE

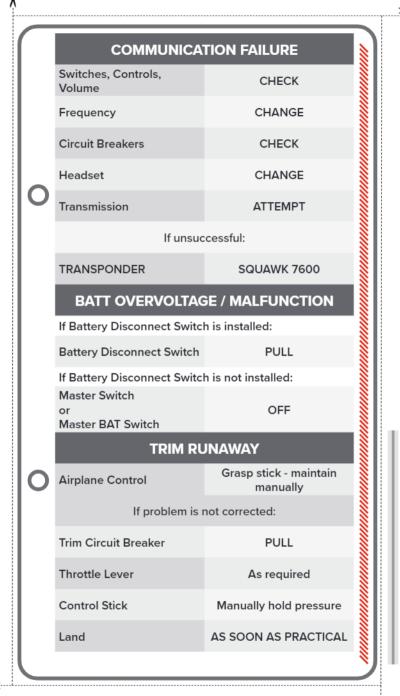
Master GEN & Master BAT

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

PITOT STATIC MALFUNCTION

Refer to GPS for flying:

+10 KTS for procedures, Ground speed indicator observe winds



TRIM / AUTO	PILOT FAILURE	
Airplane Control	Graps stick - maintain manually	
Trim Circuit Breaker	Verify ENGAGED	
If problem is	s not corrected:	
Trim Circuit Breaker	RESET (ONLY once!)	0
If problem is	s not corrected:	
Trim Circuit Breaker	DISENGAGE	
Autopilot (if installed)	DISCONNECT	
Throttle Lever	As required	
Control Stick	Manually hold pressure	
Land	AS SOON AS PRACTICAL	
		0