

EMERGENCY PROCEDURES

Table of Contents

NON-CRITICAL ACTIONS.	E-2
GROUND EMERGENCIES.....	E-2
Emergency Engine Shutdown.	E-2
TAKEOFF EMERGENCIES	
Aborted Takeoff.....	E-2
Engine Failure Immediately After Takeoff.	E-3
IN-FLIGHT EMERGENCIES.....	E-4
Engine Restart.....	E-4
Partial Engine Failure.	E-4
Engine Fire During Flight.....	E-5
Electrical Fire/High Ammeter.	E-5
Smoke and Fumes Elimination.....	E-5
Negative Ammeter Reading.....	E-5
Oil System Malfunction.....	E-5
Structural Damage/Controllability Check.....	E-6
Pitot Static Malfunction.....	E-6
FORCED LANDING.	E-6
LANDING EMERGENCIES.....	E-7
Landing With A Flat Tire	

EMERGENCY PROCEDURES

NON-CRITICAL ACTIONS

1. Maintain Aircraft Control
2. Analyze the situation and take proper action.
3. Land as soon as practicable.

GROUND EMERGENCIES

EMERGENCY ENGINE SHUTDOWN

NOTE: If an immediate engine shutdown becomes necessary while on the ground, proceed as follows.

1. Mixture IDLE CUT-OFF
2. Fuel shutoff knob PULL OUT
3. Ignition switch. OFF
4. Master switch. OFF

TAKEOFF EMERGENCIES

ABORTED TAKEOFF

NOTE: If an abort is necessary for any reason, accomplish the following.

1. Throttle. IDLE
2. Brake AS REQUIRED

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

1. Glide ESTABLISH
2. Flaps..... AS REQUIRED

FLAPS UP	85 MPH
----------	--------

FLAPS 20	80 MPH
----------	--------

FLAPS OVER 20	75 MPH
---------------	--------

3. Land straight ahead.

If Time Permits

4. Mixture..... FULL LEAN
5. Fuel shutoff knob..... PULL OUT
6. Ignition switch. OFF
7. Master switch. OFF
8. Cabin doors..... UNLOCKED/OPEN

IN-FLIGHT EMERGENCIES**ENGINE RESTART DURING FLIGHT**

NOTE: If a restart is to be attempted accomplish the following.

1. Glide ESTABLISH

FLAPS UP	85 MPH
----------	--------

FLAPS 20°	80 MPH
-----------	--------

FLAPS OVER 20°	75 MPH
----------------	--------

2. Mixture RICH
3. Throttle. IN HALF-WAY

4. Fuel selector. BOTH
5. Fuel shutoff knob. IN
6. Ignition switch. BOTH
7. Master switch. ON
8. Aux fuel pump switch. LOW
9. If propeller is stopped engage starter.
10. Mixture. ADJUST
11. If restart is unsuccessful refer to Forced Landing Checklist.

PARTIAL ENGINE FAILURE DURING FLIGHT

1. Mixture. RICH
2. Fuel Selector. BOTH
3. Fuel Shutoff Knob. IN
4. Manual Primer. IN AND LOCKED
5. Master Switch. ON
6. Ignition Switch. ON
7. Auxiliary fuel pump switch. AS REQUIRED
8. Mixture. ADJUST

ENGINE FIRE DURING FLIGHT

Apply the following procedures in the event of an engine fire during flight.

1. Mixture FULL LEAN
2. Fuel shutoff knob. PULL OUT
3. Ignition switch. OFF
4. Glide. ESTABLISH
5. Flaps. AS REQUIRED
6. Master switch. OFF

Electrical Fire/High Ammeter

1. Master switch OFF

Smoke and Fumes Elimination

1. Cabin heat knob IN
2. Cabin air knob IN
3. Upper air vents OPEN
4. Pilot's window AS REQUIRED

NOTE: If necessary, the window may be opened to assist in clearing the smoke or fumes from the cabin.

Negative Ammeter Reading

1. Electrical load REDUCE

Oil System Malfunction

1. Throttle AS REQUIRED

NOTE: If possible, adjust the throttle to maintain the oil pressure within limits.

2. Mixture RICH

NOTE: A rich running engine runs cooler than a lean running engine.

FORCED LANDING

1. Glide ESTABLISH 85 MPH
2. Mixture. IDLE CUT-OFF
3. Fuel shutoff knob. PULL OUT
4. Ignition switch. OFF
5. Flaps AS REQUIRED
6. Master switch. OFF
7. Seat belts. FASTENED

- 8. Shoulder harness LOCKED
- 9. Cabin doors UNLOCKED /OPEN

STRUCTURAL DAMAGE/CONTROLLABILITY CHECK

CAUTION: Do not reset flaps if significant structural damage is located in the wings.

- 1. Climb to at least 1,500' AGL (if practical) at a controllable airspeed.
- 2. Simulate landing approach and determine the airspeed at which the aircraft becomes difficult to control (minimum controllable airspeed).
- 3. Plan to fly a straight-in approach. Fly normal approach airspeed for your flap setting, or 5 to 10 MPH above the minimum controllable airspeed, which ever is higher. For asymmetrical flaps, use your minimum flap setting for approach airspeed.
- 4. Plan to touch down at no less than minimum controllable airspeed. Do not begin to reduce final approach airspeed until the aircraft is very close to the ground.

Pitot Static Malfunction

1. If icing is suspected, turn on the pitot heat.
2. If the airspeed indicator proves unreliable, advise ATC if appropriate.
3. Fly a wider than normal pattern maintaining 2400 RPM on downwind, maintain 1500 RPM on base and final. Close the throttle in round out.
4. Do not exceed 20 degrees of bank.
5. If you receive a stall warning indication prior to round-out, go-around.

LANDING EMERGENCIES

LANDING WITH A FLAT TIRE

1. Main Gear: Land on the side of the runway corresponding to the good tire.
2. Nose Gear: Land in the center of the runway, hold nose wheel off the ground as long as possible.
3. Stop the aircraft on the runway. Shut the aircraft down and call for assistance.

INTENTIONALLY LEFT BLANK