

3.3 EMERGENCY PROCEDURES CHECK LIST

ENGINE FIRE DURING START

Startercrank engine
Mixtureidle cut-off
Throttleopen
Electric fuel pumpOFF
Fuel selectorOFF
Abandon if fire continues

ENGINE POWER LOSS DURING TAKEOFF

If sufficient runway remains for a normal landing, land straight ahead.

If insufficient runway remains:
Maintain safe airspeed
Make only shallow turn to avoid obstructions
Flaps as situation requires

If sufficient altitude has been gained to attempt a restart:

Maintain safe airspeed
Fuel selectorswitch to tank containing fuel

Electric fuel pumpcheck ON
Mixturecheck RICH
Carburetor heatON
If power is not regained, proceed with power off landing.

ENGINE POWER LOSS IN FLIGHT

Fuel selectorswitch to tank containing fuel

Electric fuel pumpON
MixtureRICH
Carburetor heatON
Engine gaugescheck for indication of cause of power loss

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

When power is restored:
Carburetor heatOFF
Electric fuel pumpOFF

If power is not restored prepare for power off landing.

Trim for 87 MPH IAS (76 KTS IAS)

POWER OFF LANDING

Locate suitable field.
Establish spiral pattern.
1000 ft. above field at downwind position for normal landing approach.
When field can easily be reached slow to 76 MPH IAS (66 KTS IAS) for shortest landing.

Touchdowns should normally be made at lowest possible airspeed with full flaps.

When committed to landing:

IgnitionOFF
Master switchOFF
Fuel selectorOFF
Mixtureidle cut-off
Seat belt and harnesstight

FIRE IN FLIGHT

Source of firecheck

Electrical fire (smoke in cabin):
Master switchOFF
Ventsopen
Cabin heatOFF
Land as soon as practicable.

Engine fire:
Fuel selectorOFF
ThrottleCLOSED
Mixtureidle cut-off
Fuel selectorOFF
Electric fuel pumpcheck OFF
Heater and defrosterOFF
Proceed with power off landing.

LOSS OF OIL PRESSURE

Land as soon as possible and investigate cause.
Prepare for power off landing.

LOSS OF FUEL PRESSURE

Electric fuel pumpON
Fuel selectorcheck on full tank

HIGH OIL TEMPERATURE

Land at nearest airport and investigate the problem.
Prepare for power off landing.

ALTERNATOR FAILURE

Verify failure
Reduce electrical load
Alternator circuit breakerscheck
Alt switchOFF (for 1 second),
then on

If no output:
Alt switchOFF

Reduce electrical load and land as soon as practical.

SPIN RECOVERY

Throttleidle
Aileronsneutral
Rudderfull opposite to
direction of rotation
Control wheelfull forward
Rudderneutral (when
rotation stops)
Control wheelas required to smoothly
regain level flight altitude

OPEN DOOR

If both upper and lower latches are open, the door will trail slightly open and airspeeds will be reduced slightly.

To close the door in flight:
Slow airplane to 100 MPH IAS (87 KTS IAS)
Cabin ventsclose
Storm windowopen

If upper latch is openlatch
If lower latch is openopen top latch, push
door further open and
close rapidly. Latch top
latch.

A slip in direction of open door will assist latching.

ENGINE ROUGHNESS

Carburetor heatON

If roughness continues after one min:
Carburetor heatOFF
Mixtureadjust for max.
smoothness

Electric fuel pumpON
Fuel selectorswitch tanks
Engine gaugescheck
Magneto switch“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.

Prepare for power off landing.