ENGINE FAILURES

… DURING TAKE-OFF

1. THROTTLE	IDLE
2. BRAKES	APPLY
3. FLAPS	UP
4. MIXTURE	IDLE CUT-OFF
5. MAGNETOS	OFF
6. MASTER SWITCH	OFF

… AFTER TAKE-OFF

1. AIRSPEED (FLAPS UP / DOWN)	65 KTS / 60 KTS
2. FUEL SELECTOR	OFF
3. MIXTURE	IDLE CUT-OFF
4. MAGNETOS	OFF
5. FLAPS (30° RECOMMENDED ON FINAL)	AS REQUIRED
6. MASTER SWITCH (AFTER FLAPS SET)	OFF
7. LANDING	STRAIGHT AHEAD

… DURING FLIGHT (RESTART)

1. AIRSPEED	65 KTS
2. CARBURETOR HEAT	ON
3. FUEL SELECTOR	BOTH
4. MIXTURE	RICH
5. THROTTLE	OPEN 2,5 CM
6. MAGNETOS	BOTH
7. PRIMER	LOCKED
8. STARTER (CRANK IF NEEDED)	AS REQUIRED

IF UNSUCCESFULL, GO TO EMERGENCY LANDING.

FORCED LANDINGS

EMERGENCY LANDING (WITHOUT ENGINE POWER)

1. MAYDAY	TRANSMIT
2. TRANSPONDER	7700
3. ELT	ON
4. FUEL SELECTOR	OFF
5. MIXTURE	IDLE CUT-OFF
6. THROTTLE	CLOSE
7. MAGNETOS	OFF
8. SEAT BELTS	SECURE
9. CABIN DOORS	UNLATCH
10. FLAPS (30° RECOMMENDED ON FINAL)	AS REQUIRED
11. MASTER SWITCH	OFF
12. TOUCHDOWN	TAIL-LOW
13. BRAKES	APPLY HEAVILY

PRECAUTIONARY LANDING (WITH ENGINE POWER)

1. CHOOSE ONE:
   - **ABLE LOW APPROACH:**
     SET FLAPS 20°. FLY LOW APPROACH AT 60 KTS.
   - **UNABLE LOW APPROACH:**
     GO TO ITEM 2.

2. SEAT BELTS	SECURE
3. ALL SWITCHES EXCEPT MASTER SW.	OFF
4. FLAPS (NORMALLY 30° ON FINAL)	AS REQUIRED
5. MASTER SWITCH	OFF
6. CABIN DOORS	UNLATCH

CONTINUE IN NEXT COLUMN.

EMERGENCY PROCEDURES (10.09.2020) – LN-DAY

CONTINUED FROM PREVIOUS COLUMN.

7. TOUCHDOWN	TAIL-LOW
8. BRAKES	APPLY HEAVILY
9. MAGNETOS	OFF
10. FUEL SELECTOR	OFF

FIRES

ENGINE FIRE ON GROUND

1. STARTER	CRANK
2. MIXTURE	IDLE CUT-OFF
3. THROTTLE	OPEN FULLY
4. FUEL SELECTOR	OFF
5. MAGNETOS (AFTER ENGINE STOPS)	OFF
6. MASTER SWITCH	OFF

ENGINE FIRE IN FLIGHT

1. CABIN HEAT & AIR	CLOSE
2. MIXTURE	IDLE CUT-OFF
3. THROTTLE	OPEN FULLY
4. FUEL SELECTOR	OFF
5. MAGNETOS	OFF
6. AIRSPEED (TO EXTINGUISH FIRE)	100 KTS

DO NOT ATTEMPT TO RESTART THE ENGINE.

GO TO EMERGENCY LANDING.

CABIN FIRE

1. MASTER SWITCH	OFF
2. CABIN HEAT, AIR & VENTS	CLOSE
3. FIRE EXTINGUISHER	USE

CONTINUE PROCEDURE AFTER FIRE IS CONFIRMED OUT.

4. CABIN AIR & VENTS	OPEN

GO TO PRECAUTIONARY LANDING.

WING FIRE

1. MASTER SWITCH	OFF
2. FRESH AIR VENTS	CLOSE
3. SIDESLIP (ON OPPOSITE SIDE OF FIRE)	EXECUTE
4. PLAN A FLAPLESS LANDING.	

GO TO PRECAUTIONARY LANDING.

ELECTRICAL FIRE

1. MASTER SWITCH	OFF
2. ALL OTHER SWITCHES	OFF
3. CABIN HEAT, AIR & VENTS	CLOSE
4. FIRE EXTINGUISHER	USE

CONTINUE PROCEDURE AFTER FIRE IS CONFIRMED OUT.

5. MASTER SWITCH	ON
6. EL. EQUIPMENT (ONE BY ONE)	ON

IF FIRE RELIGHTS, TURN OFF EQUIPMENT AGAIN.

GO TO PRECAUTIONARY LANDING.

DITCHING

1. MAYDAY	TRANSMIT
2. HEAVY OBJECTS	SECURE / JETTISON

3. CHOOSE ONE:
   - **STRONG WINDS AND HEAVY SEAS:** PLAN APPROACH INTO THE WIND.
   - **LIGHT WINDS AND HEAVY SWELLS:** PLAN APPROACH PARALLEL WITH WAVES.

4. CHOOSE ONE:
   - **WITH ENGINE POWER:** SET FLAPS 20-30°. FLY AT 55 KTS AND DESCENT AT 300 FT/MIN.
   - **WITHOUT ENGINE POWER:** SET FLAPS 0-10°. FLY AT 60-65 KTS.

5. CABIN DOORS	UNLATCH
6. TOUCHDOWN	LEVEL ATTITUDE
7. FACE (USE FOLDED COAT OR CUSHION)	PROTECT
8. AIRCRAFT (USE DOOR OR WINDOW)	EVACUATE
9. LIFE VESTS (AFTER EVACUATION ONLY)	INFLATE

INADVERTENT ICING ENCOUNTER

1. PITOT HEAT	ON
2. CARBURETOR HEAT	ON
3. ICING CONDITIONS	ESCAPE

TURN BACK OR CHANGE ALTITUDE TO ESCAPE.

4. CABIN HEAT	OPEN FULLY
5. WINDSHIELD DEFROSTER	OPEN FULLY
6. CABIN AIR	CLOSE
7. THROTTLE (TO MINIMIZE ICE BUILDUP)	INCREASE

8. PLAN A LANDING AT THE NEAREST SUITABLE AIRPORT.

BE PREPARED FOR HIGHER STALL SPEEDS AND AVOID SHARP BANK ANGLES DURING APROACH.

9. FLAPS	UP
10. LEFT WINDOW (OPEN TO SCRAPE ICE)	AS REQUIRED
11. AIRSPEED	65 – 74 KTS
12. FORWARD SLIP (FOR VISIBILITY)	AS REQUIRED
13. TOUCHDOWN	LEVEL ATTITUDE

LANDING WITHOUT PITCH CONTROL

1. FLAPS	20°
2. AIRSPEED	60 KTS
3. TRIM (DO NOT CHANGE ONCE SET)	LEVEL FLIGHT
4. THROTTLE (CONTROL GLIDE ANGLE)	AS REQUIRED

CONTINUE PROCEDURE AT FLAREOUT.

5. FLIGHT CONTROLS	FULL NOSE-UP
6. THROTTLE (DO NOT IDLE)	AS REQUIRED
7. TOUCHDOWN	HORIZONTAL
8. THROTTLE (AT TOUCHDOWN)	CLOSE

OTHER EMERGENCIES IN FLIGHT MANUAL

LANDING WITH ONE FLAT TIRE	PAGE 3-3
INADVERTENT SPIN	PAGE 3-6
RECOVERY FROM A SPIRAL DIVE	PAGE 3-6

EMERGENCY PROCEDURES (10.09.2020) – LN-DAY

ELECTRICAL SYSTEM FAILURES

COMPLETE ELECTRICAL FAILURE

CONDITION: MALFUNCTION OF THE TURN COORDINATOR, FUEL QUANTITY INDICATORS AND FLAPS.

1. MASTER SWITCH	OFF

2. PLAN A LANDING AT THE NEAREST SUITABLE AIRPORT.

ALTERNATOR OR VOLTAGE REGULATOR FAILURE

CONDITION: THE ALTERNATOR CIRCUIT BREAKER IS OUT.

1. NON-ESSENTIAL EL. EQUIPMENT	OFF

WAIT 2-3 MINUTES AND THEN CONTINUE PROCEDURE.

2. ALTERNATOR CIRCUIT BREAKER	RESET ONCE

CONTINUE PROCEDURE IF THE ALTERNATOR CIRCUIT BREAKER POPS OUT AGAIN.

3. PLAN A LANDING AT THE NEAREST SUITABLE AIRPORT

BATTERY POWER SUPPLY IS VERY LIMITED.

AMMETER CONTINOUS DISCHARGE

1. ALTERNATOR SWITCH	OFF

2. PLAN A LANDING AT THE NEAREST SUITABLE AIRPORT.

HIGH VOLTAGE LIGHT ILLUMINATION

1. MASTER SWITCH	OFF
2. MASTER SWITCH	ON
3. HIGH VOLTAGE LIGHT	CHECK OUT

CONTINUE PROCEDURE IF THE HIGH VOLTAGE LIGHT ILLUMINATES AGAIN.

4. ALTERNATOR SWITCH	OFF

5. PLAN A LANDING AT THE NEAREST SUITABLE AIRPORT

IF AT NIGHT, COMPLETE THE FOLLOWING PROCEDURE.

6. ALTERNATOR SWITCH	ON
7. LANDING LIGHT	ON
8. FLAPS	AS REQUIRED

RADIO COMMUNICATION FAILURE

1. CIRCUIT BREAKERS (COM1 & COM2)	IN
2. RADIO VOLUME	UP
3. RADIO FREQUENCY	CORRECT
4. AUDIO PANEL	COM1 / 2 MIC
5. TRANSMIT BUTTONS	NOT STUCK
6. HEADSET JACKS	IN

IF UNSUCCESSFUL, CONTINUE PROCEDURE.

7. CHANGE HEADSET ON YOUR SIDE AND TEST
8. PLUG IN HEADSET ON OPPOSITE SIDE AND TEST

IF UNSUCCESSFUL, CONTINUE PROCEDURE.

9. TRANSPONDER	7600

10. FOLLOW VFR OR IFR RCF PROCEDURE ON AIP CHART