

EMERGENCY CHECKLIST

Best Glide Speed..... 78 MPH

Fuel, Spark, Air

ENGINE FAILURE DURING TAKEOFF RUN

1. Throttle.....IDLE
2. Mixture.....IDLE CUTOFF
2. Brakes..... APPLY
3. Ignition SwitchOFF
4. Master SwitchOFF

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

5. Airspeed.....78 MPH
6. Mixture.....IDLE/CUTOFF
6. Main Fuel Selector Valve.....OFF
7. Fuel Transfer Valve.....OFF
8. Mags.....OFF
9. Master SwitchOFF
10. Canopy.....DO NOT OPEN

ENGINE FAILURE DURING FLIGHT

1. Airspeed.....78 MPH
2. Throttle.....CHECK
3. Carb Heat..... FULL ON (Pull)
4. Primer IN & LOCKED
5. Main Fuel Selector Valve..... VERIFY ON
6. Fuel Transfer Valve..... VERIFY ON
7. Mixture.....RICH
8. Ignition SwitchBOTH
9. Starter Button.....PULL (If Prop is Stopped)
10. Radio.....121.5 - MAYDAY & POSITION
11. Transponder.....SQUAWK 7700

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EMERGENCY LANDING WITHOUT POWER

1. Airspeed.....78 MPH
2. Main Fuel Selector ValveOFF (FWD)
3. Fuel Transfer Valve.....OFF
4. Mixture.....IDLE/CUTOFF
5. Ignition SwitchOFF
6. Master Switch.....OFF
7. Seat Belts.....SECURE
8. Passenger BRIEF
9. Canopy...UNLATCH DO NOT OPEN

PRECAUTIONARY LANDING WITH POWER

1. Airspeed.....80 MPH
2. Seat Belts..... CHECK
3. Selected Field.....FLY OVER, INSPECT,
CK WIND DIR.
4. Radio..... 121.5 - MAYDAY & POSITION
5. Master Switch.....OFF
6. Canopy..... UNLATCH - DO NOT OPEN
7. Carb Heat..... FULL ON
8. Approach Speed 78 MPH
9. Touchdown..... SLIGHTLY TAIL LOW
10. Mixture.....IDLE/CUTOFF
11. Ignition Switch.....OFF
12. BrakesAPPLY HEAVILY

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INADVERTENT ICING ENCOUNTER

1. AirplaneTURN BACK / CHANGE
ALTITUDE

to attain an OAT less conducive to
icing.

2. Cabin Heat FULL ON

3. ThrottleOPEN

to increase engine speed and
minimize ice buildup on propeller blades.

4. Carb Heat.....WATCH for loss of power
and APPLY as required

5. Landing LAND as soon as practical
If rapid ice build-up, land off

airport

6. Stall Speed..... Expect Higher Stall Speed

7. Canopy.....OPEN if required
for

visibility

for landing approach
SCRAPE windshield, if practical

8. LandingPerform using forward slip
if required for visibility.

9. Approach.....85 to 90 MPH

10. LandLEVEL ATTITUDE
Expect higher stall speed.

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FIRE DURING START ON GROUND

1. Cranking.....CONTINUE to get a start

If Engine Starts:

2. Power..... 1700 RPM for 2 MINUTES

3. Engine..... SHUTDOWN AND INSPECT

If Engine Won't Start:

4. Cranking.....STOP

5. Passenger.....EXIT to REAR of Airplane

6. Throttle.....FULL OPEN

7. Master SwitchOFF

8. Ignition Switch.....OFF

9. Main Fuel Valve OFF

10. Fuel Transfer Valve.....OFF

11. Fire..... EXTINGUISH

12. Fire Damage INSPECT

ENGINE FIRE IN FLIGHT

1. Mixture.....IDLE/CUTOFF

2. Main Fuel ValveOFF

3. Fuel Transfer Valve.....OFF

4. Master SwitchOFF

5. Cabin Heat Knob.....OFF

6. Airspeed.....115 MPH

If not extinguishedIncrease glide speed

7. Engine..... DO NOT ATTEMPT RESTART

8. Forced Landing.....EXECUTE .

Emergency Landing
Without Power

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WING FIRE IN FLIGHT

1. Navigation Light Switch.....OFF
2. Airplane SIDESLIP to keep flames away
from fuel tank and cabin
3. Flight LAND as soon as practical

CABIN FIRE IN FLIGHT

1. Master Switch.....OFF
2. All Vents, Cabin Heat.....OFF / CLOSED
3. Fire Extinguisher ACTIVATE
4. Cabin..... VENTILATE AFTER fire is out.
5. Flight LAND as soon as practical.

ELECTRICAL FIRE IN FLIGHT

1. Master Switch.....OFF
2. All Switches Except Ignition.....OFF
3. All Vents, Cabin Heat.....OFF / CLOSED
4. Fire Extinguisher ACTIVATE
5. Cabin.....VENTILATE
as required to clear extinguishing agent

**6. If Fire is out and electrical power is REQUIRED
for continuance of flight:**

7. Radio SwitchesOFF
8. Master Switch..... ON
9. Circuit Breakers.....CHECK for faulty circuit
DO NOT RESET
10. Radio/Electrical Switches, IF REQUIRED: ON
One at a time with delay after each, until short
circuit is localized
11. Vents/Cabin Air/Heat..... OPEN when
it is ascertained that fire is completely
extinguished
12. Flight LAND as soon as practical

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AMMETER SHOWS EXCESSIVE HIGH RATE OF CHARGE OR DISCHARGE

1. Non-Essential SwitchesOFF
If Abnormal Condition Not Corrected:
4. Master SwitchOFF
5. Flight LAND as soon as practical.

INADVERTENT FLIGHT INTO IFR CONDITIONS

1. Power.....2200 RPM
2. Direction.....Note Heading
3. Flight Execute Standard Rate 180 turn

DITCHING

1. Radio.....121.5 - MAYDAY & POSITION
2. Transponder.....SQUAWK 7700
3. Heavy Objects.....SECURE OR JETTISON
4. Approach.....
High Winds, Heavy Seas - INTO THE WIND
Light Winds, Heavy Swells - PARALLEL TO SWELLS
5. Power..... 300 FPM DESCENT AT 55 MPH
6. If NO POWER.....APPROACH AT 75 MPH
7. Canopy.....OPEN
8. TouchdownLEVEL ATTITUDE
At Established rate of decent
8. FaceCUSHION
at touchdown with folded coat
9. Airplane.....EVACUATE IMMEDIATELY
10. Life Vests INFLATE