

AMMETER EXCESSIVE CHARGE

ALTERNATOR.....OF
F
ELECTRICAL LOAD.....SHED
LAND.....AS SOON AS PRACTICAL
ENGINE WILL STILL RUN NORMALLY.

RADIO FAILURE

CIRCUIT BREAKERS.....CHECK IN
RADIO VOLUME.....CHECK
HEADSET VOLUME.....CHECK
HEADSET PLUGS.....CHECK SECURE
CORRECT FREQUENCY.....VERIFY
AUDIO PANEL.....CHECK
VERIFY YOU ARE LISTENING IN ON THE
CORRECT RADIO.
AVIONICS MASTER.....OFF THEN ON
IF NO SUCCESS WITH TROUBLESHOOTING:
SQUAWK.....7600
LAND.....AS SOON AS PRACTICAL
ENGINE WILL STILL RUN NORMALLY.

MISCELLANEOUS

ICING

EMERGENCY.....DECLARE
PITOT
HEAT.....ON
ALT
STATIC.....OPEN
ICING CONDITIONS.....ESCAPE
CARB HEAT.....ON IF
REQ.
DEFROSTER/HEAT.....O
N
LAND.....AS SOON AS PRACTICAL

FLOODED ENGINE

MIXTURE.....FULL LEAN

THROTTLE.....FULL FWD
STARTER.....CRANK
CRANK FOR SEVERAL REVOLUTIONS.
NORMAL START
PROCEDURE.....REPEAT
DO NOT PRIME ENGINE.

FOULED SPARK PLUGS

EXCESSIVE RPM DROP OR ENGINE
ROUGHNESS DURING RUNUP

ENGINE RPMS.....INCREASE
MIXTURE.....LEAN TO PEAK RPM
OIL TEMP/PRESSURE.....MONITOR
RUN AT PEAK RPM FOR AT LEAST ONE
MINUTE
ENGINE RPMS.....1700
MIXTURE.....RICH
REPEAT MAG CHECK. IF NO CHANGE, MAY
ATTEMPT TO CLEAR PLUGS AGAIN AND
RECHECK. IF NO CHANGE, TERMINATE
FLIGHT.

HIGH DENSITY ALTITUDE TAKEOFF

DENSITY ALTITUDE 5000' OR GREATER
DURING RUNUP

THROTTLE.....FULL
MIXTURE.....LEAN FOR PEAK RPM
THROTTE.....1000 RPM
TAKEOFF WITH MIXTURE LEANED. UTILIZE
SHORT FIELD TAKEOFF TECHNIQUE IF
POSSIBLE.

DOOR OPEN IN CRUISE

AIRCRAFT.....TRIM FOR LEVEL
SEAT BELTS.....FASTEN
CABIN VENTS.....OPEN
DOOR.....CLOSE
IF UNABLE TO CLOSE DOOR, TERMINATE
FLIGHT.

EMERGENCY TRANSPONDER CODES

7500.....HIJACKING
7600.....LOST COMMS
7700.....EMERGENCY

GUARD FREQUENCY.....121.5



EMERGENCY/ABNORMAL CHECKLIST N53600 ENGINE FAILURES

ENGINE FAILURE ON TAKEOFF ROLL

THROTTLE.....IDLE
BRAKES.....APPLY
FLAPS.....RETRACT
MIXTURE.....CUTOFF
MAGNETOS.....OFF
BATT/ALTERNATOR.....OF
F

ENGINE FAILURE AFTER TAKEOFF BELOW 1000' AGL

AIRSPEED.....65KTS
LANDING AREA.....SELECT
MIXTURE.....CUTOFF
FUEL SELECTOR.....OFF
MAGNETOS.....OFF
ALTERNATOR.....OF
F
FLAPS.....EXTEND
DECLARE EMERGENCY IF TIME PERMITS.

BATT
 MASTER.....OFF
 DOORS.....OPEN PRIOR TO
 LANDING
*TOUCH DOWN AT 65KTS WITH FLAPS, DO
 NOT TURN BACK TO RUNWAY.*

ENGINE POWER LOSS IN FLIGHT

AIRSPEED.....65KTS
 LANDING AREA.....SELECT
 WIND DIRECTION/SPEED.....NOTE
 CARB HEAT.....ON
 MIXTURE.....RICH
 FUEL SELECTOR.....BOTH
 MAGNETOS.....ON
*IF NO RESTART, PROCEED TO POWER OFF
 LANDING CHECKLIST.*

POWER OFF LANDING

AIRSPEED.....65KTS
 SQWK CODE.....7700
 ATC.....DECLARE EMERGENCY
 FUEL SELECTOR.....OFF
 MIXTURE.....CUTOFF
 MAGNETOS.....OFF
 SEATBELTS.....FASTE
 N
 FLAPS.....EXTEND
 BATT MASTER.....OFF
 ALTERNATOR.....OF
 F
 DOORS.....UNLATC
 H
TOUCH DOWN AT 65 KTS WITH FLAPS.

ROUGH RUNNING ENGINE

CARB HEAT.....ON
 MIXTURE.....RICH
 THROTTLE.....CHECK

FUEL SELECTOR.....BOTH
*IF ENGINE ROUGHNESS PERSISTS, DIVERT
 TO NEAREST AIRPORT AND LAND.
 PREPARE FOR POWER OFF LANDING.*

FIRES

ENGINE FIRE IN FLIGHT

MIXTURE.....CUTOFF
 FUEL SELECTOR.....OFF
 BATT MASTER.....OFF
 ALTERNATOR.....OF
 F
 CARB HEAT.....OFF
 CABIN HEAT/AIR.....OFF
 AIRSPEED.....INCREASE
ONCE FIRE IS OUT:
 AIRSPEED.....70KTS
 LANDING AREA.....SELECT
 WINDS.....NOTE
 SEATBELTS.....FASTE
 N
 DOORS.....UNLATC
 H

ELECTRICAL FIRE IN FLIGHT

ALTERNATOR.....OF
 F
 BATT MASTER.....OFF
 CABIN VENTS/HEATER.....OFF
 FIRE.....EXTINGUISH
 EMERGENCY
 DESCENT.....INITIATE
 LAND.....AS SOON AS POSSIBLE

ENGINE FIRE DURING START

STARTER.....CONTINUE CRANKING
*IF ENGINE START, RUN FOR SEVERAL
 SECONDS THEN SHUT DOWN. IF NO START:*
 MIXTURE.....CUTOFF
 FUEL SELECTOR.....OFF
 THROTTLE.....FULL IN
 STARTER.....CONTINUE CRANKING
 BATT MASTER.....OFF
 ALTERNATOR.....OF
 F
 AIRCRAFT.....EVACUTE
 FIRE.....EXTINGUISH

CABIN FIRE

BATT MASTER.....OFF
 ALTERNATOR.....OF
 F
 VENTS/HEAT.....CLOS
 E
 FIRE.....EXTINGUISH
 VENTS/WINDOWS.....OPEN
 EMERGENCY
 DESCENT.....INITIATE
 LAND.....AS SOON AS POSSIBLE

WING FIRE

NAV LIGHTS.....OFF
 PITOT HEAT.....OFF
 STROBES (IF EQUIPPED).....OFF
 SIDESLIP.....PERFORM
*SLIP THE AFFECTED WING DOWNWIND TO
 KEEP FLAMES AWAY FROM THE FUEL TANK*
 FLAPS.....UP UNLESS NEEDED
 LAND.....AS SOON AS POSSIBLE

ELECTRICAL MALFUNCTIONS

ALTERNATOR FAILURE

*(LOW VOLTAGE LIGHT OR AMMETER
DISCHARGING)*

ALTERNATOR.....OFF

ALT CIRCUIT BREAKER.....CHECK IN

ALTERNATOR.....ON

IF LOW VOLTAGE LIGHT COMES

ON/AMMETER SHOWS DISCHARGE:

ALTERNATOR.....OFF

ELECTRICAL LOAD.....SHED

LAND.....AS SOON AS PRACTICAL

ENGINE WILL STILL RUN NORMALLY.