

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 N916AT

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

AIRSPPEED.....70KTS
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.....75KTS
LANDING AREA.....SELECT
WIND DIRECTION/SPEED.....NOTE
CARB HEAT.....ON
MIXTURE.....RICH
FUEL PUMP.....ON
FUEL SELECTOR.....BOTH
MAGNETOS.....ON
*IF NO RESTART, PROCEED TO POWER OFF
LANDING CHECKLIST.*

POWER OFF LANDING

AIRSPEED.....70KTS
SQWK CODE.....7700
ATC.....DECLARE EMERGENCY
FUEL PUMP.....OFF
FUEL SELECTOR.....OFF
MIXTURE.....CUTOFF
MAGNETOS.....OFF
SEATBELTS.....FASTEN
FLAPS.....EXTEND
BATT MASTER.....OFF
ALTERNATOR.....OFF
DOORS.....UNLATCH
TOUCH DOWN AT 65 KTS WITH FLAPS.

ROUGH RUNNING ENGINE

CARB HEAT.....ON

MIXTURE.....RICH
FUEL PUMP.....ON
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.....OFF
CARB HEAT.....OFF
CABIN HEAT/AIR.....OFF
AIRSPEED.....INCREASE
ONCE FIRE IS OUT:
AIRSPEED.....70KTS
LANDING AREA.....SELECT
WINDS.....NOTE
SEATBELTS.....FASTEN
DOORS.....UNLATCH

ELECTRICAL FIRE IN FLIGHT

ALTERNATOR.....OFF
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.....OFF
AIRCRAFT.....EVACUTE
FIRE.....EXTINGUISH

CABIN FIRE

BATT MASTER.....OFF
ALTERNATOR.....OFF
VENTS/HEAT.....CLOSE
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.