

## AMMETER EXCESSIVE CHARGE

AVIONICS.....OFF  
BATT/ALTERNATOR.....OFF THEN ON  
NONESSENTIAL ELECTRONICS.....OFF  
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.....ON  
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 FOR SMALL RPM DROP  
OIL TEMP/PRESSURE.....MONITOR  
*RUN FOR 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 N1471E

### ENGINE FAILURES

## ENGINE FAILURE ON TAKEOFF ROLL

THROTTLE.....IDLE  
BRAKES.....APPLY  
FLAPS.....RETRACT  
MIXTURE.....CUTOFF  
MAG/EIS.....OFF  
BATT/ALTERNATOR.....OFF

## ENGINE FAILURE AFTER TAKEOFF BELOW 1000' AGL

AIRSPPEED WITHOUT FLAPS.....70KTS  
LANDING AREA.....SELECT  
MIXTURE.....CUTOFF  
FUEL SELECTOR.....OFF  
MAG/EIS.....OFF

### ONCE LANDING IS ASSURED:

FLAPS.....AS REQ.  
AIRSPPEED WITH FLAPS.....65KTS  
*DECLARE EMERGENCY IF TIME PERMITS.*  
BATT MASTER/ALTERNATOR.....OFF  
DOORS.....OPEN PRIOR TO LANDING  
*TOUCH DOWN AT LOWEST POSSIBLE  
AIRSPPEED WITH FLAPS, DO NOT TURN  
BACK TO RUNWAY.*

**THIS CHECKLIST IS NOT MEANT TO REPLACE THE APPROVED POH. IN  
AN EMERGENCY, REFER ALSO TO THE AIRCRAFT POH**

## FIRES

### ENGINE POWER LOSS IN FLIGHT

AIRSPED.....75KTS  
LANDING AREA.....SELECT  
CARB HEAT.....ON  
MIXTURE.....RICH  
FUEL SELECTOR.....BOTH  
MAG/EIS.....CYCLE  
PRIMER.....IN AND LOCKED  
*IF NO RESTART, PROCEED TO POWER OFF  
LANDING CHECKLIST.*

### POWER OFF LANDING

AIRSPED.....70KTS  
LANDING AREA.....INSPECT  
WIND DIRECTION/SPEED.....NOTE  
SQWK CODE.....7700  
ATC.....DECLARE EMERGENCY  
ELT.....ON  
MIXTURE.....CUTOFF  
FUEL SELECTOR.....OFF  
MAG/EIS.....OFF  
SEATBELTS.....FASTEN

#### **ONCE LANDING IS ASSURED:**

FLAPS.....AS REQ.  
AIRSPED WITH FLAPS.....65KTS  
BATT MASTER/ALTERNATOR.....OFF  
DOORS.....UNLATCH  
*TOUCH DOWN AT LOWEST POSSIBLE  
AIRSPED WITH FLAPS.*

### ROUGH RUNNING ENGINE

CARB HEAT.....ON  
MIXTURE...ADJUST FOR MAX SMOOTHNESS  
FUEL SELECTOR.....BOTH  
MAG/EIS.....CHECK LEFT AND RIGHT  
*IF OPERATION IS SATISFACTORY ON  
EITHER MAGNETO, CONTINUE ON THAT  
MAG TO THE NEAREST AIRPORT AND  
PREPARE FOR POWER OFF LANDING*

### ENGINE FIRE DURING START

STARTER.....CONTINUE CRANKING  
**IF ENGINE STARTS:**  
POWER.....1700RPM FOR A FEW SECONDS  
ENGINE.....SHUTDOWN  
**IF ENGINE FAILS TO START:**  
STARTER.....CONTINUE CRANKING  
MIXTURE.....CUTOFF  
THROTTLE.....FULL  
FUEL SELECTOR.....OFF  
BATT MASTER/ALTERNATOR.....OFF  
MAG/EIS.....OFF  
AIRCRAFT.....EVACUTE  
FIRE.....EXTINGUISH

### ENGINE FIRE IN FLIGHT

THROTTLE.....IDLE  
MIXTURE.....CUTOFF  
FUEL SELECTOR.....OFF  
CABIN HEAT/AIR.....OFF  
**IF FIRE PERSISTS:**  
AIRSPED.....100KIAS (to blow out fire)  
**ONCE FIRE IS OUT:**  
*PROCEED TO POWER OFF LANDING  
CHECKLIST*

### ELECTRICAL FIRE IN FLIGHT

BATT MASTER/ALTERNATOR.....OFF  
AVIONICS.....OFF  
CABIN HEAT/AIR/VENTS.....CLOSED  
FIRE.....EXTINGUISH  
VENTS/WINDOWS.....OPEN IF NECESSARY  
LAND.....AS SOON AS POSSIBLE

### CABIN FIRE

BATT MASTER/ALTERNATOR.....OFF  
CABIN HEAT/AIR/VENTS.....CLOSED  
FIRE.....EXTINGUISH  
VENTS/WINDOWS.....OPEN IF NECESSARY  
LAND.....AS SOON AS POSSIBLE

### LOSS OF OIL PRESSURE

DIVERT.....TO NEAREST AIRPORT  
LAND.....AS SOON AS POSSIBLE  
**IF TOTAL OIL PRESSURE LOSS IS  
ACCOMPANIED BY RISE IN OIL TEMP:**  
THROTTLE.....MINIMUM REQUIRED  
LAND.....AS SOON AS POSSIBLE  
PREPARE FOR POWER OFF LANDING

### HIGH OIL TEMPERATURE

DIVERT.....TO NEAREST AIRPORT  
LAND.....AS SOON AS POSSIBLE  
PREPARE FOR POWER OFF LANDING

## 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  
NONESSENTIAL ELECTRONICS.....OFF  
LAND.....AS SOON AS PRACTICAL  
*ENGINE WILL STILL RUN NORMALLY.*

**ELECTRICAL MALFUNCTIONS CONTINUED  
ON NEXT PAGE**