

AMMETER EXCESSIVE CHARGE

ALTERNATOR.....OFF
ALTERNATOR CIRCUIT BREAKER.....PULL
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 IF NECESSARY
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 N5384K

ENGINE FAILURES

ENGINE FAILURE ON TAKEOFF ROLL

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

ENGINE POWER LOSS IN FLIGHT

AIRSPEED.....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

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

FIRES

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
MAGS.....OFF
AIRCRAFT.....EVACUTE
FIRE.....EXTINGUISH

ENGINE FIRE IN FLIGHT

THROTTLEIDLE
MIXTURE.....CUTOFF
FUEL SELECTOR.....OFF
CABIN HEAT/AIR.....OFF

IF FIRE PERSISTS:

AIRSPEED.....INCREASE (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.....CLOSE
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)*
AVIONICS SWITCH.....OFF
ALT. CIRCUIT BREAKER.....CHECK IN
BATT MASTER/ALTERNATOR.....OFF
BATT MASTER/ALTERNATOR.....ON
LOW VOLTS LIGHT.....CHECK
AVIONICS SWITCH.....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
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