

## AMMETER EXCESSIVE CHARGE

ALTERNATOR.....OFF  
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.....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.....2000+  
MIXTURE.....LEAN TO PEAK RPM  
OIL TEMP/PRESSURE.....MONITOR  
*RUN AT PEAK RPM FOR AT LEAST ONE MIN*

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.....121.500



## EMERGENCY/ABNORMAL CHECKLIST N738BA

### ENGINE FAILURES

## ENGINE FAILURE ON TAKEOFF ROLL

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

## ENGINE FAILURE AFTER TAKEOFF BELOW 1000' AGL

AIRSPEED.....70KTS  
LANDING AREA.....SELECT  
MIXTURE.....CUTOFF  
FUEL SELECTOR.....OFF  
MAGNETOS.....OFF  
ALTERNATOR.....OFF  
*ONCE LANDING IS ASSURED:*  
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 SELECTOR.....BOTH; or LEFT or RIGHT  
MAGNETOS.....ON

**IF NO RESTART, PROCEED TO POWER OFF LANDING CHECKLIST.**

## POWER OFF LANDING

AIRSPEED.....70KTS  
SQUAWK CODE.....7700  
ATC.....DECLARE EMERGENCY  
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  
THROTTLE.....CHECK  
FUEL SELECTOR.....BOTH

**IF ENGINE ROUGHNESS PERSISTS, DIVERT TO NEAREST AIRPORT AND LAND.**

**PREPARE FOR POWER OFF LANDING.**

## FIRE CHECKLISTS

### 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

## ALTERNATOR FAILURE

*(LOW VOLTAGE LIGHT OR AMMETER DISCHARGING = NEGATIVE AMPS)*

ALTERNATOR.....OFF  
ALT CIRCUIT BREAKER.....CHECK IN  
ALTERNATOR.....ON

*IF LOW VOLTAGE LIGHT COMES ON/AMMETER CONTINUE TO SHOWING DISCHARGE:*

ALTERNATOR.....OFF  
ELECTRICAL LOAD.....SHED  
LAND.....AS SOON AS PRACTICAL  
**>> ENGINE WILL STILL RUN NORMALLY <<  
PREPARE FOR NO FLAP or 10° FLAP LANDING. FULL FLAPS MAY PREVENT SAFE GO-AROUND IF NEEDED! (IF BATTERY DIES)**