

AMMETER EXCESSIVE CHARGE

ALTERNATOR.....OFF
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*

SPARK PLUG FOULING

*EXCESSIVE RPM DROP OR ENGINE
ROUGHNESS DURING RUNUP*

ENGINE RPMS.....INCREASE
MIXTURE.....LEAN FOR SMALL RPM DROP
OIL TEMP/PRESSURE.....MONITOR
*RUN AT PEAK RPM FOR AT LEAST ONE
MINUTE*
ENGINE RPMS.....2000
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

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

DOOR OPEN IN FLIGHT

AIRCRAFT.....TRIM FOR LEVEL
SEAT BELTS.....FASTEN
CABIN VENTS.....OPEN
STORM WINDOW.....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 N78BG

ENGINE FAILURES

ENGINE FAILURE ON TAKEOFF ROLL

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

ENGINE FAILURE AFTER TAKEOFF BELOW 1000' AGL

AIRSPEED.....76KTS
LANDING AREA.....SELECT
FUEL SELECTOR.....OFF
MIXTURE.....CUTOFF
FUEL PUMP.....OFF
MAGNETOS.....OFF
DECLARE EMERGENCY IF TIME PERMITS
BATT MASTER/ALTERNATOR.....OFF
FLAPS.....EXTEND
DOORS.....OPEN PRIOR TO LANDING
*TOUCH DOWN AT LOWEST POSSIBLE
SPEED*

*This checklist is not intended to replace
the approved POH. Refer also to the
aircraft POH in an emergency.*

ENGINE POWER LOSS IN FLIGHT

AIRSPEED.....76KTS
LANDING AREA.....SELECT
CARB HEAT.....ON
MIXTURE.....RICH
FUEL PUMP.....ON
FUEL SELECTOR.....SWITCH TANKS
PRIMER.....LOCKED
MAGNETOS.....CYCLE
*IF NO RESTART, PROCEED TO POWER OFF
LANDING CHECKLIST*

POWER OFF LANDING

AIRSPEED.....76KTS
LANDING AREA.....INSPECT
WIND DIRECTION/SPEED.....NOTE
SQWK CODE.....7700
ATC.....DECLARE EMERGENCY
ELT.....ON
MAGNETOS.....OFF
BATT MASTER/ALTERNATOR.....OFF
FUEL SELECTOR.....OFF
MIXTURE.....CUTOFF
CARB HEAT.....OFF
SEATBELTS.....FASTEN

ONCE LANDING IS ASSURED:

FLAPS.....EXTEND
DOORS.....UNLATCH
*TOUCH DOWN AT LOWEST POSSIBLE
AIRSPEED WITH FLAPS*

ROUGH RUNNING ENGINE

CARB HEAT.....ON

IF ROUGHNESS CONTINUES AFTER ONE MINUTE:

CARB HEAT.....OFF
MIXTURE...ADJUST FOR MAX SMOOTHNESS
FUEL PUMP.....ON
FUEL SELECTOR.....SWITCH TANKS
MAGS.....CHECK LEFT AND RIGHT
*IF OPERATION IS SATISFACTORY ON EITHER
MAGNETO, CONTINUE ON THAT MAG AT
REDUCED POWER AND FULL RICH MIXTURE TO
THE NEAREST AIRPORT AND PREPARE FOR
POWER OFF LANDING*

FIRES

ENGINE FIRE DURING START

STARTER.....CONTINUE CRANKING
MIXTURE.....CUTOFF
THROTTLE.....FULL
FUEL PUMP.....OFF
FUEL SELECTOR.....OFF
AIRCRAFT.....EVACUATE
FIRE.....EXTINGUISH

ENGINE FIRE IN FLIGHT

THROTTLE.....IDLE
MIXTURE.....CUTOFF
FUEL SELECTOR.....OFF
FUEL PUMP.....OFF
CABIN HEAT/DEFROST.....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
FAN/HEATER.....OFF
FIRE.....EXTINGUISH
EMERGENCY DESCENT.....INITIATE
LAND.....AS SOON AS POSSIBLE

CABIN FIRE

BATT MASTER/ALTERNATOR.....OFF
FAN.....OFF
VENTS/HEAT.....CLOSE
FIRE.....EXTINGUISH
VENTS/WINDOWS.....OPEN
EMERGENCY DESCENT.....INITIATE
LAND.....AS SOON AS POSSIBLE

MISCELLANEOUS

LOSS OF OIL PRESSURE

DIVERT.....TO NEAREST AIRPORT
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***