ENGINE FIRE DURING START

1. **Continue Cranking**

If engine starts:

2. **THROTTLE - IDLE for a few seconds**
3. **MIXTURE - IDLE-CUTOFF**
4. FUEL SELECTOR - OFF
5. IGNITION - OFF
6. MASTER - OFF
7. Inspect engine

If engine fails to start:

8. **THROTTLE - OPEN**
9. **MIXTURE - IDLE-CUTOFF**
10. FUEL PUMP - OFF
11. FUEL SELECTOR - OFF
12. IGNITION - OFF
13. MASTER - OFF
14. Evacuate
15. Attempt to extinguish fire if able

ENGINE FAILURE ON TAKEOFF ROLL

1. **THROTTLE - IDLE**
2. **BRAKES - APPLY AS REQ'D**
3. **Maintain direction control**

If departing runway:

4. **MIXTURE - IDLE-CUTOFF**

When stopped:

5. MIXTURE - IDLE-CUTOFF
6. IGNITION - OFF
7. FUEL SELECTOR - OFF
8. MASTER - OFF

With E-Gear Lever NOT pinned up gear will extend with loss of power below 115 mph. Maintain above 115 mph until pinned up.

ENGINE FAILURE AFTER TAKEOFF

1. **Set Best Glide Speed - 105 mph**
2. **Select and fly to landing site**
3. **FUEL SELECTOR - Switch**

If power is not restored:

4. FUEL SELECTOR - OFF
5. IGNITION - OFF
6. MIXTURE - IDLE-CUTOFF
7. FLAPS - DOWN
8. MASTER - OFF
9. Door - Open

ENGINE FAILURE IN FLIGHT

1. **Set Best Glide Speed - 105 mph**
2. **Flaps - Up (if down)**
3. **Select and fly to landing site**
4. FUEL SELECTOR - Switch tanks

Note: if engine failure is due to fuel starvation, it may take up to 10 seconds after tank change to regain power.

5. FUEL PUMP - ON
6. MIXTURE - FULL RICH
7. ALTERNATE AIR - ON
8. Engine Instruments - CHECK
9. IGNITION - L / R / BOTH (Select Best)
10. THROTTLE - Different Settings
11. MIXTURE - Different Settings
12. FUEL SELECTOR - Switch if fuel avail.

If power is restored:

13. ALTERNATE AIR - OFF
14. FUEL PUMP - OFF

If power not restored, executer LANDING WITHOUT ENGINE POWER checklist

LANDING WITHOUT ENGINE POWER

1. **Maintain Best Glide Speed - 105 mph**
2. **PROP - FULL DECR RPM**
3. **Select and fly to landing site**
4. Mayday - 121.5, Transponder - 7700
5. ELT - ON
6. Wind Direction - Determine
7. IGNITION - OFF
8. FUEL SELECTOR - OFF
9. MIXTURE - IDLE-CUTOFF
10. Seatbelts - ON
11. FLAPS - As required

With landing assured & LDG Down Landing:

12. Landing Gear Lever - DOWN

With landing assured & LDG Up Landing:

13. Emerg Gear Level - Lock in Override

On FInal:

14. MASTER - OFF
15. Door - Open

ELECTRICAL FIRE IN FLIGHT

1. **MASTER - OFF**
2. Vents - Open
3. CABIN HEAT - OFF
4. Land as soon as possible
5. If Fire out and essential equipment needed, turn off all equipment, AV. MASTER OFF, MASTER ON, turn AV. MASTER ON and equipment on one at a time. Reset CBs only if essential.

ENGINE FIRE INFLIGHT

1. **THROTTLE - CLOSED**
2. **MIXTURE - IDLE-CUTOFF**
3. **FUEL SELECTOR - OFF**
4. FUEL PUMP - OFF
5. IGNITION - OFF
6. MASTER - OFF
7. Cabin HEAT - OFF
8. Cabin DEFfrost - OFF
9. Increase speed to extinguish fire
10. Execute LANDING WITHOUT ENGINE POWER Checklist

BOLD = MEMORY ITEM

N44443 EMERGENCY PROCEDURES

REV: OCT20

ALTERNATOR FAILURE

1. Verify Failure (Ammeter = 0)
   - Turn on landing light to check if load increases
2. Reduce electrical load
3. Circuit Breakers - Check
4. Alternator Switch - OFF (1 sec)
5. Alternator Switch - ON

If Alternator doesn't return or will not reset:

6. Alternator Switch - OFF
7. Land as soon as practical

Note: If battery is discharged, landing gear extended via emergency extension

EMERGENCY LDG EXTENSION

1. MASTER……..CHECK ON
2. Circuit Breakers……CHECK
3. PANEL LIGHTS……..…OFF (Day)
4. Gear Indicator Bulbs……..……CHECK

If gear do not indicate down and locked:

5. Airspeed……BELOW 100 MPH
6. LDG LEVER……DOWN

If gear do not indicate down and locked:

7. E-LDG LEVER…….OVERIDE ENGAGED

If gear do not indicate down and locked:

8. E-LDG GEAR LEVER…… HOLD DOWN

If gear do not indicate down and locked:

9. Yaw Plane side to side

If nose gear is not down or landing gear not down, see POH 3-11

HIGH OIL TEMP

1. Land as soon as practical
2. Oil Pressure - Watch
3. Prepare for power-off landing

ICING

1. **PITOT HEAT - ON**
2. CARB HEAT - ON / As Req'd
3. CABIN HEAT - ON
4. CABIN DEFROST - ON
5. Consider 180° Turn
6. Consider changing altitude
7. Increase engine speed
8. FLAPS not recommended for landing
9. Approach Speed - Increase

LOSS OF FUEL PRESSURE

1. FUEL PUMP - ON
2. FUEL SELECTOR - Switch if fuel available in other tank
3. MIXTURE - FULL RICH
4. Land as soon as practical

LOSS OF OIL PRESSURE

1. Do not change power unnecessarily
2. Land immediately

Note: Consider climbing or maintain altitude until within glide range of airport

Note: An off airport landing with power may be advisable if airport too far, engine temperature increases, or there is oil smoke coming from the engine

OPEN DOOR

1. If solo, land and close the door
2. Airspeed - 100 MPH
3. Cabin Vents - Close
4. Window - Open

If Upper Latch is Open:

5. Door - Latch

If Lower Latch is Open:

6. Door Latch - Open
7. Door - Push Open and Close Rapidly
8. Door Latch - Latch

Note: A slip in the direction of the door will assist.

PROPELLOR OVERSPEED

1. THROTTLE……RETARD
2. Oil Pressure……CHECK
3. PROP……..……FULL DECREASE RPM
4. PROP……..SET (if control available)
5. Airspeed……..…REDUCE
6. THROTTLE……..SET (≤ 2700 RPM)

RADIO FAILURE

1. Volume - Check
2. Circuit Breakers/Fuse - Check
3. Transponder - 7600
4. Transmit in the Blind
5. Look for Tower Light Signals

AIRBORNE

Solid Green: Cleared to Land
Flashing Green: Return to Land
Solid Read: Continue Circling
Flashing Red: Airport Unsafe, Do Not Land
Alt. Red/Green: Use Extreme Caution

GROUND

Solid Green: Cleared for Takeoff
Flashing Green: Cleared to Taxi
Solid Read: Stop
Flashing Red: Taxi Clear of Runway
Alt. Red/Green: Use Extreme Caution
White: Return to Starting Point

ROUGH ENGINE

1. MIXTURE - Adjust for smooth operation
2. FUEL PUMP - ON
3. FUEL SELECTOR - Switch
4. Engine Instruments - Check
5. IGNITION - R/L/BOTH - Use Best
6. Land as soon as possible
7. Prepare for power-off landing