

N7119Y EMERGENCY PROCEDURES CHECKLIST

ENGINE FAILURE (BELOW Vr)

1. THROTTLES CLOSE
2. STOP STRAIGHT AHEAD

ENGINE FAILURE (ABOVE Vr)

ADEQUATE RUNWAY AVAILABLE

1. DIRECTIONAL CONTROL MAINTAIN
2. THROTTLES CLOSE
3. LAND STRAIGHT AHEAD

INADEQUATE RUNWAY / DECISION TO CONTINUE

1. AIRSPEED AND DIRECTIONAL CONTROL ... MAINTAIN
2. MIXTURES FULL RICH
3. PROP CONTROLS FULL INCREASE
4. THROTTLES FULL FORWARD
5. LANDING GEAR UP
6. ELECTRIC FUEL PUMPS ON
7. FLAPS UP
8. AIRSPEED 105MPH
9. INOPERATIVE ENGINE IDENTIFY
10. THROTTLE (INOPERATIVE ENGINE) VERIFY
11. PROPELLER (INOPERATIVE ENGINE) FEATHER
12. SINGLE ENGINE LANDING EXECUTE

ENGINE FAILURE IN FLIGHT

1. AIRSPEED BLUE LINE—VYSE 105 MPH
2. DIRECTIONAL CONTROL MAINTAIN
3. MIXTURE CONTROLS FULL RICH
4. PROP CONTROLS FULL INCREASE
5. THROTTLES FULL FORWARD
6. LANDING GEAR UP
7. ELECTRIC FUEL PUMPS ON
8. FLAPS UP
9. INOPERATIVE ENGINE IDENTIFY
10. THROTTLE (INOPERATIVE ENGINE) VERIFY
11. INOPERATIVE ENGINE FEATHER OR RESTORE

RESTORE INOPERATIVE ENGINE

1. FUEL QUANTITY CHECKED
2. ENGINE GAUGES CHECKED
3. FUEL SELECTOR TO TANK CONTAINING FUEL
4. MIXTURE AS REQUIRED
5. FUEL PUMP ON
6. ALTERNATE AIR OPEN
7. MAGNETOS CHECK LEFT AND RIGHT ON
8. THROTTLE OPEN/CLOSE
9. STARTER... ENGAGE **ONLY IF PROPELLER STOPPED**
10. IF UNABLE TO RESTORE POWER: FEATHER
INOPERATIVE ENGINE CHECKLIST (BELOW)

FEATHER INOPERATIVE ENGINE

1. PROP CONTROL FEATHER
2. MIXTURE (INOPERATIVE ENGINE) IDLE CUT-OFF
3. MAGNETOS (INOPERATIVE ENGINE) OFF
4. ELECTRIC FUEL PUMP (INOPERATIVE ENGINE) OFF
5. COWL FLAPS: CLOSED ON INOPERATIVE ENGINE, OPEN ON
OPERATIVE ENGINE
6. ALTERNATOR (INOPERATIVE ENGINE) OFF
7. ELECTRICAL LOAD REDUCE
8. TRIM AS REQUIRED
9. HEADING TURN TOWARD NEAREST AIRPORT
10. FUEL MANAGEMENT: CONSIDER CROSSFEED, IF NOT THEN
FUEL SELECTOR OFF (INOPERATIVE ENGINE)
11. ALTERNATE AIR OFF

PRECAUTIONARY ENGINE SHUT DOWN

1. THROTTLE CLOSE
2. MIXTURE IDLE CUT OFF
3. PROP CONTROL FEATHER ABOVE 1000RPM
4. COMPLETE FEATHER INOPERATIVE ENGINE
CHECKLIST

CROSSFEED PROCEDURE

1. FUEL PUMPS ON
2. FUEL VALVE (INOPERATIVE ENGINE) MAIN OR AUX
3. FUEL PUMPS OFF
(EXCEPTION IF ENGINE-DRIVEN PUMP FAILS: ELECTRIC
FUEL PUMP OF OPERATING ENGINE — ON)
4. CROSSFEED (OPERATING ENGINE SIDE) ON

RESTART INOPERATIVE (FEATHERED) ENGINE

1. FUEL VALVESON
2. ELECTRIC FUEL PUMPOFF
3. THROTTLE OPEN 1/4 INCH
4. PROP CONTROL..... HIGH RPM
5. MIXTURE CONTROL..... FULL RICH
6. MAGNETO SWITCHESON
7. STARTERENGAGE UNTIL ENGINE STARTS
8. PROP CONTROL.....SET TO CRUISE RPM
9. THROTTLE 12" MP UNTIL ENGINE IS WARM
- 10.ALTERNATORON

SINGLE ENGINE LANDING

1. INOPERATIVE ENGINE SECURED
2. SEATS AND BELTS..... CHECKED
3. FUEL SELECTOR (OPERATIVE ENGINE).....ON MAIN
4. MIXTURE FULL RICH
5. PROP CONTROL.....FULL FORWARD
6. FUEL PUMPON
7. COWL FLAP (OPERATIVE ENGINE) OPEN

WHEN LANDING ASSURED:

8. LANDING GEARDOWN
9. FLAPSHALF
10. AIRSPEED 105 MPH

MANUAL GEAR EXTENSION

1. CIRCUIT BREAKERS CHECK
2. MASTER SWITCHON
3. ALTERNATORS..... CHECK ON
4. INSTRUMENT LIGHTS (DAYTIME).....OFF
5. EMERGENCY GEAR EXTENSION COVER.....LIFT
6. SLOW AIRCRAFT 100 MPH
7. LANDING GEAR SELECTOR.....OFF
8. DISENGAGE MOTOR, RAISE RELEASE ARM AND PUSH FORWARD THROUGH FULL TRAVEL.

IF LEFT SOCKET NOT IN CLEAR POSITION:

9. ENGAGE HANDLE IN RIGHT SOCKET AND TWIST TO SECURE
10. EXTEND HANDLE AND ROTATE FORWARD UNTIL LEFT SOCKET IS CLEAR

11. ENGAGE HANDLE IN LEFT SOCKET AND TWIST TO SECURE
12. ROTATE FULL FORWARD
13. GREEN GEAR LIGHT ON

NOTE: REDUCING POWER AND ROCKING GEAR EXTENSION HANDLE WILL AID IN MANUALLY EXTENDING GEAR. DO NOT RETRACT WITH HANDLE IN SOCKET. DO NOT RE-ENGAGE MOTOR IN FLIGHT.

ENGINE FIRE ON GROUND

1. ELECTRIC FUEL PUMPS OFF
2. FUEL SELECTOR OF AFFECTED ENGINE OFF
3. IF ENGINE IS RUNNING, ADVANCE POWER TO USE FUEL IN ENGINE.
4. IF FIRE IS CONTAINED WITHIN COWLING AND ENGINE IS NOT RUNNING, KEEP ENGINE TURNING WITH STARTER, ATTEMPTING TO START AND DRAW FLAME INTO ENGINE INDUCTION SYSTEM.
5. IN CASE OF GASOLINE FIRE OUTSIDE THE COWLING AND ON THE GROUND, TAXI AWAY FROM FIRE, IF POSSIBLE.
6. CALL FOR ASSISTANCE THRU TOWER OR GROUND CONTROL.
7. EVACUATE AIRCRAFT IF FIRE CANNOT BE CONTROLLED.

ENGINE FIRE IN FLIGHT

1. FUEL SELECTOR (AFFECTED ENGINE) OFF
2. FOLLOW FEATHERING PROCEDURE TO SHUT DOWN ENGINE.
3. LAND AT NEAREST SUITABLE AIRFIELD.

CABIN FIRE

1. VENTS CLOSE
2. USE HAND FIRE EXTINGUISHER IF AVAILABLE

ELECTRICAL FIRE

1. MASTER SWITCHOFF
2. CIRCUIT BREAKERS ..CHECK FOR TRIPPED CIRCUIT BREAKER - PULL ALL
3. ALL ELECTRICAL SWITCHESOFF
4. MASTER SWITCH ON
5. CIRCUIT BREAKERS AND SWITCHES FOR INDIVIDUAL UNITS: ON ONE AT A TIME TO LOCATE FAULTY UNIT. WHEN FAULTY UNIT LOCATED, LEAVE IT OFF; TURN OTHER UNITS ON, ONE AT A TIME.

BATTERY DISCHARGING INDICATION OR ALTERNATOR INOP LAMP ILLUMINATED

1. ELECTRICAL LOAD.....REDUCE
2. CHECK L AND R VOLTAGE REGULATOR CIRCUIT BREAKERS (INSTRUMENT PANEL)
 - A. IF TRIPPED, TURN OFF AFFECTED ALTERNATOR SWITCH AND RESET BREAKER
 - B. TURN ON AFFECTED ALTERNATOR SWITCH.
 - C. IF BREAKER TRIPS AGAIN, TURN OFF AFFECTED ALTERNATOR SWITCH AND LAND AS SOON AS PRACTICAL.
3. CHECK L AND R ALTERNATOR OUTPUT CIRCUIT BREAKERS (FLOOR PANEL - "GENERATOR")
 - A. IF TRIPPED, TURN OFF AFFECTED ALTERNATOR SWITCH AND RESET BREAKER
 - B. TURN ON AFFECTED ALTERNATOR SWITCH.
 - C. IF BREAKER TRIPS AGAIN, TURN OFF AFFECTED ALTERNATOR SWITCH AND LAND AS SOON AS PRACTICAL.

COMPLETE ELECTRICAL FAILURE

1. ALTERNATOR SWITCHES.....OFF
2. TURN OFF AS MUCH EQUIPMENT AS POSSIBLE WITH SWITCHES
3. PULL CIRCUIT BREAKERS FOR UNNEEDED EQUIPMENT HAVING NO SWITCHES.
4. LAND AT NEAREST SUITABLE AIRPORT, USING MANUAL GEAR EXTENSION.

EMERGENCY DESCENT

1. THROTTLESIDLE
2. PROP CONTROLS..... FULL FORWARD
3. ROLL 30 DEGREES TO PILOT'S SIDE TO ESTABLISH SHALLOW DIVING SPIRAL.
4. DESCENT SPEED 194 MPH
5. COWL FLAPS CLOSED
6. DESCEND TO ALTITUDE WHERE OXYGEN NOT REQ'D

DOOR OPEN IN FLIGHT

1. SLOW AIRCRAFT 100 MPH
2. OPEN STORM WINDOW
3. PUSH DOOR OUT SLIGHTLY AND SLAM SHUT. (SKIDDING MAY ASSIST)
4. PUSH HANDLE FORWARD TO LOCK.

RUNAWAY PROPELLER

1. PROP CONTROLPULL AFT
2. THROTTLERETARD
3. REDUCE SPEED
4. DESCEND TO LOW ALTITUDE
5. FEATHER IF PROP SPEED CONTINUES EXCESSIVE

ASYMMETRIC FLAPS

1. FLAP CONTROL OFF FOR A FEW SECONDS
2. FLAP CONTROLBACK TO ORIGINAL POSITION
3. IF FLAP REMAINS STUCK, TRY TO POSITION OTHER FLAP SYMMETRICALLY WITH IT
4. USE AILERON AND RUDDER ON SIDE OF HIGH WING.
5. MAINTAIN ADEQUATE AIRSPEED.

SPIN RECOVERY

1. THROTTLES CLOSE
2. AILERONS.. OPPOSITE TO DIRECTION OF ROTATION
3. RUDDER FULL OPPOSITE TO DIRECTION OF ROTATION
4. CONTROL WHEEL..... BRISKLY FULL FORWARD
5. RUDDER NEUTRAL WHEN ROTATION STOPS
6. CONTROL WHEEL..... SMOOTHLY BACK TO REGAIN LEVEL FLIGHT