

FIRES

ENGINE FIRE (GROUND)

Cranking.....CONTINUE
(to suck the flames and fuel into the engine)

If Engine Starts:

Power.... 1700 RPM for a few minutes
Engine..... Shutdown and inspect

If Engine Fails to Start:

Throttle..... FULL OPEN
Mixture IDLE CUT OFF
Cranking..... CONTINUE

For 2-3 minutes

Fire Extinguisher OBTAIN
Engine..... SECURE

Master Switch OFF
Ignition Switch OFF
Fuel Shutoff Valve OFF

Fire..... EXTINGUISH
Fire Damage INSPECT

WING FIRE

Navigation Light Switch..... OFF
Pitot Heat Switch..... OFF

Perform a sideslip to keep the flames away from the fuel tanks and cabin, and land as soon as possible using flaps only as required for final approach and touch down

CABIN FIRE

Master Switch OFF
Vents /Cabin Air/ Heat.....CLOSED
Fire Extinguisher ACTIVATE
Land as soon as possible to inspect for damage.

ENGINE FIRE IN FLIGHT

Mixture IDLE CUT OFF
Fuel Selector Valve OFF
Master Switch OFF
Cabin Heat and Air..... OFF

(Except overhead vents)

Airspeed..... 100 KIAS
Forced Landing EXECUTE

WARNING: After discharging an extinguisher within a closed cabin, ventilate the cabin.

ELECTRICAL FIRE IN FLIGHT

Master Switch OFF
Electrical Switches (not Mags) ... OFF
Vents/ Cabin Air/ Heat..... CLOSED
Fire Extinguisher ACTIVATE

If fire appears out and electrical power is necessary for continuance of flight:

Master Switch ON
Circuit BreakersCHECK
for faulty circuit, do not reset.
Radio/ Electrical Switches..... ON
one at a time, with delay after until short circuit is localized
Vents/Cabin Air/ Heat..... OPEN
when certain fire is completely extinguished

Engine Failure – Forced Landing

ENGINE FAILURE DURING TAKEOFF

Throttle..... IDLE
Brakes..... APPLY
Wing Flaps.....RETRACT
Mixture..... IDLE CUT-OFF
Ignition Switch..... OFF
Radio ADVISE TOWER / TRAFFIC
Master Switch OFF

ENGINE FAILURE AFTER TAKEOFF

Airspeed..... 65 KIAS (with flaps UP),
..... 60 KIAS (with flaps DOWN)
Mixture..... IDLE CUT-OFF
Fuel Selector Valve..... OFF
Ignition Switch..... OFF
Wing Flaps..... AS REQUIRED
Master Switch OFF

DITCHING

Radio..... TRANSMIT MAYDAY
Heavy Objects.... SECURE or JETTISON
Flaps.....20° to 40°
Approach... 300 FT/MIN DESCENT at 55
KIAS
High Winds LAND INTO WIND
Light Winds LAND PARALLEL TO
..... SWELLS

NOTE:

If no power is available approach at:

- 65 KIAS with flaps up, or
- 60 KIAS with 10° flaps.

Cabin Doors.....UNLATCH
Touchdown LEVEL ATTITUDE
Face..... CUSHION
Airplane EVACUATE through cabin doors

If necessary, open window and flood
cabin to equalize pressure so doors can
be opened.

Life Vests and Raft.....INFLATE

ENGINE FAILURE IN FLIGHT

Airspeed 65 KIAS
Carburetor Heat..... ON
Landing Site..... SELECT

Cause Check:

Fuel Selector Valve..... BOTH
Mixture..... RICH
Mags..... BOTH
Primer..... IN and LOCKED
Fuel SUFFICIENT
Engine Restart..... EVALUATE
Refer to forced landing without engine

FORCED LANDING WITHOUT ENGINE

Airspeed 65 KIAS (flaps UP)
..... 60 KIAS (flaps DOWN)

***As Time Permits:**

*Radio..... TRANSMIT MAYDAY
*Passengers BRIEF

Mixture..... IDLE CUT-OFF
Fuel Selector Valve..... OFF
Ignition Switch..... OFF
Wing Flaps AS REQUIRED
.....(40° recommended)
Master Switch..... OFF
Doors..... UNLATCH
Touchdown..... SLIGHTLY TAIL LOW
Brakes APPLY HEAVILY

OFF AIRPORT LANDING WITH ENGINE POWER

Wing Flaps 20°
Airspeed 60 – 70 KIAS
Selected Field.. FLY OVER TO INSPECT

Radio and Electrical Switches OFF
Wing Flaps 40° (on final approach)
Airspeed 60 KIAS
Master Switch..... OFF
Doors UNLATCH PRIOR TO
..... TOUCHDOWN
Touchdown..... SLIGHTLY TAIL LOW
Mixture IDLE CUT-OFF
Ignition Switch OFF
Brakes APPLY HEAVILY

ICING

INADVERTENT ICING ENCOUNTER

Pitot Heat Switch..... ON

Turn back or change altitude to obtain an outside air temperature that is less conducive to icing.

Cabin Heat FULL ON
to obtain maximum windshield defroster airflow.

Cabin AirADJUST
to get maximum defroster heat and airflow.

Throttle..... OPEN
to increase engine speed and minimize ice build-up on propeller blades.

Watch for signs of carburetor and air filter ice and **apply carburetor heat as required**. An unexplained loss in engine speed could be caused by carburetor ice or air intake filter ice. Lean the mixture for maximum RPM if carburetor heat is used continuously.

Plan a landing at the nearest airport. With an extremely rapid ice build-up, select a suitable "off airport" landing site.

With an ice accumulation of ¼ inch or more on the wing leading edges, **be prepared for significantly higher stall speed**.

Leave wing flaps retracted. With a severe ice build-up on the horizontal tail, the change in wing wake airflow direction caused by wing flap extension could result in a loss of elevator effectiveness.

Open left window and, if practical, scrape ice from a portion of the windshield for visibility in the landing approach.

Perform a landing approach using a forward slip, if necessary, for improved visibility.

Approach Airspeed65-75KIAS depending upon the amount of ice accumulation.

Landing.....LEVEL ATTITUDE



Emergency Contacts:

Flight Service Station:
1-866-992-7433

Emergency Services:
911

Owen Sound Flight Services:
519 372 1259

Dave Cell:
519 270 1659

Abnormal Procedures

STATIC SOURCE BLOCKAGE

Alternate Static Source PULL ON

NOTE:

Consult appropriate calibration tables in Section 5 of the POH.

LANDING WITH A FLAT MAIN TIRE

Approach..... NORMAL
Touchdown GOOD TIRE FIRST

NOTE:

Hold airplane off flat tire as long as possible

ROUGH ENGINE OPERATION OR PARTIAL LOSS OF POWER

CARBURATOR ICING:

Gradual loss of power and eventual engine roughness

Throttle..... FULL
Carb Heat..... HOT

Continue until engine runs smoothly. If conditions require continued use of carb heat, use the minimum amount of heat necessary to prevent ice forming, lean mixture for smoothest operation.

SPARK PLUG FOULING:

Slight engine roughness may be caused by one or more spark plugs becoming fouled by carbon or lead. This can be confirmed by switching the mags from BOTH to either L or R – an obvious power loss on one magneto is evidence of spark plug or magneto trouble. A lean mixture ground run-up of 30-60 seconds may resolve spark plug fouling.

MAGNETO MALFUNCTION:

Sudden roughness or misfiring is usually magneto malfunction. If power/mixture combinations don't allow for operation on BOTH, proceed with good magneto.

OVER-VOLTAGE LIGHT ILLUMINATES

Master Switch OFF (both sides)
Master Switch ON
Over-Voltage Light CHECK

If over-voltage light illuminates again:

Flight..... TERMINATE
.....as soon as possible

AMMETER SHOWS DISCHARGE

Alternator..... OFF
Non-essential Electrical Equipment .. OFF
Flight..... TERMINATE
.....as soon as practical

EXCESSIVE RATE OF CHARGE

Within first 30 minutes of flight ammeter should be less than two needle widths from 0. Excess charge rate is likely to overheat battery and boil electrolyte. If over-voltage condition caused the excess charge, light should illuminate and shut down alternator – see section above.

LOW OIL PRESSURE

WITH NORMAL TEMPERATURE:

Oil pressure gauge or relief valve may be malfunctioning. A leak in the line to the gauge shouldn't cause sudden loss of oil, however landing at the nearest airport advisable to inspect cause of trouble.

WITH HIGH OIL TEMPERATURE:

Power REDUCE IMMEDIATELY
Suitable Landing Site..... SELECT
There is good reason to suspect engine failure is imminent – use only minimum power required to reach desired touchdown spot.