

ENGINE FAILURE DURING TAKE OFF

- 1 If sufficient runway remains for normal landing, land straight ahead. 1
- 2 If insufficient runway remains, maintain a safe airspeed and make only 2
shallow turn if necessary to avoid obstructions. Use of flaps depends on
circumstances. Normally, flaps should be fully extended for touchdown.
- 3 If you have gained sufficient altitude to attempt restart, proceed as follows: 3
 - A Maintain safe airspeed V_G: 150 KM/H
 - B Fuel shutoff valve CHECK ON
 - C Mixture CHECK RICH
 - D Carburator heat ON

ENGINE FAILURE IN FLIGHT

- 1 Maintain safe airspeed V_G: 150 KM/H 1
- 2 Fuel shutoff valve CHECK ON 2
- 3 Mixture CHECK RICH 3
- 4 Carburator heat ON 4
- 5 Engine gauges CHECK CAUSE OF POWER LOSS 5

POWER OFF LANDING (FORCED LANDING)

- 1 Best glide speed V_G: 150 KM/H 1
- 2 Fuel shutoff valve OFF 2
- 3 Seat belts, shoulder harness FASTEN 3
- 4 Battery switch OFF BEFORE LANDING 4

ELECTRICAL FIRE (SMOKE IN CABIN)

- 1 Battery switch OFF 1
- 2 Land AS SOON AS POSSIBLE 2

ENGINE FIRE IN FLIGHT

- 1 Fuel shutoff valve OFF 1
- 2 Throttle FULL FORWARD 2
- 3 Ignition switch OFF 3
- 4 Battery switch OFF BEFORE LANDING 4
- 5 Land PREPARE FOR FORCED LANDING 5

ENGINE FIRE DURING ENGINE START

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|---|--|--------------|
| 1 | If engine has not started: | 1 |
| | A Mixture | IDLE CUT OFF |
| | B Throttle..... | FULL FORWARD |
| | C Ignition switch | START |
| 2 | If engine has already started: | 2 |
| | A Engine operating..... | CONTINUE |
| 3 | If the fire continues longer than a few seconds: | 3 |
| | A Fire extinguisher | OBTAIN |
| 4 | If external fire extinguishing is to be applied:..... | 4 |
| | A Fuel shutoff valve..... | OFF |
| | B Mixture | IDLE CUT OFF |

LOSS OF OIL PRESSURE

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|---|---|---|
| 1 | Land as soon as possible | 1 |
| 2 | No change of power settings | 2 |
| 3 | Prepare for a forced landing | 3 |
| 4 | If engine stops proceed with power off landing..... | 4 |

HIGH OIL TEMPERATURE

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|---|------------|----------------------------|---|
| 1 | Land | AS SOON AS PRACTICAL | 1 |
|---|------------|----------------------------|---|

ALTERNATOR FAILURE

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|---|---|------------------------|---|
| 1 | Electrical load | REDUCE | 1 |
| 2 | Alternator Output circuit breaker..... | CHECK IN | 2 |
| 3 | Alt. Field circuit breaker | CHECK IN | 3 |
| 4 | Battery switch | OFF FOR 1 SECOND..... | 4 |
| 5 | Battery switch | ON | 5 |
| 6 | Overvoltage control circuit breaker.... | PULL, THEN RESET | 6 |

SPIN

- | | | | |
|---|-------------|-----------------------------|---|
| 1 | Stick..... | NEUTRAL POSITION..... | 1 |
| 2 | Rudder..... | COUNTER SPIN DIRECTION..... | 2 |
| 3 | Flaps..... | UP..... | 3 |

ENGINE ROUGHNESS (CARBURATOR ICING)

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|---|--|----------------------------------|----------------------------|
| 1 | Carburator heat | ON | 1 |
| 2 | RPM indication | CHECK INCREASE | 2 |
| 3 | Mixture..... | ADJUST FOR SMOOT OPERATION | 3 |
| 4 | If no change in approximately 1 minute: | | 4 |
| | A | Carburator heat..... | OFF |
| 5 | If the engine is still rough: | | 5 |
| | A | Mixture | ADJUST FOR SMOOT OPERATION |
| | B | Fuel selector | ON |
| | C | Engine instruments | CHECK FOR ABNORMAL READING |
| | D | Ignition switch | L-R-B, MALFUNCTION CHECK |
| 6 | If roughness persists prepare for a precautionary landing..... | | 6 |