

EMERGENCY PROCEDURES

Glide ratio is 12.8 therefore with 1000 ft of altitude; it is possible to cover ~2 nautical miles in zero wind conditions.

<p>ENGINE FAILURE DURING TAKEOFF Throttle: IDLE Brakes: APPLY AS NEEDED Ignition switches: OFF Master switch: OFF</p> <p>When the airplane is under control: Fuel selector valves: OFF Electric fuel pump: OFF</p> <p>ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF Airspeed: 110 km/h Find a suitable place on the ground to land safely. The landing should be planned straight ahead with only small changes in directions not exceeding 45° to the left or 45° to the right Flaps: AS REQUIRED Throttle: AS REQUIRED At touch down Ignition Switches: OFF Master switch: OFF Fuel selector valves: OFF Electric fuel pump: OFF</p>	<p>ENGINE FIRE DURING TAKEOFF Throttle: IDLE Brakes: AS NEEDED</p> <p>With the airplane is under control: Fuel selector valves: OFF Electric fuel pump: OFF Cabin heating: OFF Ignition Switches: OFF Master switch: OFF Parking brake: SET Escape rapidly from the aircraft</p> <p>ENGINE FIRE IN-FLIGHT Cabin heat: OFF Fuel selector valves: OFF Electric fuel pump: OFF Throttle: FULL IN until the engine stops running Cabin vents: OPEN Pitch for 230 Km IAS to snuff out flames Employ slip to keep flames away from firewall Ignition Switches: OFF Do not attempt an in-flight restart Procedure for a forced landing: APPLY</p>	<p>IN-FLIGHT ENGINE RESTART – IF TIME PERMITS Altitude: Preferably below 4000 ft Electric fuel pump: ON Fuel valves: BOTH ON Throttle: MIDDLE POSITION Ignition switches: ON Master Switch: START If the restart attempt fails: Procedure for a forced landing: APPLY In case of an engine restart: Land as soon as possible</p> <p>FORCED LANDING WITHOUT ENGINE POWER Establish: 125 Km IAS</p> <p>Locate emergency landing spot Fuel selector valves: OFF Electric fuel pump: OFF Ignition Switches: OFF Safety belts: TIGHTEN Doors: UNLATCHED</p> <p>Landing assured: Flaps: AS NECESSARY Master switch: OFF Touchdown Speed: 77 Km IAS</p> <p>DITCHING Seats belts: TIGHTEN MAYDAY 121.5, 7700 Flaps: FULL DOWN Fuel selector: BOTH OFF Electrical fuel pump: OFF Ignition: BOTH OFF Master switch: OFF Doors: PROP OPEN Landing speed: 87 Km IAS Ditch with high aircraft nose.</p>	<p>LANDING FLAT NOSE TIRE Landing checklist: COMPLETE Flaps: FULL Land and maintain aircraft NOSE HIGH attitude as long as possible</p> <p>LANDING FLAT MAIN TIRE Landing checklist: COMPLETE Flaps: FULL Touchdown with the GOOD TIRE FIRST and hold aircraft with the flat tire off the ground as long as possible.</p> <p>NOTE: Align the airplane on the opposite side of runway to the side with the defective tire to compensate for change in direction, which is to be expected during final rolling.</p>
<p>IRREGULAR ENGINE RPM Throttle: CHECK Engine gauges: CHECK Fuel quantity: CHECK Electric fuel pump: ON Fuel selector valve: BOTH ON If the engine continues to run irregularly: Land as soon as possible</p>	<p>LOW FUEL PRESSURE If the fuel pressure indicator falls below the (0.15 bar) limit: Fuel quantity: CHECK Electric fuel pump: ON Fuel valves: BOTH ON If the fuel pressure continues to be low: Land as soon as possible</p>	<p>POWER-ON FORCED LANDING Descent: ESTABLISH Establish: 125 Km IAS Flaps: AS NECESSARY Locate landing spot Safety belts: TIGHTEN Doors: UNLOCK Landing assured: Flaps: AS NECESSARY Fuel selector valves: OFF Electric fuel pump: OFF Ignition Switches: OFF Master switch: OFF</p>	<p>RECOVERY FROM UNINTENTIONAL SPIN Power: IDLE Ailerons: NEUTRAL (Flaps Up) Rudder: FULL OPPOSITE Elevator: THROUGH NEUTRAL</p> <p>HOLD THESE INPUTS UNTIL ROTATION STOPS, THEN: Rudder: NEUTRAL Elevator: RECOVER NOTE Use elevator control to recover to straight and level or a climbing attitude</p>
<p>ELECTRIC FIRE IN CABIN IN FLIGHT Generator: OFF Flaps: LANDING POSITION Master switch: OFF Air vents: OPEN Emergency decent and landing: EXECUTE</p>	<p>LOW OIL PRESSURE Oil temperature: CHECK If the temperature tends to increase: If stable within the green arc: LAND as soon as possible If increasing: LAND as soon as possible and be alert for impending engine failure</p>	<p>GENERATOR LIGHT ON Generator light may illuminate for a faulty alternator. If the generator light illuminates proceed as follows: LAND as soon as possible Continue flight on battery power alone; the battery is capable of supplying the electrical system for about 20 minutes with normal flight electric loads including operation of flap and trim.</p>	<p>TRIM SYSTEM FAILURE Fuses / breakers CHECK LH/RH switch CHECK for correct position Airspeed Adjust speed to control aircraft without excessive stick force</p>
<p>ENGINE FIRE WHILE PARKED Fuel selector valves: OFF Electric fuel pump: OFF Ignition Switches: OFF Master switch: OFF Parking brake: SET Escape rapidly from the aircraft</p>	<p>ENGINE OUT GLIDE Flaps: RETRACT Speed: 125 Km IAS Electric equipments: OFF In-flight engine restart: If conditions permit, try to restart several times</p>	<h1>PARE</h1>	