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.

**ENGINE FAILURE DURING TAKEOFF**

- Throttle: IDLE
- Brakes: APPLY AS NEEDED
- Ignition switches: OFF
- Master switch: OFF

**When the airplane is under control**

- Fuel selector valves: OFF
- Electric fuel pump: OFF

**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

**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

**ELECTRIC FIRE IN CABIN IN FLIGHT**

- Generator: OFF
- Flaps: LANDING POSITION
- Master switch: OFF
- Air vents: OPEN
- Emergency decent and landing: EXECUTE

**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

**ENGINE FIRE DURING TAKEOFF**

- Throttle: IDLE
- Brakes: AS NEEDED

**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

**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

**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

**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

**ENGINE OUT GLIDE**

- Flaps: RETRACT
- Speed: 125 Km IAS
- Electric equipments: OFF
- In-flight engine restart: If conditions permit, try to restart several times

**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

**FORCED LANDING WITHOUT ENGINE POWER**

**Locate emergency landing spot**

- Fuel selector valves: OFF
- Electric fuel pump: OFF
- Ignition switches: OFF
- Safety belts: TIGHTEN
- Doors: UNLATCHED

**Landing assured**

- Flaps: AS NECESSARY
- Master switch: OFF
- Touchdown Speed: 77 Km IAS

**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

**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

**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

**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.

**RECOVERY FROM SPIN PARE**

**Power:** IDLE
- Ailerons: NEUTRAL (Flaps Up)
- Rudder: FULL OPPOSITE
- Elevator: THROUGH NEUTRAL
- 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

**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

**ΑΝΟΙΓΜΑ ΑΛΕΞΙΠΤΩΤΟΥ**

**Full άνοιγμα σε 2 seconds**
- Minimum altitude 100FT
- Όριοντισώ όσο γίνει.
- Τράβηγμα χερουλιού πυροδότησης μέχρι τέλος διάδρομης.
- Κλείσε fuel valves, magneto, master switch
- Σφίξε ζώνη, απασφάλισε και άνοιξε την πόρτα.
- Λάβετε μαζεμένη στάση πριν το touchdown.