

====> BY HEART ITEM !

POWER OFF LANDINGBest glide speed..... fly, trim Flaps T/O (15°): **58 KT**Flaps 0° (up): **71 KT**

EMERGENCY CALL 121.500 „MAYDAY MAYDAY MAYDAY, HB-KMF...“

Seatbelts / cabin + passenger.....	fastened / secured
Electrical fuel pump.....	off
Fuel selector.....	off
Magnetos / Ignition.....	off
When certain to land.....	flaps as required, if possible LDG/35°
Battery / alternator switches.....	off (flaps & trim stuck, no stall warning!)
Speed.....	final approach (55 kt flaps LDG/35°) (65 kt flaps up/0°)

ELT..... consider on

Door..... consider open / closed

FIRE / SMOKE INFLIGHT

Source of fire/smoke..... identify

● **If Cabin / electrical fire:**

Cabinheat.....	off
Cabinvents / door(s).....	open
Battery / alternator switches.	off (flaps & trim stuck, no stall warning!)

Land as soon as possible!● **If engine fire:**

Cabinheat.....	off
Fuel selector.....	off
Electrical fuel pump.....	off
Throttle.....	full open, forward
Ignition / Magnetos.....	off
Cabinvents.....	open

PREPARE FOR POWER OFF LANDING!

SPIN (VRILLE) RECOVERY

Throttle.....	idle
Rudder.....	full to opposite direction of turn
Ailerons.....	neutral
Elevator.....	neutral
Flaps.....	up

When rotation stops:

Rudder.....	neutral
Elevator/Throttle.....	recover attitude, increase power

ELECTRICAL FAILURES

Generator switch.....	off
Master switch.....	off
Circuit breakers.....	check, reset 1x only
Generator switch.....	on
Master switch.....	on

- If still no generator-output:

Generator switch.....	off
Audiopanel.....	off
Pitotheat.....	off

Electrical load..... use minimum electrical equipment only!

Land as soon as practical. The battery is the only remaining source for electrical power (max. 25 minutes)

- If power restored: Continue flight, check system after landing and use electrical consumers as necessary

TRIM RUNAWAY

Trim-cutout-switch.....	off
Speed.....	adjust to comfortable stick-force

Land as soon as possible!

TRIM JAMMING

Circuit breaker.....	push in (max. 1 x)
LH / RH trim selector switch.....	correct position
Trim-cutout-switch.....	on
Speed.....	adjust to comfortable stick-force

Land as soon as possible!

LOW OIL PRESSURE

If oil pressure < 12 psi or OP LOW warning on: Throttle reduce to minimum required
Land as soon as practical

**OP
LOW**

If problem persists:

**BE PREPARED FOR POWER OFF LANDING! CONSIDER POWER-ON
FORCED LANDING (PREPARED EMERGENCY LANDING)**

HIGH OIL TEMPERATURE

If oil pressure low warning OP LOW is on.....see LOW OILP above

If oil pressure is in limits..... reduce power / RPM as far as possible

If problem persists or aggravates..... increase airspeed if possible

land as soon as practical → BE PREPARED FOR POWER OFF LANDING!

CHT LIMIT EXCEEDANCE

If Cyl head temp (CHT) < 135°C:

If oil pressure low warning OP LOW is on.....see LOW OILP above

If oil pressure is in limits..... reduce power / RPM as far as possible

land as soon as practical

If problem persists or aggravates..... **Prepare for precautionary emergency-
landing**

BE PREPARED FOR POWER OFF LANDING!

LOW FUEL PRESSURE

If fuel pressure < 2,2 psi or FP LOW warning on:

Electrical fuel pump..... on

Fuel quantity / selector..... check / change tank

Land as soon as possible to investigate cause

BE PREPARED FOR POWER OFF LANDING!

**FP
LOW**

ON GROUND EMERGENCY / EVACUATION

Parkbrake..... set

Fuelselector..... closed

Magnetos / Ignition..... off

Emergency call..... transmitted

Alternator & battery master switches..... off

When engine has stopped..... evacuate aircraft