



====> BY HEART ITEM !

ENGINE POWER LOSS IN FLIGHT

Best glide speed..... fly, trim **79 KT**
Emergency gear lever..... **override (or as required)**
Landing site..... **determine**

● If no time / low altitude:
PREPARE FOR POWER OFF LANDING!

● if time / altitude permits:
Electrical fuel pump..... on
Fuel selector..... switch tank
Mixture control..... rich
Alternate air..... on
Engine instruments..... check for reason
Fuel quantity..... lh / rh checked
Magnetos / Igniton..... both / lh / rh
Throttle / mixture control..... different settings

✦ If power restored:
Alternate air..... off
Electrical fuel pump..... off

✦ If power not restored:
PREPARE FOR POWER OFF LANDING!

POWER OFF LANDING

EMERGENCY CALL 121.500 „MAYDAY MAYDAY MAYDAY“

Emergency gear lever..... up (or as required)

Propeller..... low RPM (back)

Seatbelts / cabin + passengers..... fastened / secured

Fuel selector..... off

Magnetos / igniton..... off

Mixture control..... idle cutoff

Gear..... down (if required)

Battery / alternator switches..... off

(no stall warning, no normal gear-operation, no gearlights!)

When landing site can easily be reached:

Flaps..... 40° (3)

Speed..... final approach (72 KT)

ELT..... consider on

Door..... consider open / closed



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ENGINE POWER LOSS DURING TAKEOFF

Fly the aircraft..... nose down, safe speed immediately:

Flaps 25° (2): **72KT** Flaps 0° (up): **77KT**

At low altitude..... no turns

Flaps..... as required, if possible flaps 40° (3)

Gear..... down

FIRE INFLIGHT

Source of fire..... identify

● **Electrical fire:**

Battery / alternator switches off

Vents / stormwindow..... open

Cabinheat / defroster..... off

Land as soon as possible!

● **Engine fire:**

Fuel selector..... off

Throttle..... idle

Mixture control..... idle cutoff

Electrical fuel pump..... off

Cabinheat / defroster..... off

PREPARE FOR POWER OFF LANDING!

FIRE DURING ENGINE START

Starter..... crank

Mixture control..... idle cut off

Throttle..... full open

Electrical fuel pump..... off

Fuel selector..... off

Battery / alternator switches..... off

Passengers / pilot..... evacuate

OPEN DOOR

If both (upper and side) latches are open, the door will trail slightly open and airspeed will be reduced slightly.

Speed..... reduce to 87 KT

Cabin vents (5)..... close

Ventilation Fan..... off

Storm window open

Side, then upper latches..... latch



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SPIN (VRILLE) RECOVERY

Rudder.....	full opposite direction
Throttle.....	idle
Elevator.....	full forward
Ailerons.....	neutral

When rotation stops:

Rudder.....	neutral
Flaps.....	up
Elevator.....	recover attitude

ENGINE ROUGHNESS

Mixture control.....	try different settings
Alternate air.....	on
Electrical fuel pump.....	on
Fuel selector.....	check on other tank
Engine instruments.....	check for reason
Magnetos / ignition.....	LH, RH, BOTH. Use best magneto at reduced power and

CONSIDER PRECAUTIONARY LANDING! mixture control full rich

PROPELLER OVERSPEED

Throttle.....	retard
Oil pressure.....	check
Propeller.....	low RPM (back)
Propeller.....	try different settings
Airspeed.....	reduce
Throttle.....	set for max. 2700 RPM

LOSS OF OIL PRESSURE

Land as soon as possible and investigate cause.
PREPARE FOR POWER OFF LANDING!



LOSS OF FUEL PRESSURE

Electrical fuel pump.....	on
Fuel selector.....	check on fullest tank

PREPARE FOR POWER OFF LANDING!



ELECTRICAL FAILURES

ALT-annunciator light..... check and test
 If ALT light is out: change bulb.....check again
 Ampèremeter output..... check (switch on consumer)

If ampèremeter **shows zero output** and/or or ALT light is on:

go to **1**

If ampèremeter **shows some output**:

go to **2**

1 Alternator switch..... off
 Electrical load..... reduce to minimum
 Altntr field circuit breaker..... check, reset (only 1 x)
 Alternator switch..... on

- If no success: Alternator switch..... off
 Electrical load..... reduce to minimum
 Land as soon as practical. **The battery is the only remaining source of electrical power. Landing gear must be extended with „Emergency gear extension“.**
 Consider use of **EPU (emerg. power unit)** for VHF COM 2 (LH seat only) / NAV 2 operation, set audiopanel MIC to COM 2

- If successful: Continue flight, check system after landing

2 Check circuit breakers of affected systems, reset only 1 x

- If successful..... continue flight and check system after landing
- if no success..... switch off affected system and evaluate if destination can be reached or precautionary landing is necessary.
 Consider use of **EPU (emerg. power unit)** for VHF COM 2 (LH seat only) / NAV 2 operation. set audiopanel MIC to COM 2



ELECTRICAL OVERLOAD

(ALTERNATOR OVER 20 AMPS ABOVE
KNOWN ELECTRICAL LOAD)

Alternator switch..... off

Land as soon as possible and **anticipate complete electrical failure** as the **battery is the only** remaining source of electrical power.

Consider use of **EPU (emerg. power unit)** for VHF COM 2 (LH seat only) / NAV 2 operation, set audiopanel MIC-Switch to COM 2

EMERGENCY GEAR EXTENSION

Masterswitch..... on

Landing gear selector..... down

Landing gear circuitbreakers..... check, reset only 1 x

Panel light dimmer (rh-rheostat)..... off (daytime)

Gear indicator lights..... check bulbs (exchangeable)

If landing gear does **not** check down/locked:

Airspeed..... max. 87 kt

Gear selector..... check down

Emergency gear lever..... override/**up** while „fishtailing“ aircraft

Landing gear indicator lights..... 3 green, no red lights

If landing gear does still **not** check down/locked:

Airspeed..... max. 87 kt

Emergency gear lever..... emergency **down** while „fishtailing“ aircraft

Landing gear lights..... 3 green, no red lights

→ no gear retraction possible in case of go around!

If landing gear still **not** down/locked or electrical power loss was reason for emergency gear extension (landing gear **indicator lights will not work**):

Consider „low pass“ to check „gear down and locked“ by ground personel.

Consider landing on long, wide, concrete RWY

Declare emergency