

FIRE ON GROUND

DURING ENGINE START

- 1 Cranking.....CONTINUE

IF ENGINE STARTS

- 2 Power.....1700 RPM FOR A FEW MINUTES
3 Engine.....SHUT DOWN & INSPECT

IF ENGINE FAILS TO START

- 4 Throttle.....FULL OPEN
5 Mixture.....IDLE CUT-OFF
6 Fuel Selector Valve.....OFF
7 Engine.....CONTINUE CRANKING (2 – 3 min.)
8 Fire Extinguisher.....OBTAIN / GROUND ATTENDANTS
9 Engine.....SHUT DOWN
a) Master Switch.....OFF
b) Ignition Switch.....OFF
10 Parking Brake.....RELEASE
11 Airplane.....EVACUATE
12 Fire.....EXTINGUISH
13 Fire Damage.....INSPECT FOR DAMAGE

FIRE IN FLIGHT

ENGINE FIRE

- 1 Mixture IDLE CUT-OFF
- 2 Fuel Selector Valve OFF
- 3 Ignition Switch..... OFF
- 4 Cabin Air & Heat (except wing root vents!)..CLOSED
- 5 Airspeed..... 100 KIAS

If fire is not extinguished, increase glide speed to find an airspeed which will provide an incombustible mixture! (≥ 100 KIAS)

- 6 Emergency Landing EXECUTE

ELECTRICAL FIRE IN FLIGHT (Smoke in the cabin!)

- 1 Master Switch OFF
- 2 Avionics Master Switch OFF
- 3 Vents & Cabin Air & Cabin Heat CLOSED
- 4 Fire Extinguisher (if available)..... ACTIVATE
- 5 Cabin **VENTILATE**

If fire appears out and electrical power is necessary to continue the flight!

- 6 All Individual Radio Switches OFF
- 7 All Other Electrical Switches (except Ignition Switch) OFF
- 8 Master Switch ON
- 9 Circuit Breakers CHECK FOR FAULTY CIRCUIT /
DO NOT RESET!
- 10 Radios & Electrical Switches..... ONE AT A TIME, WITH DELAY
AFTER EACH, UNTIL FAULTY
CIRCUIT IS LOCALIZED

When it is ascertained that fire is completely extinguished!

- 11 Vents & Cabin Air & Cabin Heat OPEN AS REQUIRED
- 12 Precautionary Landing ASAP

ENGINE POWER LOSS IN FLIGHT

ENGINE CHECK (Restart Procedure)

- | | | |
|---|--------------------------|---|
| 1 | Airspeed..... | 65 KIAS (best glide) |
| 2 | Carburettor Heat..... | ON |
| 3 | Mixture..... | RICH |
| 4 | Fuel Selector Valve..... | BOTH |
| 5 | Primer..... | IN & LOCKED |
| 6 | Ignition Switch..... | BOTH (& START if propeller is not
wind milling!) |

IF POWER IS RESTORED

- | | | |
|---|-----------------------|-------------|
| 7 | Carburettor Heat..... | AS REQUIRED |
| 8 | Mixture..... | AS REQUIRED |

IF POWER IS NOT RESTORED

- | | | |
|----|------------------------|----------------------|
| 9 | Airspeed..... | 65 KIAS (best glide) |
| 10 | Emergency Landing..... | EXECUTE |

EMERGENCY LANDING

Trim for best glide speed 65 KIAS & Flaps Up

Locate suitable field

MAYDAY CALL

Transponder 7700 / ALT

When the landing field can easily be reached

- | | | |
|----|--------------------------------------|---------------------------|
| 1 | Seat Belts & Shoulder Harnesses..... | TIGHTEN |
| 2 | Fuel Selector Valve..... | OFF |
| 3 | Mixture..... | IDLE CUT-OFF |
| 4 | Throttle..... | IDLE |
| 5 | Ignition Switch..... | OFF |
| 6 | Flaps..... | FULL DOWN (for touchdown) |
| 7 | Master Switch..... | OFF |
| 8 | Doors..... | UNLATCH |
| 9 | Speed..... | SLIGHTLY TAIL LOW |
| 10 | Brakes..... | APPLY HEAVILY |

ALTERNATOR FAILURE

AMMETER SHOWS EXCESSIVE RATE OF CHARGE (Full Scale Deflection)

- 1 Alternator SwitchOFF
- 2 Alternator Circuit BreakerPULL
- 3 Nonessential Electrical EquipmentOFF
- 4 FlightTERMINATE (ASAP)

LOW-VOLTAGE LIGHT ILLUMINATES DURING FLIGHT (Ammeter Discharges)

- 1 Avionics Master SwitchOFF
- 2 Alternator Circuit BreakerCHECK IN
- 3 Master SwitchOFF (both sides)
- 4 Master SwitchON
- 5 Low-Voltage LightCHECK OFF (Ammeter charging)
- 6 Avionics Master SwitchON

if low-voltage light illuminates again (still no charge)

- 7 Alternator SwitchOFF
- 8 Nonessential Radio & Electrical Equipment OFF
- 9 FlightTERMINATE (ASAP)

RADIO FAILURE







NO RADIO CONTACT WITH TWR / ATC

- 1 RadioON
- 2 VolumeTEST USING SQUELCH
- 3 Headset / Mike PlugsPLUGGED IN

if still no contact

- 4 Transponder7600 / ALT
- 5 Communication Failure ProcedureAPPLY AS NECESSARY

Air Traffic Control Tower Light Gun Signals

Colour and type of signal	Aircraft on the ground ↘	Aircraft in flight ↗
Steady Green 	Cleared for take off	Cleared to land
Flashing Green 	Cleared for taxi	Return for landing (to be followed by steady green at the proper time)
Steady Red 	Stop	Give way to other aircraft and continue circling
Flashing Red 	Taxi clear of the runway in use	Airport unsafe - Do Not Land
Flashing White 	Return to starting point on airport	Not applicable
Alternating Red and Green 	Exercise extreme caution	Exercise extreme caution