

# ***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 Shutoff 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 Shutoff Valve ..... OFF
- 3 Ignition Switch..... OFF
- 4 Cabin Air & Heat (except wing root vents!)..CLOSED
- 5 Airspeed.....85 KIAS

If fire is not extinguished, increase glide speed to find an airspeed which will provide an incombustible mixture! ( $\geq 100$  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 for continuance of 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.....            | 60 KIAS (best glide)                                |
| 2 | Carburettor Heat.....    | ON  |
| 3 | Mixture .....            | RICH  |
| 4 | Fuel Shutoff Valve ..... | ON  |
| 5 | Primer .....             | IN & LOCKED   |
| 6 | Ignition Switch.....     | BOTH (& START if propeller is not<br>wind milling!) |

## IF POWER IS RESTORED

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

## IF POWER IS NOT RESTORED

- |    |                         |                      |
|----|-------------------------|----------------------|
| 9  | Airspeed.....           | 60 KIAS (best glide) |
| 10 | Emergency Landing ..... | EXECUTE              |

# EMERGENCY LANDING

*Trim for best glide speed 60 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 Shutoff 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             |

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# ALTERNATOR FAILURE

## AMMETER SHOWS EXCESSIVE RATE OF CHARGE (Full Scale Deflection)

- 1 Alternator Switch .....OFF
- 2 Alternator Circuit Breaker .....PULL
- 3 Nonessential Electrical Equipment .....OFF
- 4 Flight .....TERMINATE (ASAP)

## LOW-VOLTAGE LIGHT ILLUMINATES DURING FLIGHT (Ammeter Discharges)

- 1 Avionics Master Switch .....OFF
- 2 Alternator Circuit Breaker .....CHECK IN
- 3 Master Switch .....OFF (both sides)
- 4 Master Switch .....ON
- 5 Low-Voltage Light .....CHECK OFF (Ammeter charging)
- 6 Avionics Master Switch .....ON

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

- 7 Alternator Switch .....OFF
- 8 Nonessential Radio & Electrical Equipment OFF
- 9 Flight .....TERMINATE (ASAP)

# RADIO FAILURE









## **NO RADIO CONTACT WITH TWR / ATC**

- 1 Radio .....ON
- 2 Volume .....TEST USING SQUELCH
- 3 Headset / Mike Plugs .....PLUGGED IN

### *if still no contact*

- 4 Transponder .....7600 / ALT
- 5 Communication Failure Procedure .....APPLY 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   |