

ENGINE POWER LOSS

3.2.1 DURING TAKE OFF RUN

- 1 Throttle.....IDLE
- 2 Fuel Shutoff ValveOFF
- 3 Ignition Switch.....OFF
- 4 Brakes.....APPLY HEAVILY

3.2.2 AFTER TAKE OFF

- 1 Speed.....115 km/h
- 2 Fuel Shutoff ValveOFF
- 3 Ignition Switch.....OFF
- 4 BAT (Master Switch)OFF
- 5 Emergency LandingEXECUTE

3.2.3 IN FLIGHT (Restart Procedure)

- 1 Speed.....115 km/h
- 2 Fuel Shutoff ValveCHECK OPEN
- 3 Ignition Switch.....OFF (for 2 seconds)
- 4 Ignition Switch.....ROTATE A/B
- 5 Ignition Switch.....ROTATE **START POWER**
- 6 Ignition Switch.....ROTATE **START ENGINE** and hold until engine starts
- 7 Ignition Switch.....RELEASE to A/B

IF POWER IS **NOT** RESTORED

- 8 Back-Up Power Switch.....ON
- 9 Attempt a new start.....REPEAT POINTS 1 to 7 ABOVE

IF POWER IS **STILL NOT** RESTORED

- 10 Emergency LandingEXECUTE (page 2, §3.5.1 [bottom])

FIRES

3.3.1 ENGINE FIRE ON GROUND

- 1 Fuel Shutoff ValveOFF
- 2 Ignition Switch.....OFF
- 3 Airplane.....EVACUATE
- 4 Fire.....EXTINGUISH

FIRES

3.3.2 ENGINE FIRE DURING FLIGHT

- 1 Fuel Shutoff ValveOFF
- 2 Cockpit HeatingOFF
- 3 Throttle.....FULL POWER (PUSH)
- 4 Ignition Switch.....OFF
- 5 Airspeed.....MAXIMUM PERMISSIBLE
(to put out the flames)
- 6 Emergency LandingEXECUTE (page 2, §3.5.1 [bottom])

WARNING: Do not restart the engine

3.3.3 ELECTRICAL FIRE IN FLIGHT (Smoke in the cabin!)

- 1 BAT (Master Switch)OFF
- 2 Fresh Air ScoopsADJUSTED TO EXTRACT SMOKE
- 3 Cockpit HeatingOFF
- 4 Emergency LandingEXECUTE (page 2, §3.5.1 [bottom])

EMERGENCY LANDING

3.5.1 EMERGENCY LANDING **WITHOUT ENGINE POWER**

Locate suitable field

MAYDAY CALL

Transponder 7700 / ALT

When the landing field can easily be reached

- 1 Safety HarnessTIGHT
- 2 Throttle.....IDLE
- 3 Fuel Shutoff ValveOFF
- 4 Ignition Switch.....OFF
- 5 Speed (Best Glide)110 km/h (FLAPS UP)
- 6 FlapsAS REQUIRED
- 7 AV (Avionics Master)OFF
- 8 Back-Up Power Switch.....OFF
- 9 BAT (Master Switch)OFF
- 10 LandingTOUCHDOWN MINIMUM SPEED

3.5.2 PRECAUTIONARY LANDING WITH ENGINE POWER

A precautionary landing might be required or advisable for the following reasons:

- Suspicion of fire or scorching
- Illumination of low fuel level warning lights
- Suspicion of fuel leak
- Low oil pressure
- Low fuel level warning

LANE & GENERATOR WARNING

3.2.4 "Lane A" Warning Light Flashing

might occur in closed throttle flight

- | | | |
|---|------------------------------|----------------------|
| 1 | Throttle..... | SET TO min 3 000 rpm |
| 2 | Ignition Switch..... | ROTATE "B" |
| 3 | "Lane A" warning light | CHECK PERMANENT ON |
| 4 | Ignition Switch..... | ROTATE "A/B" |
| 5 | „Lane A" warning light | CHECK OFF |

"Lane B" Warning Light Flashing & Generator Failure Warning

- | | | |
|---|-----------------------------|--------------------------|
| 1 | if Altitude | below 5 000 ft AGL |
| 2 | Precautionary Landing | ASAP |
| | OR | |
| 3 | if Altitude | at or above 5 000 ft AGL |
| 4 | Throttle..... | SET TO min 4 000 rpm |
| 5 | Speed..... | > 140 km/h |
| 6 | Ignition Switch..... | OFF (for 2 seconds) |

if propeller stops proceed with engine restart procedure (§3.2.3), otherwise

- | | | |
|----|---------------------------|--------------------------------|
| 7 | Ignition Switch..... | ROTATE "B" |
| 8 | Lane Warning in EMU | CHECK "Lane A" OFF/"Lane B" ON |
| 9 | Ignition Switch..... | ROTATE "A" |
| 10 | Lane Warning in EMU | CHECK "Lane A" ON/"Lane B" OFF |
| 11 | Ignition Switch..... | ROTATE "B" |
| 12 | Lane Warning in EMU | CHECK "Lane A" OFF/"Lane B" ON |
| 13 | Ignition Switch..... | ROTATE "A/B" |
| 14 | Lane Warning in EMU | CHECK BOTH OFF |
| 15 | On Board Voltage | CHECK min 13.2 Volt |

if "Lane A" or "Lane B" warning constantly ON

or if both warnings keep on flashing:

- | | | |
|----|-----------------------------|-----------------------------|
| 16 | Precautionary Landing | ASAP (page 3, §3.5.2 [top]) |
|----|-----------------------------|-----------------------------|

OTHER EMERGENCIES

3.7.1 MALFUNCTIONS OF ELECTRICAL SYSTEM

Over / Under Voltage Indication. Generator Warning

- 1 Ignition Switch ROTATE B – wait for 2 seconds
- 2 Ignition Switch ROTATE A – wait for 2 seconds
- 3 Ignition Switch ROTATE B – wait for 2 seconds
- 4 Ignition Switch ROTATE A/B

*if Generator Warning goes OFF – continue flight
if malfunction continues follow procedure below:*

- 5 Nonessential Electrical Equipment OFF
- 6 Back-Up Power Switch ON
- 7 Voltage Indicator CHECK
- 8 Flight TERMINATE ASAP

Failure of EMS Power Supply

NOTE: If the engine electric power supply (Gen A) fails then the engine automatically switches, *once only!!!*, to the second power supply (Gen B)

WARNING: Do not restart the engine

NOTE: Failure of both engine power supplies (Gen A & B) results in engine stoppage due to missing electric power for the fuel pump

If Engine Stops

- 1 Back-Up Power Switch ON
- 2 Engine Start ACCORDING TO §3.2.3 (page 1)
- 3 Electrical Equipment REDUCE TO MINIMUM
- 4 Flight TERMINATE ASAP

RADIO FAILURE

NO RADIO CONTACT WITH TWR / ATC

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

if still no contact

- 4 Transponder 7600 / ALT
- 5 Communication Failure Procedure APPLY AS NECESSARY