

ENGINE FIRE DURING START

STARTER	<u>CRANK ENG</u>
MIXTURE	<u>CUT-OFF</u>
THROTTLE	<u>OPEN</u>
ELEC FUEL PUMP	<u>OFF</u>
FUEL SELECTOR	<u>OFF</u>
<i>If fire continues...</i>	<u>EVACUATE</u>

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

If sufficient runway and/or <1,500 AGL: Land Straight Ahead

AIRSPEED	<u>BEST GLIDE</u>
BEST FIELD	<u>DETERMINE/TRACK</u>
FLAPS	<u>AS REQ'D TO LAND</u>

With sufficient altitude > 1,500 AGL

FUEL SELECTOR	<u>SWITCH TANKS</u>
ELEC FUEL PUMP	<u>ON</u>
MIXTURE	<u>RICH (DA dependent)</u>
CARB HEAT	<u>ON</u>
PRIMER	<u>LOCKED</u>

If power not regained, POWER OFF LANDING Procedure

ENGINE POWER LOSS IN FLIGHT

AIRSPEED	<u>BEST GLIDE</u>
FUEL SELECTOR	<u>SWITCH TANKS</u>
ELEC FUEL PUMP	<u>ON</u>
MIXTURE	<u>RICH</u>
CARB HEAT	<u>ON</u>
ENG INSTS	<u>CHECK FUEL/OIL PRESS</u>
PRIMER	<u>LOCKED</u>

If no fuel press, ensure tank selector on full tank

With power restored:

CARB HEAT	<u>OFF</u>
ELEC FUEL PUMP	<u>OFF</u>

If power not regained, POWER OFF LANDING Procedure

LOSS OF OIL PRESSURE / HIGH OIL TEMP

LAND AS SOON AS POSSIBLE

Prepare for POWER OFF LANDING

SPIN RECOVERY

THROTTLE	<u>IDLE</u>
AILERONS	<u>NEUTRAL</u>
RUDDER	<u>OPPOSITE OF SPIN</u>
CONTROL WHEEL	<u>FULL FORWARD</u>

When rotation stops rudder neutral and smoothly regain level flight attitude.

LOSS OF FUEL PRESSURE

ELEC FUEL PUMP	<u>ON</u>
FUEL SELECTOR	<u>FULLEST TANK</u>

POWER OFF LANDING

AIRSPEED	<u>BEST GLIDE</u>
BEST FIELD	<u>DETERMINE/TRACK</u>
CHECK FOR PROBLEM	<u>ATTEMPT RESTART</u>
DECLARE	<u>EMERGENCY/sqk7700</u>
<i>When committed to land:</i>	
IGNITION	<u>OFF</u>
MASTER SWITCH	<u>OFF</u>
FUEL SELECTOR	<u>OFF</u>
MIXTURE	<u>CUT-OFF</u>
DOOR	<u>UNLATCH</u>
SEAT BELT	<u>TIGHTEN</u>
TOUCHDOWN	<u>SLOWEST POSS SPEED</u>

FIRE IN FLIGHT

Check for Source...

Electrical Fire (Smoke in cabin)

MASTER SWITCH	<u>OFF</u>
VENTS	<u>OPEN</u>
CABIN HEAT	<u>OFF</u>
FIRE EXTINGUISHER	<u>ACTIVATE IF AVAIL</u>

Land as soon as practical

Engine Fire

FUEL SELECTOR	<u>OFF</u>
THROTTLE	<u>CLSD</u>
MIXTURE	<u>CUT-OFF</u>
ELEC FUEL PUMP	<u>OFF</u>
HEATER	<u>OFF</u>
DEFROSTER	<u>OFF</u>

Proceed with PWR OFF LANDING

ELECTRICAL OVERLOAD

(Alternator over 20 amps above known electrical load)

ELEC LOAD	<u>REDUCE</u>
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If loads are reduced:

ALT SWITCH	<u>OFF</u>
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Land soon as practical – battery power only

ALTERNATOR FAILURE

If ALT annunciator illuminated:

AMMETER	<u>VERIFY INOP ALT</u>
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If ammeter shows zero:

ALT SWITCH	<u>OFF</u>
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Reduce Elec load to min:

ALT CIR BRKR	<u>CHECK/RESET</u>
ALT SWITCH	<u>ON</u>

If power not restored:

ALT SWITCH	<u>OFF</u>
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Land soon as practical – battery power only

V SPEEDS -161

V_{NE}	<u>160 kts</u>
V_{No}	<u>126 kts</u>
V_A	<u>111 kts (2325lbs)</u> <u>88 kts (1531lbs)</u>
V_{FE}	<u>103 kts</u>
V_G	<u>73 kts</u>
V_Y	<u>79 kts</u>
V_X	<u>63 kts</u>
V_{CC}	<u>90 kts</u>
V_{S1}	<u>50 kts</u>
V_{SO}	<u>44 kts</u>
Max XW	<u>17 kts</u>

V SPEEDS -151

V_{NE}	<u>176 mph</u>
V_{NO}	<u>140 mph</u>
V_A	<u>109 mph (2325lbs)</u> <u>88 mph (1531lbs)</u>
V_{FE}	<u>125 mph</u>
V_G	<u>85 mph</u>
V_Y	<u>87 mph</u>
V_X	<u>76 mph</u>
V_{CC}	<u>100 mph</u>
V_{S1}	<u>65 mph</u>
V_{SO}	<u>58 mph</u>
Max Crosswind	<u>20 mph</u>

ENGINE & LIMITATIONS

Engine (Lycoming)	<u>O-320</u>
Rated HP	<u>160 HP</u>
Max RPM	<u>2700</u>
Max Gross Weight	<u>2325 LBS</u>

FUEL

Fuel Capacity (Usable)	<u>50 (48) gal</u>
Fuel Type	<u>100 LL</u>
Fuel Pressure	<u>.5 - 8 psi</u>

OIL

Oil Capacity	<u>8 qts</u>
NWA Operating	<u>6 qts</u>
Min Capacity	<u>2 qts</u>
Max Operating Temp	<u>245°</u>
Normal Pressure Range	<u>60-90 psi</u>
Min Pressure Range	<u>25 psi</u>

ELECTRICAL

Battery Output	<u>12 volts</u>
Max Alternator Output	<u>14v 60 amps</u>
Avg Ammeter	<u>≤ 30 amps</u>

<u>VACUUM SYSTEM</u>	<u>5.0 +/- .1 in</u>
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