

ENGINE FAILURE/RESTART

Airspeed.....85KTS Vg
Fuel Pump.....ON
Fuel Selector Valve.....Switch tanks
Mixture... ..RICH (if restart has not occurred)
Primer.....Check locked
Carb Heat.....ON
IgnitionL.Mag/R.Mag check, then BOTH
If prop stopped, Ignition Switch START

FORCED LANDING

Airspeed(flaps up)85KTS
Mixture..... IDLE CUTOFF
Fuel SelectorOFF
Ignition Switch OFF
ATC "Mayday"
Landing assured.....slow to 72 (clean)
Flaps..... Full, slow to just above stall
Master Switch (Landing assured)..... OFF
Door.....Unlatch
BrakesApply heavily

SMOKE & FIRE

ENGINE
Fuel SelectorOFF
Throttle..... Closed
Mixture..... IDLE CUT OFF
Fuel PumpOFF
ATC "Mayday"
Master Switch..... OFF

Cabin Heat/Air OFF (except top vents)
Airspeed..... 100 KTS
(increased speed may extinguish)
Forced Landing..... Execute

ELECTRICAL

Master Switch OFF
Vents, Cabin Air, HeatCLOSED
Fire Extinguisher..... Activate
Land..... Nearest suitable airport

CABIN

Master Switch OFF
Vents/Cabin Air/ HeatCLOSED
Fire Extinguisher... .. Activate
Land... .. Nearest suitable airport

ROUGH ENGINE

SPARK PLUG FOULING

Slight / Gradual change
IgnitionSelect L or R momentarily
verify power loss
Mixture LEAN
If after several min's, still rough:

Mixture Enrich
Fuel Pump.....ON
Fuel Selector.....Switch tanks
If still not smooth:
Land..... Nearest airport for repairs

CARBURETOR ICING

Carburetor Heat.....ON
If roughness continues after one min:
Carburetor Heat OFF

MISFIRE

Consider magneto problem

Ignition ..Select L or R momentarily to identify
Ignition BOTH
RPM & Mixture..... Adjust to different settings

If unable to obtain smooth engine:

Magneto.....Select good side
Fuel PumpON
Fuel Selector Valve.....Switch tanks
Land..... Nearest suitable airport

ELECTRICAL PROBLEMS

AMMETER – excessive charge / full scale deflection

Alternator Switch.....ON
Battery Switch..... OFF

If Ammeter Load is Reduced:

Non-Essential Electrical Equip..... OFF
Land... .. Nearest suitable airport

If Ammeter Load not Reduced:

Alternator SwitchOFF
Battery Switch..... As required
Land... .. Nearest suitable airport

AMMETER – reads zero

Alternator Switch.....OFF
Electrical Load.....Reduce
Circuit Breaker (ALT FLD)Reset (once)
Alternator Switch.....ON

If Power not Restored:

Alternator Switch.....OFF
Land... .. Nearest suitable airport

ICING

Inadvertent Icing Encounter

Pitot Heat.....ON
Escape..... 180° turn/change altitude
Cabin Heat/Defrost..... Full ON
RPM..... Increase to minimize prop ice

STATIC BLOCKAGE

Alternate Static Source.....Select ON
Airspeed POH (Perf. Sect 5)
Altitude..... Cruise 50'/appch 30' higher

PROPELLOR OVERSPEED

Throttle.....Retard
Oil Pressure.....Check
Prop. Control..... Decrease RPM
...then set if any control available
Airspeed.....Reduce
Throttle.....As required to remain below 2400 rpm

AUTOPILOT MALFUNCTION

PITCH TRIM RUNAWAY

Airplane deviates unexpectedly from the planned flight path

Control WheelGrip firmly
AP DISC Button Press & Hold
CAUTION: High elevator control force
A/C Attitude ... Maintain & Regain control

Elevator TrimManual re-trim
Autopilot CBPull

NOTE: Do not release the AP DISC button until after pulling the AUTOPILOT Circuit Breaker. Pulling the AUTOPILOT circuit breaker will render the autopilot, electric trim and ESP inoperative.

AP Disc Button Release
WARNING: In flight, do not overpower the autopilot. The trim will operate in the direction opposing the overpower force, which will result in large out-of-trim forces. Do not attempt to re-engage the autopilot or use manual electric pitch trim until the cause of the malfunction has been corrected.

OVERSPEED PROTECTION

“MAXSPD” & “AIRSPEED-AIRSPEED” alrt

ThrottleReduce
Aircraft Attitude and Altitude Monitor

After overspeed condition is corrected:
AutopilotReselect
Throttle As necessary

NOTE: Overspeed Protection Mode provides a pitch up command to decelerate the airplane at or below the maximum autopilot operating speed.

UNDERSPEED PROTECTION

“MINSPD” & “AIRSPEED-AIRSPEED” alrt

Throttle Increase as required
Aircraft Attitude and Altitude Monitor

After underspeed condition is corrected:
Autopilot Reselect
Throttle As necessary

NOTE: Underspeed Protection Mode provides a pitch down command to maintain 65 KIAS.

PITCH TRIM FAILURE

“PTRIM” Indicates pitch trim servo failure

Control Wheel Grip firmly
AP DISC Button Press and Release

Be prepared for high elev. control forces
Elevator Trim Manually re-trim

NOTE: The autopilot may be re-engaged. Refer to the normal procedures section of the AFMS, MANUAL PITCH TRIM WITH AUTOPILOT ENGAGED.

ESP ACTIVATION

Throttle As required
Aircraft Attitude...Maintain/Regain control

NOTE: If ESP is active for approximately 10 seconds, the autopilot will automatically engage in LVL mode, an aural ‘ENGAGING AUTOPILOT’ will be heard, and the autopilot will roll the wings level and fly at zero-vertical speed. ESP may be disabled by pressing and holding the AP DISC button. Releasing the button will allow ESP to function.

Legend: **BOLD TEXT IN RED BOX** = MEMORY ITEM

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