2.2 Emergency Procedures

2.2.1 Engine Restart

Caution: If propeller ceases to turn, diving will not cause windmilling.

Fuel starvation may occur after a series of inverted maneuvers since the header tank may have had insufficient time to refill. (See section 1.2.6)

Check:

1) Assume ERECT Flight Attitude
2) Throttle – ¾ Forward
3) Mixture – Full Forward
4) Propeller – Full Forward
5) Fuel Valve – On
6) Emergency Fuel Pump – On
7) Magnetos – On
8) Master –On
9) Starter – Engage if Windmill RPM is Insufficient

2.2.2 Alternate Air

If induction ice is indicated (gradual decrease in manifold pressure), use full alternate air until all ice is dissipated.

2.2.3 Fuel Pressure Loss

For fuel pressure loss or fluctuation, turn "ON" the Emergency Fuel Pump.

2.2.4 Engine Fire (Ground)

1) Mixture - idle cut-off.
2) Fuel valve off.
3) Master & magneto switches - OFF.
4) Cabin heater off.
5) Extinguish with fire extinguisher.

2.2.5 Engine Fire (In Flight)

1) Fuel valve - OFF.
2) Master switch - OFF.
3) Cabin heaters - OFF.
4) Accomplish emergency landing and evacuate aircraft.

2.2.6 Electrical System Malfunction / Fire

The ammeter indicates current to or from the battery.

A steady discharge on the ammeter indicates an inoperative alternator system. Turn off unnecessary electrical equipment to reduce battery drain. Master switch may be turned off to conserve battery power if necessary.

Indication of electrical fire(s) may be wisps of smoke or the smell of hot or burning insulation. Should an electrical file develop, the following procedures are recommended:

1) Master switch "OFF".
2) All electrical switches "OFF".
3) Open air vents or windows **ONLY** if absolutely necessary for ventilation.
4) Proceed to the nearest suitable airport for landing.

If electrical power is necessary for safety of flight under the above conditions, the following procedures are recommended:

1) Disengage and isolate each power circuit.
2) Engage each circuit separately. Allow sufficient time to analyze for faulty operation.
3) When faulty circuit is identified, disengage faulty circuit.
4) Properly functioning circuits may be re-engaged.
5) Land as soon as practicable for repairs.

2.2.7 Emergency Exits

The right cabin door can be removed by releasing the upper window latches and pulling the safety pin and then pulling upon the red emergency door release handle and pushing door away from aircraft. If necessary, exit may be made from left side of aircraft by opening left window. Force forward portion of window past its hinge stops by pushing out on forward window frame.