

AIRCOUPE N5618F

EMERGENCY CHECKLIST

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Best Glide Speed 78 MPH (68 KTS)

ENGINE FAILURE DURING TAKEOFF RUN

1. Throttle..... IDLE
2. Brakes..... APPLY
3. Mixture..... IDLE CUT-OFF
4. Ignition Switch OFF
5. Master Switch..... OFF

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

1. Airspeed..... 78 MPH (68 KTS)
2. Mixture..... IDLE CUT-OFF
3. Main Fuel Valve..... OFF (HANDLE TO RIGHT)
4. Aux Fuel Valve..... OFF - IF ABLE (HANDLE TO LEFT)
5. Ignition Switch OFF
6. Master Switch..... OFF
7. Canopy..... UNLATCH - DO NOT OPEN

ENGINE FAILURE DURING FLIGHT

1. Airspeed..... 78 MPH (68 KTS)
2. Carb Heat FULL ON
3. Main Fuel Selector Valve... VERIFY ON (FORWARD)
4. Mixture..... FULL RICH
5. Ignition Switch BOTH
6. Primer..... IN & LOCKED
7. Starter Button..... PUSH (If Prop is Stopped)
8. Radio..... 121.5 - MAYDAY & POSITION
9. Transponder..... SQUAWK 7700
10. ELT..... Activate

EMERGENCY LANDING WITHOUT ENGINE POWER

1. Airspeed..... 78 MPH (68 KTS)
2. Mixture..... IDLE CUT-OFF
3. Main Fuel Valve..... OFF (HANDLE TO RIGHT)
4. Aux Fuel Valve..... OFF - IF ABLE (HANDLE TO LEFT)
5. Ignition Switch OFF
6. Master Switch..... OFF
7. Seat Belts..... CHECK
8. Passenger BRIEF (No Feet on Control Mast)
9. Canopy..... UNLATCH - DO NOT OPEN
10. Touchdown..... SLIGHTLY TAIL LOW
11. Brakes..... APPLY HEAVILY

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PRECAUTIONARY LANDING WITH ENGINE POWER

1. Airspeed..... 80 MPH (70 KTS)
2. Mixture..... FULL RICH
3. Seat Belts..... CHECK
4. Passenger BRIEF (No Feet on Control Mast)
5. Selected Field..... FLY OVER, INSPECT, CK WIND DIR.
6. Radio..... 121.5 - MAYDAY & POSITION
7. Master Switch..... OFF
8. Canopy..... UNLATCH - DO NOT OPEN
9. Carb Heat..... FULL ON
10. Approach Speed..... 78 MPH (68 KTS) UNTIL SHORT FINAL
11. Touchdown..... SLIGHTLY TAIL LOW
12. Ignition Switch..... OFF
13. Brakes..... APPLY HEAVILY

DITCHING

1. Radio..... 121.5 - MAYDAY & POSITION
2. Transponder..... SQUAWK 7700
3. Heavy Objects..... SECURE OR JETTISON
4. Approach..... High Winds, Heavy Seas - INTO THE WIND
Light Winds, Heavy Swells - PARALLEL TO SWELLS
5. Power..... ESTABLISH 300 FPM DESCEND AT 55 MPH
(48 KTS)
IF NO POWER, APPROACH AT 75 MPH
(65 KTS)
6. Canopy..... UNLATCH - DO NOT OPEN
7. Touchdown..... LEVEL ATTITUDE
AT ESTABLISHED RATE OF DESCENT.
8. Face..... CUSHION at touchdown with folded coat.
9. Airplane..... EVACUATE IMMEDIATELY
10. Life Vests and Raft..... INFLATE

FIRE DURING START ON GROUND

1. Cranking..... CONTINUE to get a start.
If Engine Starts:
2. Power..... 1700 RPM for 2 MINUTES
3. Engine..... SHUTDOWN AND INSPECT
If Engine Won't Start:
4. Cranking..... STOP Cranking
5. Passenger..... EXIT to REAR of Airplane
6. Throttle..... FULL OPEN
7. Mixture..... IDLE CUT-OFF
8. Master Switch..... OFF
9. Ignition Switch..... OFF
10. Main Fuel Valve..... OFF (Handle to RIGHT)
11. Aux Fuel Valve..... OFF - IF ABLE (HANDLE TO LEFT)
12. Fire..... EXTINGUISH with on-board Extinguisher
13. Fire Damage..... INSPECT

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EMERGENCY CHECKLIST

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ENGINE FIRE IN FLIGHT

1. Mixture..... IDLE CUT-OFF
2. Main Fuel Valve..... OFF (Handle to RIGHT)
3. Aux Fuel Valve OFF (Handle to LEFT)
4. Master Switch..... OFF
5. Cabin Heat Knob..... OFF (PUSH IN)
6. Cabin Air Knob..... OFF (PUSH IN)
7. Airspeed..... 115 MPH (100 KTS) If not extinguished,
Increase glide speed.
8. Engine..... DO NOT ATTEMPT RESTART
9. Forced Landing..... EXECUTE Emergency Landing
Without Power

ELECTRICAL FIRE IN FLIGHT

1. Master Switch..... OFF
2. All Switches Except Ignition. OFF
3. All Vents, Cabin Heat, Air... OFF / CLOSED
4. Fire Extinguisher..... ACTIVATE
5. Cabin..... VENTILATE as required to clear
extinguishing agent.
If Fire is out and electrical power is REQUIRED for continuance of flight:
6. Radio Switches..... OFF
7. Master Switch..... ON
8. Circuit Breakers..... CHECK for faulty circuit - DO NOT RESET
9. Radio/Electrical Switches... IF REQUIRED, ON one at a time with delay
after each until short circuit
is localized.
10. Vents/Cabin Air/Heat..... OPEN when it is ascertained that fire is
completely extinguished.
11. Flight..... LAND as soon as practical.

CABIN FIRE IN FLIGHT

1. Master Switch..... OFF
3. All Vents, Cabin Heat, Air... OFF / CLOSED
4. Fire Extinguisher..... ACTIVATE
5. Cabin..... VENTILATE as required AFTER fire is out.
6. Flight..... LAND as soon as practical.

WING FIRE IN FLIGHT

1. Navigation Light Switch..... OFF
2. Airplane SIDESLIP to keep flames away from fuel tank
and cabin.
3. Flight..... LAND as soon as practical

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INADVERTENT ICING ENCOUNTER

1. Airplane..... TURN BACK / CHANGE ALTITUDE to attain an OAT less conducive to icing.
2. Cabin Heat FULL ON
3. Throttle..... OPEN to increase engine speed and minimize ice buildup on propeller blades.
4. Carb Heat..... WATCH for loss of power and APPLY as required
5. Landing..... LAND as soon as practical, in rapid ice build-up, land off airport.
6. Stall Speed..... Expect significantly Higher Stall Speed
7. Canopy..... OPEN if required for visibility in landing approach. Scrape windshield if practical.
8. Landing..... Perform using forward slip if required for visibility.
9. Approach..... Approach at 85 to 90 MPH (74 - 78 KTS) depending upon amount of ice accumulation.
10. Land..... Land in a level attitude. Expect higher stall speed.

AMMETER SHOWS EXCESSIVE HIGH RATE OF CHARGE OR DISCHARGE

1. Generator Switch..... OFF
2. Non-Essential Switches..... OFF
If Abnormal Condition Not Corrected:
3. Master Switch..... OFF
4. Flight..... LAND as soon as practical.

INADVERTENT FLIGHT INTO IFR CONDITIONS

1. Switch to Instruments – Fly the Airplane!
2. Reduce Power to 2300 RPM
3. Note Heading
4. Execute Standard Rate 180 turn