

EMERGENCY OPERATIONS

Ref: AFM Chapter 3

The items in this checklist come directly from Chapter 3 of the aircraft's AFM. These represent only a portion of the possible emergency situations, so refer to the AFM for full details. Memory items are enclosed in a boxed section to indicate that these actions must be performed from memory before continuing with the remaining checklist steps.

Low Voltage

- Circuit Breakers..... Check
 - Avionics MASTER..... OFF
 - Pitot Heat Switch..... OFF
 - Load Shedding..... Perform
- (Strobe lights set OFF)

LAND AS SOON AS PRACTICAL

Generator Failure

- Load Shedding..... Perform
- (Strobe lights set OFF)

LAND AS SOON AS PRACTICAL

Electrical Smoke or Fire in Cabin On the Ground

- MASTER Switch..... OFF
- Cabin Heat and Defrost..... OFF
- Cabin Ventilation..... Open
- Throttle Lever..... Idle
- Main Fuel Pump & Fuel Pump Switches..... OFF
- Lane A & B Switches..... OFF
- Fuel Selector Valve..... OFF

With Propeller Stopped, Evacuate the Aircraft

Electrical Smoke or Fire in Cabin During Flight

Cabin Heat..... OFF
Cabin Ventilation..... OPEN

**In Case of Fire, Direct the Extinguisher Toward the Base of
Flame**

Initiate emergency descent

Flaps..... UP
Throttle Lever..... IDLE
Airspeed..... As Required

If smoke persists

MASTER Switch..... OFF
Load Shedding..... Perform

Land As Soon As Possible

Engine Fire During Take-Off

*If engine fails before rotation: **ABORT TAKE-OFF***

Throttle Lever..... IDLE
Lane A&B Switches..... OFF
Brakes..... As Required

With aircraft under control

Fuel Selector Valve..... OFF
Main Fuel Pump & Fuel Pump Switches..... OFF
Cabin Heat and Defrost..... OFF
MASTER Switch..... OFF
Parking Brake..... ENGAGE
Aircraft Evacuation..... PERFORM

Engine Failure During Take-Off

*If engine fails before rotation: **ABORT TAKE-OFF***

Throttle Lever..... IDLE
Brakes..... As Required

Lane A&B Switches..... OFF
Fuel Selector Valve..... OFF
Main Fuel Pump & Fuel Pump Switches..... OFF
MASTER Switch..... OFF
Parking Brake..... ENGAGE
Aircraft Evacuation..... PERFORM if
Necessary

Engine Failure After Take-Off

*If Engine Fails Immediately After Becoming Airborne: **ABORT TAKEOFF ON RUNWAY IF POSSIBLE***

If unable to land on remaining runway, or too low for engine restart:

Glide Attitude..... ESTABLISH

Find suitable landing field

Throttle Lever..... IDLE

Brakes..... As Required

With Aircraft Stopped

Main Fuel Pump & Fuel Pump Switches..... OFF

Fuel Selector Valve..... OFF

Lane A & B Switches..... OFF

Generator Switch (if installed)..... OFF

Master Switch..... OFF

Parking Brake..... SET

Aircraft Evacuation..... Perform if necessary

Engine Fire in Flight

Master Switch OFF

Generator switch (if installed) OFF

Main Fuel Pump switch OFF

Lane A & B Switches OFF

Fuel Pump switch OFF

Fuel Selector valve..... OFF

Cabin heating OFF

LAND AS SOON AS POSSIBLE applying *Forced landing procedure*

Engine Restart in Flight

MASTER Switch.....	Check On
Prop Lever.....	Full Forward
Throttle Lever.....	1" above IDLE
Engine Alternate Air.....	Open
Fuel Quantity Indicator.....	Check
Fuel Selector Valve.....	Switch Tanks (as necessary)
Fuel Pumps.....	Both On
Lane A&B Switches.....	Check On

If propeller is windmilling

Backup Battery Switches.....	On
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If propeller is NOT windmilling

Backup Battery Switches.....	On
Starter.....	Press the Button and Release When Propeller Starts Windmilling

In case of unsuccessful engine restart

Engine.....	Secure
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Land as Soon as Possible

In case of successful engine restart

Throttle Lever.....	As Required
Engine Parameters.....	Check

Engine Securing (Engine Shutdown in Flight)

Throttle Lever.....	Idle
Lane A & B Switches.....	OFF
Main Fuel Pump & Fuel Pump Switches.....	OFF
Fuel Selector Valve.....	OFF

Aircraft Evacuation

Parking Brake.....	Set
Seat Belts.....	Unstrap
Headsets.....	Remove
Canopy.....	Open
Master Switch.....	OFF

Escape away from flames/hot engine compartment/spilling fuel tanks/hot brakes

Propeller Overspeed

Throttle Lever.....	Reduce
Propeller Lever.....	Reduce
Airspeed.....	Reduce to Prevent
Propeller Overspeed	
RPM Indicator.....	Check
If it is not possible to decrease propeller RPM, land as soon as possible	

High Coolant Temperature(CT)

If Coolant Temperature Exceeds Maximum Limit

Throttle Lever..... Reduce as Practical
Airspeed..... Increase
Coolant Temperature..... Verify Decreasing

If Coolant Temperature Stabilizes in the Green Arc

Continue Flight

If Coolant Temperature Continues to rise and engine shows roughness

Land as soon as possible !!EXPECT ENGINE FAILURE!!

High Exhaust Gas Temperature(EGT)

Throttle Lever..... Reduce As Practical
Airspeed..... Increase
Land as soon as practical

High Manifold Air Temperature (MAT)

Alternate Air..... Check Closed
Propeller Lever..... As Required
Throttle Lever..... Full FWD
Airspeed..... Increase

High Oil Temperature

Throttle Lever..... Reduce

Oil Temperature..... Check

If oil temperature does not decrease

Airspeed..... Increase

Oil Temperature..... Check

If oil temperature returns to green arc

Land as soon as practical

If oil temperature does not return to within limits

Land as soon as practical with engine set to minimum necessary power

Be prepared for an emergency landing and expect an engine failure

If engine roughness, vibrations, erratic behavior or high CT is detected

Engine..... Secure

Land as soon as practical

High Oil Pressure

Throttle Lever..... Reduce
Oil Temperature..... Check
Oil Pressure..... Check

If oil pressure does not increase and temperature remains within limits

Oil and CT..... Check

Land as soon as practical

If oil pressure does not increase and temperature remains within limits

Engine..... Secure

Land as soon as practical

If oil pressure exceeds upper limit

Throttle Lever..... Reduce
Oil Pressure..... Check

If pressure does not decrease

Engine..... Secure

Land as soon as practical

Electrical Pitch Trim Control Failure

Trim Runaway:

TRIM DISC Switch..... ON

PITCH TRIM Switch..... DISC

Airspeed..... Adjust to control aircraft without excessive force

Land as soon as practical

Trim Jamming:

Breaker..... Check In

Airspeed and Flaps..... Adjust to control aircraft without excessive force

Land as soon as practical