

ENGINE FAILURE CHECK > 2,000 Ft AGL**FOLLOWING PARTIAL OR FULL ENGINE FAILURE****OR ROUGH RUNNING**

FuelCHECK ON & CONTENTS
 Fuel Pump/Pressure ON/CHECK
 Carb Heat ON
 Mixture RICH
 MagnetosCHECK ON
 Temps & PressuresCHECK
 RestartATTEMPT

EFATO & CRASH CHECKS

Lower nose to maintain 70 knots minimum.
 landing area +/-30 degrees wind direction
 Use flaps as necessary
 MAYDAY call
 Throttle CLOSE
 MixtureICO
 Fuel Selector OFF
 Fuel Pump OFF
 Magnetos OFF
 Master Switch OFF after final flap selection
 Seat Belts/HarnessesTIGHT
 Advise Pax BRACE BRACE!

ENGINE FIRE DRILL DURING START

Fuel Selector OFF
 Throttle FULL OPEN
 MixtureICO
 Fuel Pump OFF
 Magneto/Starter Switch OFF
 Master Switch OFF
 Fire Extinguisher TAKE & USE

IF FIRE CONTINUES ABANDON AIRCRAFT AND PROCEED UPWIND

Advise ground crew by quickest means.

ENGINE FIRE DRILL IN THE AIR

Fuel Selector OFF
 Throttle FULL OPEN
 MixtureICO
 Fuel Pump OFF
 Magneto/Starter Switch OFF
 Cabin Heater OFF

INITIATE FORCED LANDING PROCEDURE - DO NOT ATTEMPT RESTART

If fire does not go out descend with full flap at
 Vfe 94 knots to land asap
 Master Switch OFF after final flap selection
 Seat Belts/HarnessesTIGHT

CABIN FIRE DRILL IN THE AIR

Master Switch OFF
 Vents CLOSED
 Heater OFF
 Fire Extinguisher Consider but beware fumes
 LandASAP

LOW OIL PRESSURE OR HIGH OIL TEMPERATURE

Cross check oil press and temp indications
 Aim for *nearest suitable* airfield, gain height
 Declare PAN/MAYDAY

When overhead airfield close throttle and fly forced landing procedure.

ALTERNATOR FAILURE

Alternator Circuit Breaker PULL
 Non Essential Electrics OFF
 Land Nearest Suitable Airfield

OVERVOLTAGE (EXCEEDING 16 VOLTS)

Avionics Switch OFF
 ALL lights ON
 Fuel Pump ON
 VoltmeterCHECK
 Voltage below 16 Volts Avionics Switch ON

EXCESSIVE CHARGING

Alternator Circuit Breaker PULL
 Non Essential Electrics OFF
 LandASAP

RADIO FAILURE DRILL

Master Switch CHECK ON
 Avionics Master Switch CHECK ON
 Circuit BreakersCHECK
 Radios...CHECK SETTINGS . TRY OTHER RADIO IF FITTED

Operate TEST Listen for mush
IF NOT RESTORED - SQK 7600 - TRNSMT BLIND MAINTAIN A GOOD LOOKOUT

SPIN RECOVERY

Throttle CLOSED
 Flaps CHECK UP
 Rudder FULL OPPOSITE
 Aileron..... NEUTRAL (OR INTO SPIN DIRECTION)
 Elevator NEUTRAL
 Controls..... CENTRALISE WHEN SPINS STOPS
 Wings LEVEL
 Dive EASE OUT OF

NOTE MAX WEIGHT SPINNING IS 800 KGS

RECOMMENDED SPEEDS (IAS knots)

Climb Best Rate (Vy) Flaps Up..... 69
Climb Best Angle (Vx) Flaps 12 deg..... 57
Best Glide Flaps Up 67
Cruise 90 knots (2300/2400 RPM)
Low Safe Cruise Flaps 12° 70
V_{at} Full Flap (40°)..... 65
V_{at} Flapless 73

LIMITING SPEEDS (IAS knots)

V_{fe}..... 94
V_a (850 kgs) 95
V_{no} 135
V_{ne} 164

Max Demo Crosswind 20

USEABLE FUEL

Full Tanks 90 L - 24 USG - 20 IMPG - 66 kgs

MAUW 850 kgs
EMPTY (OE) 634 kgs
(SX) 652 kgs

USEFUL FREQS

Sherwood Flying Club..... 123.65
Nottingham EGBN 134.875
East Mids EGNX..... 134.175
Waddington EGXW 119.5
Conningsby..... 119.2

East Mids EGNX ATIS..... 122.675

HASELL

H	Height	Sufficient to Recover by 3000ft
A	Airframe	Flap as required
S	Security	Harnesses tight Loose Articles Stowed
E	Engine	Fuel Contents Fuller Tank Fuel Pump OFF Mixture RICH Carb Heat Aa Required T's & P's check
L	Location	Active Airfields Built Up Areas Cloud Controlled Airspace Danger Areas
L	Lookout	Stalls Min 180° (2 x 90°) Spin 360°