

Engine Fail During Takeoff Run

Throttle.....IDLE
 Brakes.....APPLY
 Flaps.....UP
 Mixture.....IDLE CUT-OFF
 Ignition.....OFF

Engine Failure During Initial Climb

Airspeed.....65 KTS
 Mixture.....IDLE CUT-OFF
 Ignition.....OFF
 Flaps.....AS REQUIRED
 Master Switch.....OFF

Engine Failure In Flight

Airspeed.....65 KTS
 Landing Area.....SELECT
 Fuel Selector.....BOTH
 Mixture.....RICH
 Carburetor Heat.....ON
 Primer.....IN & LOCKED

Emergency Landing Without Power

Airspeed.....65 KTS (Flaps Up)
 Mixture.....IDLE CUT-OFF
 Fuel Selector.....OFF
 Ignition.....OFF

MAYDAY - Call Prior To Master OFF

Flaps.....AS REQUIRED

Airspeed 60 KTS Flaps Down

Master Switch.....OFF
 Doors.....UNLATCH
 Touchdown.....TAIL LOW
 Braking.....Heavy Braking

Engine Fire During Start On Ground

Starter - Engage.....CONTINUE START

If Engine Starts

Power.....1700 RPM

After 2-3 Minutes

Engine.....Shutdown

If Engine Does NOT Start

Throttle.....FULL OPEN

Mixture.....IDLE CUT-OFF

Starter - Engage.....CONTINUE CRANKING

After 2-3 Minutes

Fire Extinguisher.....Obtain

Engine.....Shutdown

Master Switch.....OFF

Ignition.....OFF

Fuel Selector.....OFF

(After Shutdown Inspect For Damage.)

Engine Fire In Flight

Mixture.....IDLE CUT-OFF

Fuel Selector.....OFF

MAYDAY - Call Prior To Master OFF

Master Switch.....OFF

Cabin Heat.....OFF

Airspeed.....100 KTS Min

Emergency Landing.....EXECUTE

Electrical Fire In Flight

Master Switch.....OFF

(Ignition Switch Remains ON.)

All Other Switches.....OFF

Vents/Cabin Heat.....OFF/CLOSE

Fire Extinguisher.....ACTIVATE

(Consider Precautionary Landing With Power.)

N307SP



CONDENSED CHECKLIST - PILOT IS RESPONSIBLE FOR ALL "WARNINGS" "CAUTIONS" AND "NOTES" CONTAINED IN POH

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Cabin Fire

Master Switch.....OFF
Vents/Cabin Heat.....CLOSE
Fire Extinguisher.....DISCHARGE

(Ventilate Cabin After Discharge)

Land As Soon As Practical

Wing Fire

Navigation Lights.....OFF
Pitot Heat.....OFF

Land As Soon As Practical

Precautionary Landing With Power

Flaps.....20°
Airspeed.....60 KTS
Landing Area.....Select

(Fly Over To Inspect For Obstructions.)

MAYDAY - Call Prior To Master OFF

Radio/Electrical.....OFF
Flaps.....FULL
Master Switch.....OFF
Doors.....UNLATCH
Touchdown.....TAIL LOW
Braking.....Heavy Braking

Spin Recovery – PARE

Power.....IDLE
Ailerons.....NEUTRAL
Rudder.....Opposite
Elevator.....Full Forward

(Apply FULL Rudder Opposite To The Rotation.
Apply Forward Elevator Until The Stall Ends.)

Emergency Airspeeds

Engine Failure After Takeoff

Flaps - UP.....65 KTS
Flaps - Down.....60 KTS
Best Glide (2300 lbs).....65 KTS

Landing Without Engine Power

Flaps - UP.....65 KTS
Flaps - DOWN.....60 KTS

CONDENSED CHECKLIST - PILOT IS RESPONSIBLE FOR ALL "WARNINGS"
"CAUTIONS" AND "NOTES" CONTAINED IN POH

Static Source Blocked

Alternate Static.....ON
Airspeed.....See POH

Landing With a Flat Main Tire

Approach.....Normal
Airspeed.....65 KTS

Touchdown on the good tire first.
Hold the flat tire off as long as possible.

Electrical Power Supply Malfunctions Over-Voltage Light Illuminates

Master Switch (both sides).....OFF
Master Switch (both sides).....ON
Over-Voltage Light.....OFF
(If Over-Voltage Light Illuminates.)

Land As Soon As Practical

Ammeter Shows Discharge / Low Voltage

Alternator.....OFF
Alternator.....ON
(If Alternator does not reset.)
Nonessential Electrical Equipment OFF

Land As Soon As Practical

Rough Engine

Carburetor Icing

Throttle.....FULL POWER
Carburetor Heat.....ON

Magnetos Malfunction

Ignition Switch.....Cycle
Mixture.....Adjust

Low Oil Pressure

Oil Temperature.....CHECK

(Low Oil Pressure with normal temperature may indicate a malfunction of the gauge or the Relief Valve). (High Oil Temperature indicates potential engine failure. Execute an immediate precautionary landing.)
Use minimal power – TO GO

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