

ENGINE FAILURE DURING FLIGHT (Restart Procedures)

- 1. Airspeed — 68 KIAS**
- 2. FUEL SHUTOFF VALVE — ON (push full in)**
- 3. FUEL SELECTOR Valve — BOTH**
- 4. FUEL PUMP Switch — ON**
- 5. Mixture Control — RICH (if restart has not occurred)**
- 6. MAGNETOS Switch — BOTH (or START if propeller is stopped)**

NOTE

If the propeller is windmilling, engine will restart automatically within a few seconds. If propeller has stopped (possible at low speeds), turn MAGNETOS switch to START, advance throttle slowly from idle and lean the mixture from full rich as required to obtain smooth operation.

Figure 1

ENGINE FIRE IN FLIGHT

- 1. Mixture — IDLE CUTOFF (pull full out)**
- 2. Fuel Shutoff Valve — OFF (pull full out)**
- 3. Auxiliary Fuel Pump Switch — OFF**
- 4. Master Switch (ALT and BAT) — OFF**
- 5. Cabin Vents — OPEN (as needed)**
- 6. Cabin HT and CABIN AIR Control Knobs — OFF (push full in) (to avoid drafts)**
- 7. Airspeed 100 KIAS (If fire is not extinguished, increase glide speed to find an airspeed, within airspeed limitations, which will provide an incombustible mixture)**
- 8. Forced Landing — EXECUTE (refer to EMERGENCY LANDING WITHOUT ENGINE POWER)**

Figure 2

LANDING WITH A FLAT MAIN TIRE

- 1. Approach — NORMAL**
- 2. Wing Flaps — FULL**
- 3. Touchdown — GOOD MAIN TIRE FIRST (hold airplane off flat tire as long as possible with aileron control)**
- 4. Directional Control — MAINTAIN (using brake on good wheel as required)**

Figure 3