ENGINE FIRE ON-GROUND

1. Starter .... Continue Cranking
- Observe Starter Limitations (10 Seconds On)
- If Engine Doesn't Start and/or Fire Persists
2. Evacuation ..... Initiate

EVACUATION

1. Mixtures ..... Cut-Off
2. Throttles ..... Idle
3. Magnetos ..... Off
4. Battery & Alternators..... Off
5. Fuel Selectors ..... Off
6. Evacuation ..... Initiate

ENGINE FAILURE ON RUNWAY

1. **"Abort-Abort-Abort"**
2. Chop - power idle
3. Stop - apply brakes
4. Maintain directional control on runway

ENGINE FAILURE / FIRE IN-FLIGHT

1. Power ..... Max Available
    a. Mixture
    b. Prop
    c. Throttle
2. Landing Gear ..... Up
3. Flaps ..... Up
4. Identify ..... Malfunction L or R
5. Throttle Lever ..... Verify L or R
6. Prop Lever ..... Feather L or R
7. Affected Engine Mixture Lever ..... Cut-Off
8. Fuel Selector ..... Off
9. Cowl Flap ..... Closed
10. Boost Pump .....Off
11. Alternator .....Off
12. Magnetos .....Off

Land as soon as possible - If flight time on single engine is to exceed 30 minutes: CROSSFEED (One Engine Inoperative) checklist

EMERGENCY DESCENT

1. Autopilot ..... Off
2. Throttles ..... Idle
3. Props ..... Full
4. Landing Gear ..... Down (Max 150 MPH)
5. Airspeed ..... Max 150 MPH
6. Altitude .... As Required; note MEA/MSA

Note: In the event of a dual engine failure the best glide speed (Vg) is 120 MPH, with both props feathered and landing gear / flaps retracted. The glide ratio is 2.5 Miles for every 1,000' of ALT.

SQUAWK 7700 – 121.5 (MAYDAY)

ENGINE RESTART

Caution: The reason for engine failure should be determined before attempting an air start.

1. Complete the ENGINE FAILURE checklist
2. Airspeed ..... 120 MPH
3. Magnetos ..... On
4. Alternator..... On
5. Cowl Flap ..... Closed
6. Fuel Selector ..... Aux / Main
7. Throttle Lever ..... Idle
8. Mixture Lever ..... Rich
9. Prop Lever ..... Full
10. Starter ..... Engage / As Required
11. Warm-Up ..... 15" MP, 2000 RPM

MANUAL GEAR EXTENSION

Warning: Keep cranking until the physical limit of the handle is reached. DO NOT rely on the green indicator light, as the gear may be down but not fully locked in this condition.

Warning: If the gear is manually extended in an actual emergency situation, DO NOT move any landing gear controls or reset any circuit breakers until the aircraft is on jacks, as the failure may be in the gear-up circuit. This could cause the gear to retract on the ground .

Caution: The manual extension system is designed only to lower the landing gear. DO NOT attempt to retract the landing gear manually.

- Landing Gear Relay C/B ..... Pull
- Landing Gear Handle ..... Down
- Handcrank ..... Engage / Turn CC

Note: Pull Handcrank out to engage manual extension and turn the crank counter-clockwise about 50 turns; verify with mechanical indicator.

LANDING GEAR RETRACTION
(AFTER PRACTICE MANUAL EXTENSION)

- Handcrank ..... Stowed
- Landing Gear Relay C/B ..... In
- Landing Gear Handle ..... Up

Caution: DO NOT operate the landing gear electrically with the Handcrank engaged, damage to the mechanism could occur rendering the manual gear extension system inoperative.