

ENGINE FIRE DURING START (May be result of Over Priming)

Starter	CONTINUE TO CRANK ENGINE
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Throttle	1200 RPM (if engine starts)
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*If engine start is unsuccessful, continue cranking
for 30 seconds to 1 minute with throttle full open.*

Fuel Pump	OFF
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Mixture	IDLE CUT-OFF
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Fuel Selector	OFF
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Aircraft	ABANDON IF FIRE CONTINUES
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Fight fire using any available means.

*Make a thorough inspection of fire damage and repair or replace
damaged components before conducting flight.*

ELECTRICAL FIRE (Smoke in Cabin)

Master Switch	OFF
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All Electrical Switches (except ignition)	OFF
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Vents / Windows	OPEN TO VENT SMOKE
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Cabin Heat	OFF
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Land as soon as practical.

ENGINE FIRE IN FLIGHT

Mixture	CUT—OFF
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Fuel Selector	OFF
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Master Switch	OFF
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Glide Establish	120 MPH
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Cabin Heat	OFF/CLOSED
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*If fire is not extinguished, increase glide speed in an attempt to
find an airspeed that will provide incombustible mixture.*

Magneto Switch	OFF
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Proceed with **EMERGENCY LANDING w/o POWER** procedure.

ENGINE POWER LOSS DURING TAKE-OFF

If sufficient runway remains for a normal landing, land straight ahead.

*If insufficient runway remains, maintain a safe airspeed and
make only shallow turns to avoid obstacles.*

*If you have gained sufficient altitude to attempt a restart,
proceed with that checklist*

ENGINE FAILURE DURING FLIGHT (Restart)

Airspeed	80 MPH
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Fuel Selector	SWITCH TANKS*
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**If engine failure was caused by fuel exhaustion, power will not be regained after tanks are switched until empty fuel lines are filled, which may require up to 10 seconds.*

Mixture	FULL RICH
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Carburetor Heat	HOT
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Fuel Pump	ON
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Engine Gauges	CHECK FOR CAUSE
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Primer	IN AND LOCKED
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Ignition Switch	"L" then "R" then back to BOTH
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Transponder	7700
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Radio	121.5 MAYDAY**
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***If you're already talking with ATC, no need to call on 121.5.*

EMERGENCY LANDING w/o ENGINE POWER

Airspeed	80 MPH
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Fuel Pump	OFF
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Mixture	CUT-OFF
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Fuel Selector	OFF
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Ignition Switch	OFF
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Seat Belts and Harnesses	TIGHT
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Flaps	AS REQUIRED WITHIN GLIDING DISTANCE OF FIELD
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Full Flaps Down	65-75 MPH
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Master Switch	OFF
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Cabin Doors	UNLATCH PRIOR TO FINAL APPROACH
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Touchdown	SLIGHTLY TAIL LOW (minimum speed)
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Apply heavy braking while holding full up elevator.