1. ENGINE FAILURE DURING TAKEOFF ROLL

1. Throttle ................. IDLE
2. Brakes ........................ APPLY
3. Wing Flaps ................. RETRACT
4. Mixture .......................... CUT-OFF
5. Ignition Switch .............. OFF
6. Master Switch .................. OFF

2. ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

1. Airspeed ....................... 80 MPH
2. Mixture .......................... CUT-OFF
3. Fuel Selector Valve .......... OFF
4. Ignition Switch .............. OFF
5. Wings Flaps ................. AS REQUIRED
6. Master Switch .................. OFF

3. PARTIAL ENGINE LOSS

1. Fuel Selector Valve....... SWITCH TO OPPOSITE TANK for 60 sec.
2. Fuel Selector Valve....... SELECT

4. ENGINE FAILURE DURING FLIGHT

1. Airspeed ....................... 78 MPH
2. Primer ......................... CHECK IN
3. Master Switch ............... OFF
4. Fuel Selector Valve ........ BOTH
5. Squawk ....................... 7700
6. Radio Call ................. MAYDAY
7. Seat Belts & Harnesses ...... TIGHTEN
8. Cabin Doors, unlatch prior to touchdown

If Power is Not Restored
Execute EMERGENCY LANDING WITHOUT ENGINE POWER

5. EMERGENCY LANDING WITHOUT ENGINE POWER

1. Airspeed ....................... 80 MPH
2. Ignition Switch .............. OFF
3. Mixture .......................... CUT-OFF
4. Fuel Selector Valve ........ BOTH
5. Squawk ....................... 7700
6. Radio Call ................. MAYDAY
7. Seat Belts & Harnesses ...... TIGHTEN
8. Cabin Doors, unlatch prior to touchdown

Once Landing is Assured

9. ELT Remote Switch ........ ON
10. Flaps ......................... 30° Recommended
11. Final Approach Speed .... 69 MPH
12. Master Switch ............... OFF
13. Touchdown ................. Slightly Tail Low
14. Brakes ........................ AS REQUIRED

6. PRECAUTIONARY LANDING WITH ENGINE POWER

1. Seat Belts & Harnesses ...... Tighten
2. Squawk ....................... 7700
3. Radio Call ................. MAYDAY
4. ELT Remote Switch ........ ON
5. Wing Flaps ................. 20°
6. Airspeed ....................... 70 MPH
7. Selected Field ... Over fly and Investigate
8. Wing Flaps ................. UP when safe to do so
9. Avionics Power & Electrical SwitchesOFF

Once Landing is Assured

10. Flaps .......................... 40° ON Final Approach
11. Final Approach Speed .... 69 MPH
12. Master Switch ............... OFF prior to touchdown
13. Cabin Doors, unlatch prior to touchdown
14. Touchdown .................. Slightly Tail Low
15. Ignition Switch ............ OFF at touchdown
16. Mixture .......................... IDLE CUT-OFF at touchdown
17. Brakes ........................ AS REQUIRED

7. DITCHING

1. Squawk ....................... 7700
2. Radio Call ................. MAYDAY
3. ELT Remote Switch ........ ON
4. Loose Objects ......... Secure or Jettison
5. Seat Belts & Harnesses ...... TIGHTEN

Approach

6. High Winds, Heavy Seas .... INTO THE WIND
7. Light Winds, Heavy Swells Parallel to Swells
8. Airspeed ....................... 20° - 30°
9. Throttle 300/Min Descent at @ 70 MPH*
10. *If engine power is not available, approach at 80 mph with flaps up or 70 mph with 10° flaps

Touchdown

11. Cabin Doors Unlatch Prior to Touchdown
12. Touchdown Level Attitude - Minimize Descent
13. Face .................. Cushion at Touchdown

Evacuation

14. Airplane ................. Evacuate
15. Life Vests ................. Inflate

8. ENGINE FIRE DURING START ON GROUND

1. Starter ..................... Continue Cranking
2. Throttle ....................... FULL OPEN

If Fire Continues

3. Power ................. 1700 RPM for a few minutes
4. Engine ..................... SHUTDOWN

If Engine Fails to Start

5. Throttle ....................... FULL OPEN
6. Mixture ................. IDLE CUT-OFF
7. Cranking ................. CONTINUE
8. Master Switch ............ OFF
9. Ignition Switch ............ OFF
10. Fuel Selector Valve ...... OFF
11. Abandon Aircraft and use Fire Extinguisher

9. ENGINE FIRE WHILE ON GROUND

1. Fuel Selector Valve ......... OFF
2. Mixture ..................... IDLE CUT-OFF
3. Ignition Switch ............ OFF
4. Master Switch ............... OFF
5. Abandon Aircraft and use Fire Extinguisher

10. ENGINE FIRE IN FLIGHT

1. Mixture ..................... IDLE CUT-OFF
2. Fuel Selector Valve ........ OFF
3. Ignition Switch ............ OFF
4. Master Switch ............... OFF
5. Cabin Heat / Air .......... OFF
6. Airspeed ....................... 110 MPH

Execute EMERGENCY LANDING WITHOUT ENGINE POWER

11. WING FIRE

1. Landing/Taxi Light Switch If Left Wing Affected
2. Pilot Heat Switch OFF If Left Wing Affected
3. Navigation Light Switch .. OFF
4. Strobe Light Switch .......... OFF
5. Slip to keep flames away from fuel tanks and cabin
ATC Light Signals

<table>
<thead>
<tr>
<th>COLOR/TYPE OF SIGNAL</th>
<th>AIRCRAFT ON GROUND</th>
<th>AIRCRAFT IN FLIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steady Green</td>
<td>Cleared for takeoff</td>
<td>Cleared to land</td>
</tr>
<tr>
<td>Flashing Green</td>
<td>Cleared for taxi</td>
<td>Return for landing (to be followed by steady green)</td>
</tr>
<tr>
<td>Steady Red</td>
<td>Stop</td>
<td>Give way to other aircraft and continue circling</td>
</tr>
<tr>
<td>Flashing Red</td>
<td>Taxi clear of runway in use</td>
<td>Airport unsafe, do not land</td>
</tr>
<tr>
<td>Flashing White</td>
<td>Return to starting point on airport</td>
<td>Not applicable</td>
</tr>
<tr>
<td>Alternating Red/Green</td>
<td>Exercise extreme caution</td>
<td>Exercise extreme caution</td>
</tr>
</tbody>
</table>

Transponder Codes

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1200</td>
<td>VFR</td>
</tr>
<tr>
<td>7500</td>
<td>HIJACK</td>
</tr>
<tr>
<td>7600</td>
<td>LOST COMMUNICATION</td>
</tr>
<tr>
<td>7700</td>
<td>EMERGENCY</td>
</tr>
</tbody>
</table>

Lost Procedure

- CLIMB
- CONSERVE
- COMMUNICATE
- CONFESS
- COMPLY

VFR Diversion

1. Determine position
2. Determine approx. heading to new destination using VOR compass rose
3. Climb or descend based on new magnetic course
4. Measure distance from present position to new destination
5. Calculate ground-speed and WCA based on planned TAS (convert wind-drift to magnetic)
6. Determine ETE based on GS and distance
7. Calculate fuel burn based on ETE and remaining fuel
8. Communicate new destination, ETE and fuel remaining to FSS

CROSSWIND COMPONENT CHART
Reference Checklist Supplement

YOKOTA AB (042-552-2510)

BASE OPERATION...225-7214 (EXT 5-7214)
AERO CLUB...........225-8988 (EXT 5-8988)
YOKOTARUZAGA CELL...090 9954 3683

12. CABIN OR ELECTRICAL FIRE WHILE IN FLIGHT

1. MASTER SWITCH.......................... OFF
2. WING ROOT VENTS ..................... CLOSED
3. CABIN AIR / HEAT ...................... OFF
4. VENTS & CABIN AIR/HEAT OPEN WHEN FIRE IS OUT
5. LAND .................. AS SOON AS PRACTICAL

If Fire Appears Out and Electrical Power is Necessary for Continued Flight

6. ALL SWITCHES BUT IGNITION ............ OFF
7. CIRCUIT BREAKERS............. CHECK (DO NOT Reset)
8. MASTER SWITCH.................... ON
9. ELECTRICAL SWITCHES........... ON, ONE AT A TIME

13. LOW OIL PRESSURE WITH NORMAL OIL TEMPERATURE

1. Throttle...Make Minimum Power Changes
2. Conserve Altitude Until Landing is Assured
3. Land as Soon as Practicable

14. LOW OIL PRESSURE WITH HIGH OIL TEMPERATURE

1. Throttle .... REDUCE POWER TO MINIMUM NECESSARY
2. execute .. PRECAUTIONARY LANDING with Power

15. AMMETER INDICATES EXCESSIVE RATE OF CHARGE

1. ALTERNATOR CIRCUIT BREAKER .......... PULL
2. NONESSENTIAL EQUIPMENT ......... OFF
3. Flight ..... TERMINATE as Soon as Practical

16. AMMETER INDICATES DISCHARGE

1. AVIONICS SWITCH ....................... OFF
2. ALTERNATOR CIRCUIT BREAKER ........ PULL
3. MASTER SWITCHES .............. OFF THEN ON
4. AMMETER......... CHECK BATTERY IS CHARGING
5. AVIONICS SWITCH ............. ON
6. If Low-Voltage Light Remains On or Ammeter Still Indicates Discharge

Note: If Master Switch is turned OFF after battery has drained below current level to activate battery contactor, subsequent activation of Master Switch will be ineffective.

17. LANDING GEAR – FLAT MAIN TIRE

Use Fuel Selector to Reduce Weight on the Side of the Flat Tire
If Practicable, Land with Crosswind From the Side Opposite the Flat Tire

1. FLAPS................................. 30° (FULL DOWN)
2. ALIGN WITH THE SIDE OF THE RUNWAY OF THE GOOD TIRE
3. TOUCHDOWN SLIGHTLY LIFT-WING-ON SIDE OF GOOD TIRE
4. LOWER NOSE WHEEL FOR DIRECTIONAL CONTROL
5. AILERON...WEIGHT OFF FLAT TIRE AS LONG AS POSSIBLE
6. BRAKING .......................... ON GOOD WHEEL ONLY

18. LANDING GEAR – FLAT NOSE TIRE

1. FLAPS................................. 30° (FULL DOWN)
2. TOUCHDOWN.......................... ON RUNWAY CENTERLINE
3. YOKE...FULL AFT - MINIMIZE WEIGHT ON NOSE WHEEL
4. BRAKING .......................... MINIMUM REQUIRED

19. SPIN

1. THROTTLE .......................... IDLE
2. AILERONS ........................ NEUTRAL
3. RUDDER FULL OPPOSITE DIRECTION OF THE SPIN
4. CONTROL WHEEL........... FORWARD – BREAK STALL
5. RUDDER .......................... NEUTRAL swivel WHEN Rotation Stops
6. ELEVATOR RECOVER SMOOTHLY FROM ENSUING DIVE

20. EMERGENCY DESCENT

1. CARB HEAT ........................ ON
2. THROTTLE ........................ IDLE
3. MIXTURE .......................... FULL RICH
4. FLAPS .............................. DOWN
5. AIRSPEED .......................... 100 MPH

21. CABIN DOOR OPEN IN FLIGHT

1. Fly the AirplaneThis is not an emergency
2. Land ..... Close Door After Aircraft Stops
If Landing is Impractical

3. CLIMB SAFE ALTITUDE w/AIRCRAFT UNDER CONTROL
4. AIRSPEED .......................... 70 MPH
5. CABIN VENTS ..................... CLOSED
6. WINDOW ........................... OPEN
7. PUSH DOOR OPEN............ THEN SLAM IT CLOSED

22. AFTER EMERGENCY LANDING

1. MASTER SWITCH.................. CONFIRM OFF
2. ELT .......................... ACTIVATE
3. ABANDON AIRCRAFT UNTIL ALL DANGER OF FIRE IS PASSED
When it is safe to return to the aircraft
4. ELT REMOVE AND INSTALL ANTENNA – TURN ON (ELT is behind the rear panel in the baggage area)
If Radio is Still Operative
5. MAKE PERIODIC MAYDAY CALLS AND MONITOR 121.5 FOR INSTRUCTIONS

23. AUTOPILOT FAILURE

1. AUTOPILOT MASTER SWITCH .......... OFF
2. AUTOPILOT CIRCUIT BREAKER ........ PULL

23. RADIO FAILURE

1. AUDIO CONTROLS ............ CHECK VOLUME/SQUELCH/ALL
2. GARMIN 650 ................. CONFIRM AUTOSQUELCH ON
3. CIRCUIT BREAKERS ........... CHECK
Allow breakers to cool 3 minutes before resetting. Never reset a breaker more than ONCE
4. ALL CONNECTIONS .......................... CHECK
5. TEMPT CONTACT ON ANOTHER FREQUENCY
6. SPEAKER .......................... ON
7. TRANS先进OR .......................... 7600
8. CONTINUE TRANSMISSIONS (ONLY RECEIVER MAY BE INOP)

1. Monitor Airport Traffic Pattern activity.
2. Descend and maintain 1500 feet MSL.
3. Enter midpoint west side downwind leg.
4. Wait for light signals from Tower.

IF ANY DISCREPANCIES ARE FOUND, PLEASE NOTIFY THE AERO CLUB STAFF AND ANNOUNCE DISCREPANCIES ON MAINTENANCE FORM AND DISPATCH PROGRAM.