

# Emergency procedures

\* Refer also to the Owners Manual for further details

## Engine fire in flight:

- Mixture - idle cut off
- Fuel selector - off
- Master switch - off
- Cabin heat and Air - off, except overhead vents
- Airspeed - 120 kts

\* If fire is not extinguished, increase glide speed to find an airspeed which will provide an incombustible mixture

## Electrical fire in flight

- Master switch - off
- All electrical and radio switches - off
- Cabin heat and airvents - closed
- \* if available:  
fire extinguisher - activate

## If fire breaks out and electrical power is necessary for continuance of flight:

- Master switch - on
- Circuit breakers - check for faulty circuit, do not reset
- Radio/electr. switches - on, one by one to localize the short circuit
- Vents/cabin/heat and air - open if the fire is completely extinguished

# Stichting Vliegmaterieel Schiphol

## Checklist

# PH-GYS



### Before starting engine:

- Outside inspection - completed
- Towbar - stowed
- Ship's papers - on board
- Parking brake - set
- Seats - adjust and secured
- Safety belts - fastened
- Doors - closed and locked
- Fuel selector - on
- All electrical switches - off
- Radio's - off
- Circuit breakers - in
- Master switch - on
- Fuel quantity - checked

### Starting engine:

- Carburetor heat - cold
- Mixture - rich
- Prime - as required
- Throttle -  $\pm 1$  cm
- Propeller area - clear
- Beacon light - on
- Ignition switch - start

**After starting engine:**

- Oil pressure - check
- Starter warning light - off
- Throttle - 1000 RPM
- Ammeter - check
- Flaps - up
- Radio's - on
- Start Flighttime - notice

**During taxiing:**

- Brakes - check
- Gyro's - check

**Engine check:**

- Parking brake - set
- Throttle - 1000 RPM
- Mixture - rich
- Carburetor heat - cold
- Check behind - clear
- Throttle - 1700 RPM
- Engine instruments - check
- Ammeter - check
- Suction - green
- Magneto's - max. drop 150 RPM  
max. diff. 75 RPM
- Carburetor heat - check operation
- Idling - 500-700 RPM
- Throttle - 1000 RPM
- Throttle friction - set

**Before take-off:**

- Primer pump - closed and locked
- Ignition - both
- Circuit breakers - in
- Flight controls - free and correct
- Trim - set for take-off
- Carburetor heat - cold
- Mixture - rich
- Flaps - as required
- Flight instruments - check and set
- Engine instruments - check
- Radio's and nav. equipment - check and set
- Safety belts - fastened
- Doors and windows - closed and locked
- Smoking - not allowed
- Pitot heat - as required
- Parking brake - off
- Transponder. - Alt

**★ Normal take-off procedure:**

- Throttle - full
- Lift nose at - 50 kts
- Climb - 70 kts

**After take-off:**

- Brakes - apply
- Flaps - up above 200 ft.
- Throttle - full
- Climb speed -  $\pm$  70 kts

**Cruise:**

- Throttle -  $\pm$  2300 RPM
- Carburetor heat - as required

**★ For details see Owners Manual****Before descent:**

- Mixture - rich
- Carburetor heat - as required
- Altimeter - set
- Fuel selector - on

**Downwind checks**

- Primer - closed and locked
- Ignition - both
- Carburetor heat - hot
- Throttle -  $\pm$  2000 rpm
- Mixture - rich
- Flaps - 10°
- Fuel selector - on
- Fuel quantity - checked
- Engine instruments - check
- Brakes - check
- Safety belts - fastened
- Smoking - not allowed
- Speed - 80 kts

**Baseleg checks**

- Throttle -  $\pm$  1500 rpm
- Flaps - 20°
- Speed -  $\pm$  70 kts

**Final checks**

- Throttle -  $\pm$  1500 rpm
- Flaps - 20°-40°
- Speed - 60-70 kts

**After landing**

- Flaps - up
- Pitot heat - off
- Carburetor heat - cold

**Go around**

- Throttle - full
- Carburetor heat - cold
- Flaps - 20°  
after reaching 65 kts 10°  
and above 200ft flaps up

**Touch and go**

- Flaps - as required
- Throttle - full
- Carburetor heat - cold

**After parking**

- Parking brake - set
- Throttle - 1000 RPM
- Radio's and nav. equipment - off
- All electric switches - off
- Mixture - idle cut off
- Ignition - off
- Master switch - off

- Control lock - install
- Time and tachometer - check