

SECTION 3 - EMERGENCY PROCEDURES

1. Engine Fire in Flight

Cut off FUEL

Open throttle fully until fuel remaining in engine is used

Switch off ignition

Switch off battery and alternator before landing.

NOTE : Battery switch also cuts off the stall warning.

2. Engine Fire on Ground

Do not remove cowlings

Direct fire extinguisher jet into air intake or through the exhaust pipes aperture.

3. Alternator Failure

If ammeter indicates "DISCHARGE" switch off alternator and reduce electrical consumption to a minimum (radio, instruments) since electrical power is being provided solely by the battery.

There is no risk of abnormal engine operation.

4. CARBURETTOR ICING

If RPM decrease without a change in other flight parameters (speed, altitude) pull out the carb. heater control fully. (There are only 2 possible positions - ON and OFF)

The engine RPM will increase as soon as the ice has melted. Applying carburettor heat will normally cause a drop of 150 RPM and will increase the fuel consumption.

If icing occurs suddenly, apply carburettor heating and open the throttle fully.

5. EMERGENCY LANDING

Check Safety belts

Cut off FUEL and electrical supply. Before landing to reduce fire risks.

NOTE : In the event of any deformation of the engine cowlings following a forced landing which prevents normal opening of the canopy, use the JETTISON system - lift the two red JETTISON flaps and open the central portion of the canopy.

6. ACCIDENTAL SPIN

Recovery is conventional. Apply full opposite rudder and stick neutral. Flaps must be retracted.