

SPORTSTAR EMERGENCY PROCEDURES CHECKLIST

Speeds for performing emergency procedures

Airspeed for the best gliding ratio: (flaps Retracted) 57 KIAS (66 mph IAS)

Precautionary Landing: (engine running, flaps in landing position- 50°) 52 KIAS (60 mph IAS)

Emergency Landing: (engine stopped, flaps in landing position- 50°) 52 KIAS (60 mph IAS)

Engine Failure

Engine failure at take-off run

Throttle lever.....Idle

Brakes.....as required

Fuel Selector.....OFF

Ignition.....OFF

Master Switch.....OFF

Engine failure immediately after take-off

Gliding speed:

With flaps 15°---52KIAS (60 mph IAS)

No flaps-----57KIAS (66 mph IAS)

Altitude:

-Land in take-off direction if below 150ft

-Land in take-off direction or perform up to 90° if altitude is 150-400ft.

-You can try to start engine if altitude is above 250ft

-You can perform a turn up to 180° if altitude is above 400ft

Throttle lever.....Idle

Flaps.....as needed

Fuel selector.....OFF

Ignition.....OFF

ATC.....Report

Master Switch.....OFF

After Touch Down.....brake as needed

Engine failure in flight

Gliding Speed.....57KIAS (66 mph IAS)

Altitude.....take a decision and carry out

Engine starting in flight

Gliding speed.....57KIAS (66 mph IAS)

Altitude.....check

Master Switch.....ON

Unnecessary electrical equipment...OFF

Fuel Selector.....LEFT

Choke.....as needed

Throttle.....idle (choke open) or increased idle (choke closed)

Ignition: -if prop rotating BOTH -if prop not rotating START

Engine Fire

Fire on the ground:

Fuel Selector.....OFF

Brakes.....Brake

Throttle.....FULL

After engine stops:

Ignition.....OFF

Master Switch.....OFF

Airplane.....Leave

Fire during take-off

Fuel Selector.....OFF

Throttle.....FULL

Airspeed.....62KIAS (71mph IAS)

After the engine Stops:

Gliding speed.....52KIAS (60mph IAS)

Ignition.....OFF

Master Switch.....OFF

Land and exit airplane

Fire in Flight

Fuel Selector.....OFF

Throttle.....FULL

Gliding speed.....57KIAS (66mph IAS)

Ignition.....OFF

ATC.....Report (if possible)

Master Switch.....OFF

Note: for extinguishing the engine fire, you can perform slip under assumption that you have sufficient altitude and time.

WARNING: After extinguishing the engine fire start engine only if it is necessary to safe landing. Full leak could cause fire to restart again.

If engine restart- Master Switch On, All other Switches OFF

Land and exit the Airplane

Fire in the cockpit

Identify Source, use extinguisher if available

Master Switch.....OFF

After fire is extinguished air out cockpit

Land as soon as possible and exit airplane

If defective electrical system detected switch off appropriate circuit breaker.

Carburetor Icing

Carburetor Heat (if installed).....ON

Throttle.....set idle and cruising power again

Engine RPM should initially decrease and slowly increase

Vibration

Set engine RPM to where vibrations are lowest

Land at nearest possible airport, perform Safety landing

Emergency Landing

Emergency Landing- with NON-Operating Engine

Airspeed.....57 KIAS (66 mph IAS)
Landing Area.....choose, determine wind direction
Safety harness.....Tighten
Flaps.....Retracted until landing assured then set as
needed to landing position 50°.
Airspeed.....48 KIAS (55mph IAS)
Radio station.....Notify ATC if possible
Transponder.....Squawk 7700
Fuel Selector.....OFF
Ignition.....OFF
Master Switch.....OFF before touch down
Touchdown.....on main gear in normal nose up attitude

Safety Landing- with Engine Operating

Area for landing.....Choose, determine wind direction
If sufficient power is available carry out low pass to check landing
surface with speed of 59 KIAS (68 mph IAS), flaps in take-off
position (15°).
Radio station.....Notify ATC if possible
Transponder.....Squawk 7700 if declaring emergency
Safety harness.....Tighten
Flaps..... Retracted until landing assured then set
as needed
Airspeed.....48 KIAS (55mph IAS)
Landing.....Carry Out normally

Unintentional Spin Recovery

Throttle.....Idle
Control Stick.....Ailerons- neutral position
Pedals.....Kick the rudder pedal push against
spin rotation direction
Control Stick.....Push forward and hold it there until
rotation stops.
Pedals.....Immediately after rotation stopping,
set the rudder to neutral position.
Control Stick.....Recover from the dive.

Caution: Altitude loss per on turn and recovering from the spin is 500 up to 1000ft.

Landing with Burst Tire

Caution: When landing keep the wheel with burst tire above the ground as long as possible by means of ailerons. In case of nose wheel by means of elevator.
Hold airplane direction by means of foot control and brakes

Landing with Damaged Landing Gear

-In case of nose gear damage touch down at the lowest possible speed and try to keep the airplane on main landing gear wheels as long as possible.
-In case of main landing gear damage touch down at the lowest possible speed and if possible keep direction with rudder pedals and brakes