

CITABRIA 7KCAB (April 2016)

- Emergency Checklist -

Engine Fire During Start

- 1) Continue cranking engine with starter
- 2) Mixture control – IDLE CUTOFF
- 3) Throttle – FULL OPEN
 - If engine starts, shutdown and have airplane inspected
 - If fire persists or increases:
- 4) Fuel shutoff valve – OFF
- 5) Electrical and ignition switches – OFF
- 6) Exit aircraft to the rear and call for assistance
- 7) Use fire extinguisher through bottom of the nose cowl or through the cowl inspection door

Engine Fire in Flight

- 1) Mixture control – IDLE CUTOFF
- 2) Fuel shutoff valve – OFF
- 3) Electrical and ignition switches – ALL OFF
- 4) Cabin heat – OFF front and rear
- 5) Prepare for Emergency Descent and/or Engine Out Landing
- 6) Do *NOT* attempt to restart the engine

Electrical Fire

- 1) Electrical switches – ALL OFF (leave ignition switches ON)
- 2) Air vents/windows – OPEN if necessary for smoke removal
 - If fire continues – LAND IMMEDIATELY
 - If fire/smoke stops:
- 3) Turn on Master Switch, then turn on *necessary* electrical switches one at a time. If smoke resumes, turn off faulty switch

Electrical Failure

- 1) Verify steady discharge on ammeter
- 2) Master switch – CYCLE in attempt to reset
- 3) If battery discharge continues, turn OFF all nonessential electrical equipment to conserve battery power
- 4) Land as soon as practical. Prepare for Lost Comms

Engine Failure on Takeoff

If sufficient runway remains:

- 1) Throttle – CLOSED
- 2) Use maximum braking *after* touchdown

No sufficient runway, try Restart or complete Engine-Out Landing

Engine Failure - Restart

- 1) Airspeed – 65 MPH (best glide)
- 2) Ignition switches – BOTH ON
- 3) Fuel pump – ON
- 4) Mixture – FULL RICH or as needed for density altitude
- 5) Fuel shutoff valve – CHECK ON
- 6) Alternate air – FULL HOT
 - If engine does not restart, prepare for Engine-Out Landing

Engine-Out Landing

- 1) Airspeed – Maintain 60-65 MPH
- 2) Select landing site and proceed to it
- 3) Mixture – IDLE CUTOFF
- 4) Fuel shutoff valve – OFF
- 5) Master switch – ON
- 6) Radio – MAYDAY call
- 7) Position airplane 1000' on downwind abeam landing site
- 8) Electrical and ignition switches – ALL OFF
- 9) Final approach – airspeed 60-65 MPH
- 10) Touchdown with minimum airspeed (3-point, full stall) if landing on rough terrain

High Oil Temp/Low Oil Press

- 1) Crosscheck oil pressure with oil temperature
 - High oil temperature is generally caused by loss of oil/pressure, or on a hot day with a steep climb.
- 2) Reduce power as able to maintain level flight
- 3) Lower pitch to cruise flight
- 4) Mixture – FULL RICH
- 5) If oil pressure is low or condition remains, land as soon as practical and prepare for Engine-Out Landing

Stall Recovery

- 1) Nose attitude – LOWER
- 2) Throttle – FULL OPEN
- 3) Use rudder to maintain lateral control

Spin Recovery

- 1) Throttle – CLOSED
- 2) Rudder – FULL DEFLECTION opposite direction of rotation
- 3) Elevator – SLIGHTLY FORWARD OF NEUTRAL
- 4) Ailerons – NEUTRAL POSITION
 - When rotation stops:
- 5) Rudder – NEUTRALIZE
- 6) Nose attitude – RAISE smoothly to level flight attitude