

CITABRIA 7ECA/GCAA (Oct 2022)

Engine Fire During Start

- 1) Continue engaging the starter to attempt engine start, then
- 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) Master and ignition switches – OFF
- 6) Exit aircraft toward 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 (if altitude allows)

- 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) Master & 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 off, then back on, 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 once tail is on the ground

Insufficient runway remaining – select best landing site

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Engine Failure - Restart

- 1) Airspeed – 65 MPH (best glide)
- 2) Fuel shutoff valve – CHECK ON
- 3) Mixture – FULL RICH or as needed for altitude
- 4) Primer – VERIFY LOCKED
- 5) Fuel quantity – CHECK
- 6) Ignition switches – BOTH ON
 - If engine does not restart, prepare for Engine-Out Landing
- 7) Carb heat – HOT
- 8) Throttle – Try different positions to see if power is restored

Engine-Out Landing

- 1) Airspeed – Maintain 65 MPH
- 2) Select landing site, proceed to it, and circle overhead to inspect
- 3) Mixture – IDLE CUTOFF
- 4) Fuel shutoff valve – OFF
- 5) Radio – MAYDAY call on current frequency or 121.50
- 6) Position airplane 1000' AGL on downwind, abeam landing site
- 7) Master and ignition switches – ALL OFF
- 8) Touchdown with minimum airspeed (3-point, tail low, full stall) if landing on rough terrain

High Oil Temp and/or 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 throttle as needed to maintain level flight (@2200 RPM)
- 3) Lower pitch to normal cruise flight
- 4) Mixture – FULL RICH
- 5) If oil pressure is low or condition remains:
 - Land as soon as possible
 - Prepare for Engine-Out Landing

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