

**ENGINE FAILURE AT T/O**

**Sufficient runway**

- IDLE / STOP

**Insufficient runway**

- IDLE / BRAKES

- MIXTURE ..... IDLE CUT-OFF
- FUEL VALVE ..... OFF
- MAGNETO SWITCH ..... OFF
- BATTERY SWITCH ..... OFF

**Immediately after T/O**

- GLIDE SPEED (Flaps T/O) ... 73kts/135km/h
- MIXTURE ..... IDLE CUT-OFF
- FUEL VALVE ..... OFF
- MAGNETO SWITCH ..... OFF
- BATTERY SWITCH ..... OFF

**ENGINE FAILURE IN FLIGHT**

- GLIDE SPEED (Clean) ..... 78kts/145km/h
  - FUEL VALVE ..... OPEN
  - ELECTRIC PUMP ..... ON
  - MIXTURE ..... FULLY RICH
  - THROTTLE ..... ¼ TRAVEL FORWARD
  - MAGNETOS SWITCH ..... L+R (BOTH)
- IF PROPELLER STOPPED use starter*

**POWER OFF LANDING OFF AIRFIELD**

- BELTS & HARNESS ..... TIGHT
- ELECTRIC PUMP ..... OFF
- MIXTURE ..... IDLE CUT-OFF
- THROTTLE ..... TO IDLE
- MAGNETO SWITCH ..... OFF
- FUEL VALVE ..... CLOSED
- ALTERNATOR SWITCH .... OFF
- BATTERY SWITCH ..... OFF

On FINAL

- FLAPS ..... FULL DOWN
- CANOPY ..... UNLOCK

**PRECAUTIONARY POWER LANDING OFF AIRFIELD**

**On FINAL** ..... UNLOCK CANOPY

**Before Touchdown**

- MAGNETO SWITCH ..... OFF
- BATTERY SWITCH ..... OFF

**ENGINE FIRE DURING STARTING**

*Keep the engine running with*

- FUEL VALVE ..... CLOSED
- ELECTRIC PUMP ..... OFF
- THROTTLE ..... FULL POWER
- MIXTURE ..... IDLE CUT-OFF

**If FIRE continues**

- MAGNETO SWITCH ..... OFF
- BATTERY SWITCH ..... OFF
- ALTERNATOR SWITCH ..... OFF

**ABANDON AIRCRAFT / TRY TO EXTINGUISH**

**ENGINE FIRE IN FLIGHT**

- FUEL VALVE ..... OFF
- THROTTLE *until engine stop* FULL POWER
- MIXTURE ..... IDLE CUT-OFF
- ELECTRIC PUMP ..... OFF
- ALTERNATOR SWITCH ..... OFF
- CABIN HEAT & VENTILATION OFF
- MAXIMUM GLIDE SPEED ..... 78kts/145km/h

**DO NOT ATTEMPT ENGINE RESTART**

**CABIN FIRE**

- EXTINGUISH FIRE ..... ALL MEANS
- ELIMINATE SMOKE ..... MAX VENTILATION

**Electrical (Fumes = Insulation burning)**

- CABIN VENTILATION ..... REDUCE
- ALTERNATOR SWITCH ..... OFF
- BATTERY SWITCH ..... OFF
- BATTERY BREAKER ..... PULL OUT
- ALTERNATOR BREAKER ..... PULL OUT

**LAND ASAP IF FIRE CONTINUES**

**VIBRATIONS ENGINE ROUGHNESS**

**Check 1 ICING** ..... see ICING

**Check 2 MIXTURE**

- MIXTURE ..... ADJUST

**Check 3 FUEL**

- FUEL PRESSURE ..... VERIFY
- ELECTRIC PUMP ..... ON

**Check 4 IGNITION**

- MAGNETO SWITCH ..... L then R then BOTH

**Sel. best pos. / Land NEAREST AIRFIELD / MIXTURE**

**EMERGENCY PROCEDURES Robin DR400/140B (AFM Edition 6 June 1995)**

**LOW OIL PRESSURE**

- OIL TEMPERATURE ..... CHECK
- If too high (Red Arc)**
- POWER ..... REDUCE
- NEAREST AIRFIELD ..... FLY TO
- OFF AIRFIELD LANDING .. PREPARE

**ICING**

- CARBURETOR HEATING .. ON
  - POWER ..... INCREASE
  - PITOT HEATER ..... ON
  - CABIN HEAT / DEFROST .. MAX
- Turn back or change altitude away from icing  
Continuous CARB HEAT ► MIXTURE ADJUST  
Plan to land at NEAREST AIRFIELD*

**ELECTRICAL POWER SUPPLY MALFUNCTION**

- Alternator Failure light ON**
- ALTERNATOR SWITCH .... OFF then ON
- If failure continues**
- ALTERNATOR SWITCH .... OFF
  - ALL ELEC. EQUIP. NECESS. OFF
- LAND ASAP**

**INADVERTENT SPIN**

- THROTTLE ..... IDLE
  - RUDDER ..... MAX OPPOSITE
  - ELEVATOR ..... NEUTRAL
  - AILERONS ..... NEUTRAL
- If FLAPS are DOWN** RETRACT IMMEDIATELY
- Once rotation stops: RUDDER neutral  
and recover within flight limitations*

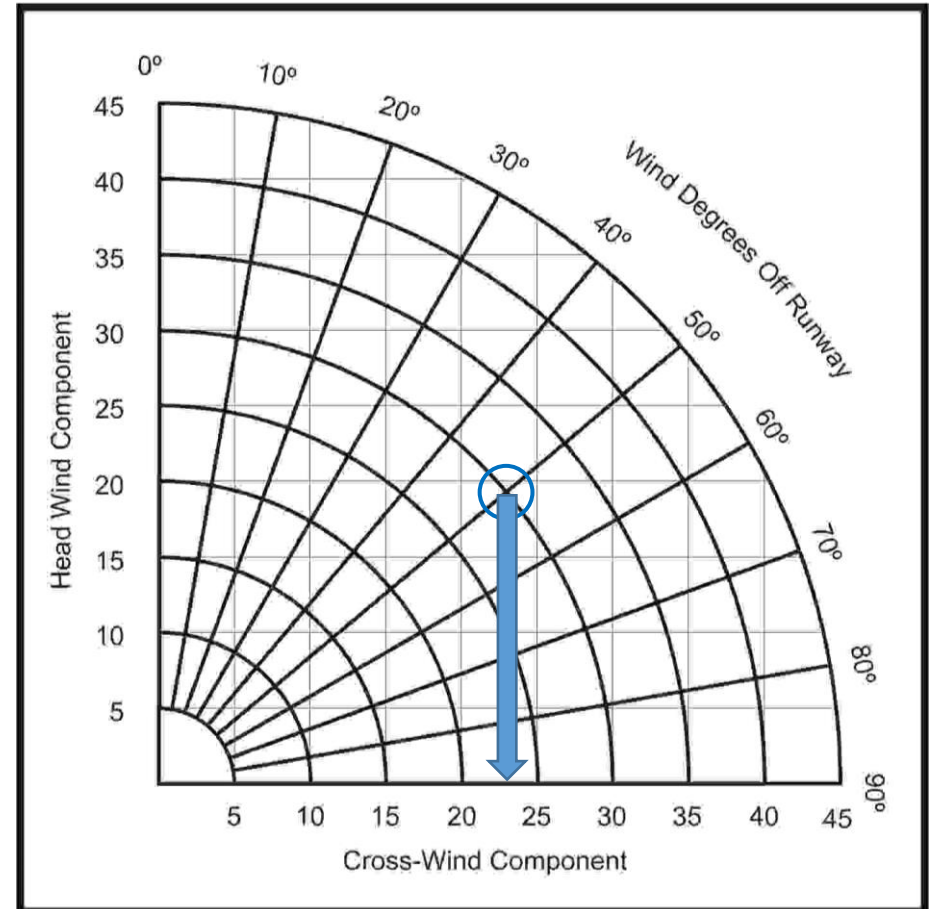
**LOSS OF ELEVATOR CONTROL**

- AIRCRAFT ..... STABILIZE
- LEVEL FLIGHT 70kts/130km/h**  
*using ELEVATOR TRIM and THROTTLE*
- For APPROACH**
- ELEVATOR TRIM ..... DO NOT CHANGE!
  - ANGLE OFF DESCENT ... ONLY ON THROTTLE
- NEAR TO THE GROUND**
- POWER only on short final REDUCE

**HINTS**

**IN CASE OF LOSS OF THROTTLE CONTROL WITH POWER**  
**USE MIXTURE LEANING TO REDUCE and MANAGE POWER**

**IN CASE OF LOSS OF VHF COMMUNICATION**  
**USE ATC PHONE NUMBER WITH YOUR MOBILE (Program them within contacts)**



**Example: RWY 36 - Wind 050/30kts**  
**Crosswind component 23kts**