

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*

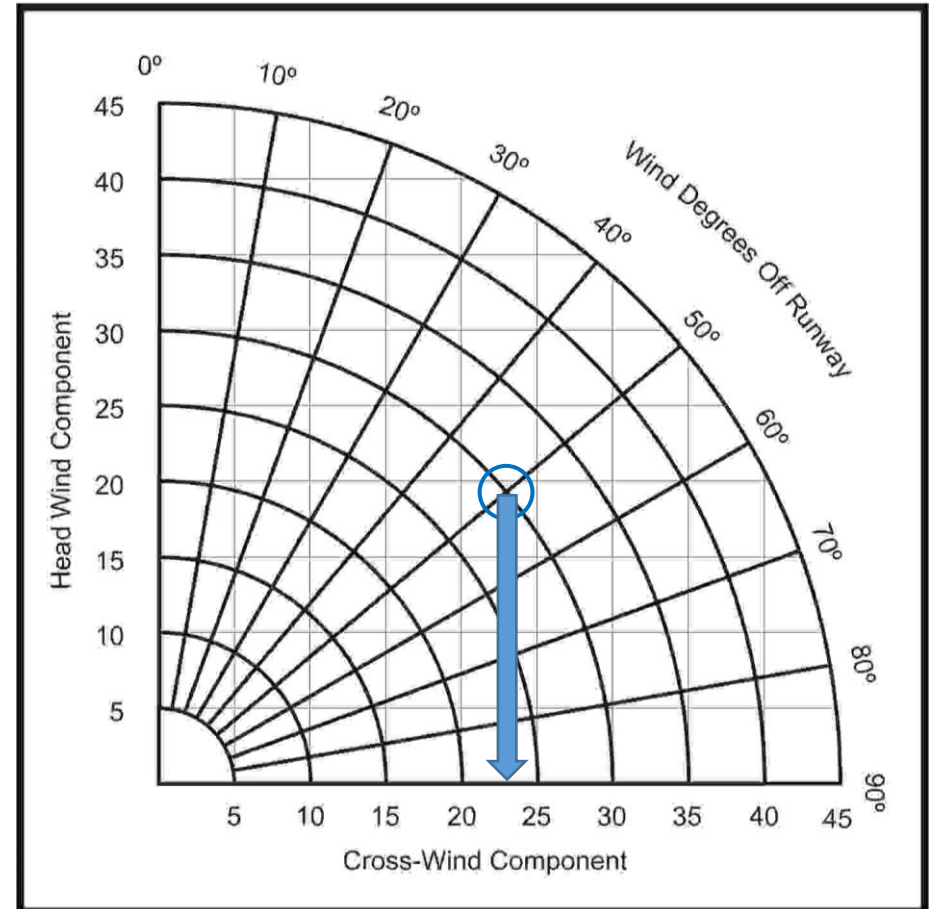
LOSS OF ELEVATOR CONTROL

- 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