

**EMERGENCY PROCEDURES DR400 HB-KOJ (AFM Edition November 2018)**

**ENGINE FAILURE AT T/O and BEFORE ROTATION**

- THROTTLE ..... IDLE
- BRAKE and AVOID OBSTACLES
- MIXTURE ..... LEAN (Pull back)
- FUEL SELECTOR VALVE ..... OFF
- MAGNETO SWITCHES ..... OFF
- BATTERY MASTER ..... OFF
- EMERGENCY EVACUATION ..... If necessary

**Immediately after T/O**

- LEVEL OUT: Attitude approx. 5° Nose DOWN
- GLIDE SPEED (Flaps T/O) ..... 73kts/135km/h
- LAND Straight ahead / Minor corrections to avoid obstacles

**When landing is inevitable**

- MIXTURE ..... LEAN (Pull backward)
- FUEL SELECTOR VALVE ..... OFF
- MAGNETO SWITCHES ..... OFF
- BATTERY MASTER ..... OFF
- On short final ..... UNLOCK THE CANOPY
- LAND at the minimum speed
- When aircraft has stopped ..... EVACUATE IMMEDIATELY

**! NEVER TURN BACK TO THE RUNWAY !**

*because the altitude after T/O is rarely sufficient*

**ENGINE FAILURE IN FLIGHT (Glide Range 1/9 - ROD 850-900 ft/min)**

- GLIDE SPEED (Clean) ..... 78kts/145km/h
- Windmilling prop. increases ROD and reduces severely Glide Range

**If height sufficient to attempt a restart**

- FUEL SELECTOR VALVE ..... ON (OPEN)
- ELECTRIC PUMP ..... ON
- MIXTURE ..... FULLY RICH
- THROTTLE ..... ¼ TRAVEL FORWARD
- MAGNETOS SWITCH ..... ON L+R (BOTH)
- ▶ IF PROPELLER STOPPED ..... Use starter
- ▶ IF STARTER DOES NOT OPERATE AND ENGINE DOES NOT START
  - BATTERY and ALTERNATOR SWITCHES check ON
- ▶ IF STARTER OPERATES BUT ENGINE DOES NOT START
  - Annunciator panel and FUEL levels TROUBLESHOOTING
  - TRANSFER FUEL if available in supplementary TANK
  - Use starter

**IF ENGINE OR PROPELLER SEIZED DO NOT OPERATE THE STARTER**

**If the engine does not function normally prepare for:**

**LANDING WITHOUT ENGINE POWER**

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**LANDING WITHOUT ENGINE POWER**

Choose an appropriate landing area

- SPEED ..... 78kts/145km/h Flaps retracted  
73kts/135km/h Flaps in T/O position

- SEAT BELTS AND HARNESSSES ..... SECURE
- TRANSMIT a MAYDAY local ATC or 121.5 Give location / intention
- TRANSPONDER ..... SQUAWK 7700
- ELT ..... ACTIVATE

**Before landing**

- ELECTRIC FUEL PUMP ..... OFF
- MIXTURE ..... LEAN (Pull backward)
- THROTTLE ..... CLOSED
- MAGNETO SWITCHES ..... OFF
- FUEL SELECTOR VALVE ..... OFF (CLOSED)
- ALTERNATOR SWITCH ..... OFF

**When certain that landing area can easily be reached**

- FLAPS ..... T/O or LDG
- BATTERY MASTER ..... OFF
- CANOPY ..... UNLOCKED

**TOUCH DOWN at LOWEST POSSIBLE SPEED**

- BRAKE ..... As required

**When the aircraft has stopped DISEMBARK IMMEDIATELY**

**If the canopy is jammed use the emergency release**

- CANOPY HANDLE ..... OPEN Position  
ON THE ARMREST EITHER SIDE OF THE PANEL
- TWO LEVERS ..... RELEASE / PULL UPRIGHT

**PRECAUTIONARY LANDING**

- Survey the chosen landing area making several low passes if necessary 70kts/130km/h FLAPS T/O position
- Then make a precautionary approach at 65kts/120km/h FLAPS LDG
- On FINAL unlock the canopy

**After touchdown**

- MIXTURE ..... LEAN (Pull backward)
- FUEL SELECTOR VALVE ..... OFF (CLOSED)
- MAGNETO SWITCHES ..... OFF
- BATTERY MASTER ..... OFF

**If the canopy is jammed use the emergency release**

- CANOPY HANDLE ..... OPEN Position  
ON THE ARMREST EITHER SIDE OF THE PANEL
- TWO LEVERS ..... RELEASE / PULL UPRIGHT

**ENGINE FIRE ON THE GROUND DURING STARTING**

*Let the engine run with*

- FUEL SELECTOR VALVE ..... OFF (CLOSED)
- ELECTRIC PUMP ..... OFF
- THROTTLE ..... FULL POWER (Full forward)
- MIXTURE ..... LEAN (Pull backward)

**If FIRE continues**

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

**ABANDON AIRCRAFT / TRY TO EXTINGUISH**

**ENGINE FIRE IN FLIGHT**

- FUEL SELECTOR VALVE ..... OFF (CLOSED)
- THROTTLE *until engine stop* ..... FULL POWER (Full forward)
- MIXTURE ..... LEAN (Pull backward)
- ELECTRIC PUMP ..... OFF (if it is on)
- ALTERNATOR SWITCH ..... OFF
- CABIN HEAT & VENTILATION ..... CLOSED
- GLIDE SPEED ..... 78kts/145km/h

**DO NOT ATTEMPT ENGINE RESTART**

**CABIN FIRE**

- EXTINGUISH FIRE ..... ALL MEANS
- ELIMINATE FUMES ..... AIR VENTS FULLY OPEN

**Electrical (Fumes = Insulation burning)**

- ELECTRICAL EQUIP. / RADIO ..... (After quick call) OFF
- MAGNETO SWITCHES ..... ON (BOTH)
- BATTERY MASTER ..... OFF
- ALTERNATOR SWITCH ..... OFF
- CABIN VENTILATION ..... CLOSED
- CABIN HEAT ..... CLOSED

***IF FIRE CONTINUES MAKE AN EMERGENCY LANDING***

*see LANDING WITHOUT ENGINE POWER*

***IF FIRE IS EXTINGUISHED*** Land at nearest available aerodrome

- CABIN VENTILATION ..... OPEN
- CIRCUIT BREAKERS ..... CHECK (No reset if open)

**PULL CIRCUIT BREAKERS** of all equipment unnecessary for immediate continued flight

- BATTERY MASTER ..... ON (Wait and check OK)
- ALTERNATOR SWITCH ..... ON (Wait and check OK)

- AVIONIC MASTER ..... ON
- Only operate equipment necessary to continue flight  
Reset Circuit Breakers that have not been disconnected and whose function is necessary to continue flight one at a time waiting a little between each to check for problems

**Breakers that were found to be switched off MUST NOT BE RESET**

**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 Sel. best position.

**Land NEAREST AIRFIELD / MIXTURE**

**OIL PRESSURE TOO LOW**

Reduce POWER as quickly as possible if conditions permit

- OIL TEMPERATURE ..... CHECK

**If high or close to the limit (Red Arc)**

- NEAREST AIRFIELD ..... FLY TO
  - OFF AIRFIELD LANDING ..... PREPARE
- Expect an ENGINE FAILURE

**OIL TEMPERATURE TOO HIGH**

Reduce POWER and increase AIRSPEED as soon as possible

- OIL PRESSURE ..... CHECK

**If lower than NORMAL**

- NEAREST AIRFIELD ..... FLY TO
  - OFF AIRFIELD LANDING ..... PREPARE
- Expect an ENGINE FAILURE

**ICING** (*Turn back or change altitude away from icing*)

- CARBURETOR HEAT ..... WARM (backward)
- POWER ..... INCREASE
- HEATING/CABIN DEICING ..... As required

Continuous CARB HEAT ON ► MIXTURE ADJUST

Plan to land at NEAREST AIRFIELD

**IF ICE on LEADING EDGE** ► 0° FLAPS APPROACH at 81kts/150km/h

**BREAKDOWN OF ELECTRICAL GENERATION**

**CHARGE light ON**

- ALTERNATOR SWITCH ..... OFF then ON

**If Fault persists**

- ALTERNATOR SWITCH ..... OFF

- ALL ELEC. EQUIP. NOT NECESSARY .. OFF

**LAND ASAP**

**ELECTRICAL SYSTEM FAULT**

- RELEVANT CIRCUIT BREAKER ..... CHECK

If relevant system is necessary for the continuation of the flight

- RELEVANT CIRCUIT BREAKER ..... RESET **ONLY ONCE**

**INADVERTENT SPIN**

- THROTTLE ..... CLOSE (Pull back)

- RUDDER ..... MAX OPPOSITE

- ELEVATOR ..... NEUTRAL

- AILERONS ..... NEUTRAL

**If FLAPS are DOWN**      RETRACT IMMEDIATELY

*Once rotation stops:*

***RUDDER neutral / 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

**LOSS OF FLAPS CONTROL / 0° FLAPS APPROACH**

- APPROACH SPEED ..... 70kts/130km/h

- SHORT FINAL ..... 65kts/120km/h

**! LANDING DISTANCE INCREASED BY 30% !**

**LOSS OF TRIM CONTROL**

In the event of failure of the electric elevator trim control

- COUNTER USING THE ELEVATOR AS REQUIRED

- PULL THE CIRCUIT BREAKER FOR THE ELECTRIC ELEVATOR (TRIM)

- DO NOT TRY TO RESET THE BREAKER IN FLIGHT

- REDUCE SPEED to minimise the effort necessary to operate the elevator

- CONSERVE THE CONFIGURATION to allow a safe landing with the minimum effort