

(IF UNABLE TO ABORT TAKEOFF)

POWER LOSS IMMEDIATELY AFTER TAKEOFF / NO RESTART

MAINTAIN AIRCRAFT CONTROL

BEST GLIDE – 65 KIAS (75 MPH) *Full Gross Weight*
FUEL VALVE – OFF *Pull Full Out*
MIXTURE – FULL LEAN / IDLE CUTOFF
MASTER & IGNITION – OFF
UNLATCH DOOR & PROTECT BODY

POWER LOSS IN FLIGHT

BEST GLIDE – 65 KIAS (75 MPH) *Full Gross Weight*
NOTE WIND DIRECTION & VELOCITY
PICK LANDING SITE
MAY BE DUE TO SERIES OF INVERTED MANEUVERS:
ASSUME ERECT FLIGHT ATTITUDE
THROTTLE – 3/4 FORWARD
MIXTURE – FULL RICH
PROP – FULL FORWARD
FUEL VALVE – CHECK ON
EMERGENCY FUEL PUMP – ON
MAGNETOS – CHECK ALL
MASTER – ON
STARTER – ENGAGE *If Windmill RPM Is Insufficient*

IF NO RESTART & TIME PERMITS

MAINTAIN BEST GLIDE
SQUAWK 7700
DECLARE EMERGENCY *TWR, APP, Unicom, 121.5*
MIXTURE – FULL LEAN / IDLE CUTOFF
FUEL VALVE – OFF
SEATBELTS / HARNESS
MASTER & IGNITION – OFF
UNLATCH DOOR
PROTECT BODY

ELECTRICAL FIRE IN FLIGHT

ALL ELECTRICAL DEVICES + MASTER – OFF *Mags - On*
VENTS / CABIN HEAT – CLOSED *Open Only If Critical*
FIRE EXTINGUISHER
IF FIRE OUT, MASTER ON ONLY IF CRITICAL *Vents - Open*
THEN ONE ESSENTIAL ELECTRICAL DEVICE AT A TIME
RESET CIRCUIT BREAKER(S) ONLY IF CRITICAL – LAND ASAP

ENGINE FIRE IN FLIGHT

MIXTURE – FULL LEAN / IDLE CUTOFF
FUEL VALVE – OFF
MASTER SWITCH – OFF
CABIN HEAT & AIR – OFF
INCREASE AIRSPEED TO EXTINGUISH – LAND ASAP

ENGINE FIRE DURING START

CONTINUE CRANKING ENGINE
IF START – RUN A FEW SECONDS - SHUTDOWN - INSPECT
IF NO START – IDLE MIXTURE CUTOFF & FUEL SELECTOR - OFF
THROTTLE – FULL OPEN
CONTINUE CRANKING ENGINE A FEW SECONDS
FUEL VALVE – OFF
MASTER & IGNITION – OFF
EVACUATE / FIRE EXTINGUISHER

ICING

ALTERNATE AIR – ON
CABIN HEAT & DEFROST – MAXIMUM
STRONGLY CONSIDER 180° TURN
ATTAIN HIGHER OR LOWER ALTITUDE
INCREASE ENGINE SPEED
LAND FASTER AS NEEDED

OTHER

ELECTRICAL SYSTEM MALFUNCTION: Ammeter Indicates Current To Or From The Battery.

Steady Discharge Indicates Inoperative Alternator. Turn Off Nonessential Electrical Equipment. BATTERY ONLY
Terminate Flight A.S.A.P.

Excess Rate Of Charge: All Electrical Off – LAND A.S.A.P.

UNICOM: 122.7 122.725 122.8 122.975 123.0 123.05
MULTICOM: 122.9 (CTAF) 122.75 (Air To Air)
FSS: 122.2
GROUND: 121.3 121.7 121.9 123.5 123.9
EMERGENCY: 121.5

RADIO OUT: CHECK CIRCUIT BREAKERS & VOLUME RECYCLE ALTERNATOR SWITCH IF IFR & STILL OUT, SET XPDR TO 7600. (Suggested For VFR If In B, C, D Airspace.)

TOWER SIGNALS	ON GROUND	IN FLIGHT
Steady Green	Cleared For Takeoff	Cleared To Land
Flashing Green	Cleared To Taxi	Return For Landing
Steady Red	Stop	Yield & Continue Circling
Flashing Red	Taxi Clear of Landing Area	Airport Unsafe - Do Not Land
Flashing White	Return To Starting Point	N/A
Alternating Red & Green	Use Extreme Caution	Use Extreme Caution

* *Every Plane Has A Different Empty Weight And Useful Load*
Bellanca 8KCAB, (Lycoming IO-320-E1A, 150 HP)

* Empty Weight: 1277.66 LBS (Specific Plane Weight)
* Max. Useful Load: 522.34 LBS (Including Fuel @ 6 lbs/gal)
Max. Baggage Area: 100 LBS (Prohibited During Acrobatics)
Max. T.O. Weight: 1800 LBS

Fuel Type: 91/96 / 100/130
Usable Fuel: 40 Gallons
Oil Capacity: 8 Quarts (Min. 7 for Acrobatic)
Electrical: 12-14 VOLT
Tire Pressure: Tail - 40 PSI / Main - 24 PSI