

ENGINE FAILURE (CONT)

BETA RANGE ANNUNCIATOR ILLUMINATED IN FLIGHT

LH or RH BETA RANGE ANNUNCIATOR ILLUMINATED IN FLIGHT

Should either BETA RANGE indicator illuminate in flight in other than a full stall condition and no control problem is present in rpm or yaw:

- 1. Affected Engine SECURE PRIOR TO LANDING (USE ENGINE SHUTDOWN PROCEDURE)

or

If airplane control or rpm problem exists:

- 1. Affected Engine SECURE IMMEDIATELY
(USE ENGINE SHUTDOWN PROCEDURE)
- 2. Land USE SINGLE ENGINE LANDING PROCEDURES

CAUTION

ILLUMINATION OF EITHER BETA RANGE INDICATOR IN FLIGHT MAY BE AN INDICATION OF A PROPELLER CONTROL MALFUNCTION. IT MAY BE IMPOSSIBLE TO REDUCE THRUST ON THE AFFECTED ENGINE DURING LANDING OR AFTER TOUCHDOWN.

R AUTO-IGNITION RELIGHT FAILURE (Applicable to airplanes equipped with Auto-Ignition System)

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R Ignition Annunciator Light illuminates with Auto-Ignition selected, engine fails to accelerate properly:

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- 1. Failed Engine ITT and RPM CHECK
(If ITT increases toward red line and RPM is not increasing normally)
- 2. Failed Engine Condition Lever EMERGENCY STOP
- 3. Failed Engine Power Lever TAKEOFF
- 4. Engine Shutdown Procedure COMPLETE

CAUTION

IF ACTUATION OF THE AUTO-IGNITION WAS DUE TO ICE INGESTION, ENSURE THAT APPROPRIATE PROCEDURES ARE EXECUTED FOR INADVERTENT ICING ENCOUNTER.

ENGINE SHUTDOWN PROCEDURE

If engine failure occurs, or if a sudden loss or significant fluctuation ($\pm 7.5\%$) of indicated torque pressure occurs, as indicated by airplane yaw, promptly shut down the affected engine and determine the cause prior to further operation.

- 1. Failed Engine Condition Lever EMERGENCY STOP
- 2. Failed Engine Power Lever TAKEOFF

ENGINE FAILURE (CONT)

ENGINE SHUTDOWN PROCEDURE (CONT)

WARNING

IDENTIFY FAILED ENGINE BY POWER ASYMMETRY AND ENGINE INSTRUMENTS. DO NOT RETARD FAILED ENGINE POWER LEVER. PLACE FAILED ENGINE POWER LEVER TO TAKEOFF POSITION DURING THE FEATHERING OF PROPELLER AND LEAVE THERE FOR THE REMAINDER OF THE FLIGHT.

CAUTION

RUN-CRANK-STOP SWITCH MUST REMAIN IN "RUN" POSITION.

- 3. Trim SET
- 4. Power AS REQUIRED
- 5. Failed Engine DC Generator Switch OFF
- 5A. Ignition Switch OFF (Affected engine)
- 6. Air Conditioning and Pressurization
System SELECT OPERATING ENGINE BLEED AIR OR
RAM AIR (IF THRUST CRITICAL)

NOTE

Ram Air Position will depressurize Cabin. Oxygen may be required.

- 7. Engine Power Limit Switches MAN

CAUTION

PRIOR TO PLACING THE ENGINE POWER LIMIT SWITCHES TO THE MAN POSITION, THE OPERATING ENGINE'S POWER LEVER SHOULD BE POSITIONED SO THAT THE ENGINE WILL NOT EXCEED THE TORQUE/ITT LIMITS.

- 8. Operating Engine Power Lever SET AS REQUIRED
- 8A. Voltmeters CHECK

NOTE

Both voltmeters should indicate between 27 and 29.5 volts. Amperage on the side of the operating engine should be less than 200 amps.

- 9. Operating Engine DC Generator Load REDUCE TO ESSENTIAL ITEMS (if necessary)
- 10. Prop. Synchronizer (if installed) OFF

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