

NOTE

An internal engine fire (recognized by a rapid increase in TOT) can occur during shutdown if fuel cutoff is not complete. If a shutdown fire occurs, immediately engage the starter and motor the engine to minimize the temperature encountered. The temperature limitations and associated maintenance actions must be observed.

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

1. Airspeed – 80 KIAS
2. Propeller Control – FEATHER (OUT)
3. Fuel Cutoff Control – CUTOFF (OUT)
4. Fuel Selector Valve – OFF (PRESS DOWN SAFETY SPRING TO ALLOW MOVEMENT TO OFF)
5. Wing Flaps – AS REQUIRED (40° recommended)
6. Battery – OFF

ENGINE FAILURE DURING FLIGHT

1. Airspeed – BEST GLIDE SPEED
2. Fuel Cutoff Control – CUTOFF (OUT)
3. Monitor TOT
4. Propeller Control – FEATHER (OUT)
5. Power Control – FLIGHT IDLE
6. Generator – OFF
7. Electrical Load – REDUCE
8. If airstart is warranted, refer to ENGINE RESTART PROCEDURE CHECKLIST.
9. If airstart is not warranted, refer to EMERGENCY LANDING WITHOUT ENGINE POWER CHECKLIST.

ENGINE RESTART PROCEDURE DURING FLIGHT

1. Fuel Cutoff Control – CUTOFF (OUT)
2. Propeller Control – FEATHER (OUT)
3. Engine Inlet Anti-Ice – OFF
4. ACTIVATE engine alternate air system if in icing conditions.
5. Airspeed 75 – 120 KIAS below 15,000 FT. MSL.
110 – 120 KIAS 15,000 to 20,000 FT. MSL.
6. Fuel Selector – ON (BOTH if fuel low warning system installed).
7. Power Control – FLIGHT IDLE
8. Start Motor Switch – MOTOR