

SINGLE ENGINE GO AROUND (CONT)

- 3. Landing Gear UP
- 4. Flaps SET 5°
- 5. Airspeed 140 KCAS (modified by S/R 010)
130 KCAS (not modified by S/R 010)
- 6. Flaps UP (WHEN POSITIVE CLIMB ESTABLISHED)
- 7. Cabin Air Selector Switch RAM OR OFF
- 8. Airspeed 150 KCAS
- 9. Engine Anti-Ice Switch AS REQUIRED

ENGINE FIRE

If LH or RH ENGINE FIRE Annunciator Illuminates:

Affected Engine

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

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. Fire Handle PULL
- 4. (Deleted)
- 5. DC Generator Switch OFF (Affected engine)
- 5A. Ignition Switch OFF (Affected engine)
- 6. Air Conditioning and Pressurization System SELECT OPERATING ENGINE BLEED AIR OR RAM AIR (IF THRUST IS CRITICAL)

NOTE

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

- 7. Land As Soon As Possible Utilizing Single Engine Landing Procedures, Section 3.