Engine Failure During Takeoff Below V1

1. Thrust Levers IDLE
2. Wheel Brakes APPLY
3. Spoilers EXTEND
   (T/R or D/C Deploy if Necessary)

Engine Failure During Takeoff Above V1

1. Rudder & Ailerons AS REQ’D
2. Accelerate to Vr Keep nose wheel on Runway
3. Rotate at Vr; Climb at V2Positive Rate GEAR UP
4. Clear of Obstacles V2+30 FLAPS UP

Engine Failure During Approach

1. Control Wheel Master Switch DEPRESS AND RELEASE
2. Thrust Lever (operative engine) INCREASE AS REQ’D
3. Flaps 20 MAX
4. Airspeed VREF + 10 MIN

Engine Fire - Shutdown

1. Thrust Lever IDLE UNLESS CRITICAL THRUST SITUATION
2. If fire continues more than 15 seconds or there are other indications of fire:

a. Thrust Lever CUTOFF
b. Engine Fire Pull Handle PULL
c. ARMED Light DEPRESS ONE

Cabin Alt 10,000’ Warning (Emergency Descent)

1. Crew Oxygen Masks DON & Select 100%
2. Thrust levers IDLE
3. Autopilot DISENGAGE
4. Spoilers EXTEND
5. Landing Gear (below Mmo or Vle) DOWN
6. Descend at Mmo/Vle but not below MSA
7. PASS OXY Valve NORMAL
8. PASS MASK Valve MAN

Cabin/Cockpit Fire, Smoke or Fumes

1. Crew Oxygen Masks DON & SELECT 100%Smoke Goggles DON IF AVAILABLE
2. Passenger Oxygen Masks DEPLOY
3. OXY-MIC Switches ON

If source is not immediately known - Land as soon as possible
If source is known - Extinguish fire or eliminate smoke or fumes
If it cannot be verified fire is out - Land as soon as possible
If fire is out - Land as soon as practical

Overspeed Recovery - Overspeed Warning Horn Activates

1. Thrust Levers IDLE
2. Autopilot DISENGAGE
3. Identify Aircraft Pitch and Roll Attitude
4. Level Wings
5. Elevator and Pitch Trim NOSE UP AS REQ’D
   If Mach or Airspeed is severe or if pitch and/or roll attitude is extreme or unknown:
6. Landing Gear DOWN, DO NOT RETRACT

Pitch Axis Malfunction

1. Control Wheel Master Switch DEPRESS AND HOLD
2. Attitude Control AS REQ’D
3. Thrust Levers:
   If high-speed nose-down attitude IDLE
   If near stall INCREASE AS REQ’D
4. Both Stall Warning Switches OFF
5. Pitch Trim Switch OFF
6. Autopilot Switch OFF

Roll or Yaw Axis Malfunction

1. Control Wheel Master Switch DEPRESS
2. Attitude Control AS REQ'D
   If control force continues
3. Airspeed REDUCE
4. Affected Axis Trim CB - ROLL or YAW TRIM
   (pilot's ESS bus) PULL

Fuel Press Light

1. Thrust Lever RETARD
2. Standby Pump ON
3. Air Ignition ON

Emergency Braking

1. Emergency Brake Handle PULL OUT
2. Emergency Brake Handle PUSH DOWNWARD

Emergency Evacuation

1. Stop the aircraft
2. Parking Brake SET
3. Thrust levers CUTOFF
4. If an engine fire is suspected
   a. Applicable Engine Fire Handle PULL
   b. ARMED Light DEPRESS ONE
   c. Other Engine Fire Pull Handle PULL

   If engine fire is *not* suspected:

   a. Both Engine Fire Handles PULL
5. Batteries OFF

Stall Warning Activates

1. Lower Pitch Attitude to reduce angle of attack
2. Thrust Levers TAKEOFF POWER
3. Accelerate out of the stall condition

Aborted Takeoff

1. Thrust Levers IDLE
2. Wheel Brakes APPLY
3. Spoilers EXTENDED

Thrust Reverser Deployment During Takeoff Below V1

1. Thrust Levers IDLE
2. Wheel Brakes APPLY
3. Spoilers EXTEND

Thrust Reverser Deployment During Takeoff Above V1 **With AERONCA T/R's**

1. Rudder and Ailerons AS REQ’D
2. Thrust Lever (affected engine) IDLE
3. Emer Stow Switch EMER STOW
4. Accelerate to Vr Keep nose wheel on runway
5. Rotate at Vr Climb at V2
6. Positive Rate of Climb Established GEAR UP
7. Clear of Obstacles ACCELERATE TO V2+30, FLAPS UP

Thrust Reverser Deployment During Takeoff Above V1 **With T/R 4000 T/R’s**

1. Rudder and Ailerons AS REQ’D
2. Thrust Lever (affected engine) IDLE
3. Thrust Reverser Control Switch OFF
4. Accelerate to Vr Keep nose wheel on runway
5. Rotate at Vr Climb at V2
6. Positive Rate of Climb Established GEAR UP
7. Clear of Obstacles ACCELERATE TO V2+30, FLAPS UP
   If DEPLOY Lights stay on:
8. Thrust Lever (affected engine) CUTOFF