

# N333HE EMERGENCY CHECKLIST

## ENGINE FIRE GROUND START

### If Engine Starts...

Throttle 2000RPM MOMENTARILY  
Throttle IDLE  
Mixture IDLE CUT OFF  
Fuel Selector Valves OFF  
Auxiliary Fuel Pump OFF  
Magneto Switch OFF  
Battery/Alternator Switches OFF  
EXIT AIRPLANE

### If Engine Does NOT Start...

Mixture IDLE CUT OFF  
Ignition Switch CONTINUE  
CRANKING  
Throttle OPEN  
Fuel Selector Valves OFF  
Battery/Alternator Switches OFF

## ENGINE FAILURE DURING GROUND ROLL

### Maintain Positive Control

Throttles CLOSE  
Braking MAX  
Yoke AFT

### Affected Engine....

Mixture IDLE CUT OFF  
Auxiliary Fuel Pump OFF  
Fuel Selector Valve OFF  
Alternator Switch OFF  
Magneto Switch OFF

## ENGINE FAILURE AFTER LIFT OFF

### Maintain Positive Control

IF... Gear DOWN  
Throttle IDLE  
Aircraft LAND

## ENGINE FAILURE AFTER LIFT OFF

### Maintain Positive Control

IF... Gear UP  
Flaps UP

### IDENTIFY - VERIFY - FEATHER

Airspeed Min 94 kts  
VySE 100 kts  
Aircraft RETURN TO LAND

## ENGINE FIRE IN FLIGHT

Mixture IDLE CUT OFF  
Auxiliary Fuel Pump OFF  
Fuel Selector Valves OFF  
Alternator Switch OFF  
Magneto Switch OFF  
Prop FEATHER

## ENGINE FAILURE IN FLIGHT

### IDENTIFY-VERIFY-TROUBLESHOOT

Altitude CONSERVE  
Airspeed >108 mph / 94 kts  
Fuel Selector Valve ON  
Mixture ADJUST  
Throttle AS APPROPRIATE  
Props FORWARD  
Auxiliary Fuel Pump LOW  
Magneto Switch RESTART

## SECURE INOP ENGINE

Prop FEATHER  
Fuel Selector Valve OFF  
Mixture IDLE CUT OFF  
Aux Fuel Pump OFF  
Magneto Switch OFF  
Alternator Switch OFF  
Cowl Flap CLOSED

## RESTART FROM FEATHERED

Fuel Selector Valve ON  
Mixture (Below 5,000) RICH  
(Above 5,000) 1/2 OPEN  
Magneto Switch BOTH  
Throttle SET ~ 1/4 OPEN  
Prop FORWARD  
Magneto Switch RESTART

\*If engine fails to run, clear engine by allowing it to windmill with mixture in Idle Cutoff. When Engine fires advance mixture to full rich.

### When Engine Starts...

Throttle ~15" MP  
Mixture ADJUST  
Aux Fuel Pump OFF  
Alternator Switch ON  
Oil Pressure CHECK

## CROSSFEED

### Left Engine Inop

1. R Fuel Pump LOW  
2. L Fuel Selector OFF  
3. R Fuel Selector CROSSFEED  
4. R Fuel Pump LOW or OFF

### Right Engine Inop

1. L Fuel Pump LOW  
2. R Fuel Selector OFF  
3. L Fuel Selector CROSSFEED  
4. L Fuel Pump LOW or OFF

## EMERGENCY DESCENT

Throttles IDLE  
Props (gently) FULL FORWARD  
Airspeed /152 kts

Flaps 15°  
Gear DOWN  
Descent INITIATE

## MAXIMUM GLIDE ZERO ENGINE LANDING

Vg 123 mph / 107 kts  
Props FEATHER  
Flaps UP  
Gear UP  
Cowl Flaps CLOSED  
(Glide Ratio ~2:1)

## S.E. LANDING

### When landing assured...

Gear DOWN  
Flaps 15°  
Airspeed NORMAL APPROACH  
Descent Rate Max 800 fpm  
Flaps 30°

## S.E. GO AROUND

Throttles MAX  
Flaps 15°  
Gear UP  
Flaps 0°  
Airspeed 94 kts

## LANDING GEAR MANUAL EXTENSION

Airspeed 130-150 kts  
Gear Motor Circuit Breaker PULL  
Gear Handle DOWN  
Gear Extension Cover REMOVE  
Gear Extension COUNTER-CLOCKWISE  
(Approximately 50 turns)  
Hand Crank STOW

## DO NOT RETRACT LANDING GEAR AFTER MANUAL EXTENSION

## GEAR UP LANDING

Throttles IDLE  
Mixtures IDLE CUT OFF  
Magneto Switch OFF  
Battery/Alternator Switches OFF  
Fuel Selector Valves OFF

## PITCH TRIM RUNAWAY

Aircraft Attitude MAINTAIN  
Pitch Trim Switch HOLD OPPOSITE  
Pitch Trim Switch OFF  
Pitch Trim Circuit Breaker PULL  
Re-Trim Aircraft Manually

## SPIN RECOVERY

### Simultaneously...

Control Column FULL FORWARD  
Throttles IDLE  
Full Rudder OPPOSITE THE SPIN  
**Once Rotation Stops...**  
All Controls NEUTRALIZE  
Control Column PULLOUT OF DIVE

## UNLATCHED DOOR IN FLIGHT

Airspeed 120 mph/104 kts  
Storm Window OPEN  
Slip TO THE RIGHT  
Door CLOSE

## ELECTRICAL MALFUNCTION

### ONE ALTERNATOR OUT LIGHT

Loadmeter CHECK  
No Load? AFFECTED SIDE OFF  
Elec Load Reduce

### BOTH ALTERNATOR OUT LIGHT

- No load indicates failure of Regulator...
  - Switch regulators
  - System should indicate normal
- If Condition Recurs...
  - Switch to original regulator
  - System returns to normal, indicates overload condition causing malfunction
- If condition indicates malfunction of both alternator circuits...
  - Both ALT Switches - OFF
  - Minimize electrical load since only battery power will be available

## ICING FLIGHT EMERGENCIES

### Emergency Static Air Source...

Standby Static Air Selector ON

### Surface Deice System...

Pitot Heat ON  
Prop Anti-Ice ON  
Windshield Anti-Ice MOM/ON  
Fuel Vent Heat ON



FLIGHT SCHOOL  
of  
Greenville