

**EMERGENCY LANDING****WITHOUT ENGINE POWER****\*If above 1500' AGL\***

Squawk	7700
Emergency	DECLARE on 121.5

**\*All altitudes\***

Seatbelts	SECURE
Throttle	IDLE

**Fuel Pump OFF****Fuel Selector OFF****Magnetos OFF****\*Landing assured\***

Flaps AS REQD

**Panel Switches ALL OFF****Canopy UNLOCK IN GROUND EFFECT****\*BRS should be used if unable safe landing\*****ENGINE FAILURE AFTER TAKEOFF****Airspeed 60**

Flaps AS REQD

**Fuel Selector OFF****Ignition OFF****Master BAT/GEN OFF**

Land STRAIGHT AHEAD

**ENGINE FAILURE IN FLIGHT****Airspeed 60****Best Place to Land SELECT****Fuel Pump ON****Fuel Selector FULLEST/SWITCH**

Ignition CHECK

Throttle IDLE

Choke ON/OFF

Carb Heat ON/OFF

**Ignition START****\*If Power Restored\***

Cruise Checklist COMPLETE

**\*If Power NOT Restored\***

Emergency Landing EXECUTE

**ELECTRICAL FIRE IN FLIGHT****Panel Switches OFF****\*Leave Ignition switch ON\*****Cabin Heater OFF**

Vents OPEN

Fire EXTINGUISH

Emergency Descent IF NEEDED

**\*Land as soon as practical\*****ENGINE FIRE DURING START****Fuel Selector OFF****Throttle OPEN****Ignition OFF****Master BAT/GEN OFF**

Aircraft ABANDON

Fire Extinguish

**ENGINE FIRE IN FLIGHT****Fuel Selector OFF****Throttle OPEN****Cabin Heater OFF****Ignition OFF**

Autopilot OFF

Airspeed PITCH FOR V<sub>no</sub>**\*If fire extinguished\***

Emergency Landing EXECUTE

**GENERATOR FAILURE**

Autopilot OFF

**Master BAT/GEN ON****Throttle ABOVE 3000 RPM**

Master BAT/GEN OFF THEN ON

Alternator OFF

**\*If alternator still failed\***

Master GEN OFF

Unnecessary Equip OFF

Voltmeter MONITOR

Land WHEN PRACTICAL

**BRS ACTIVATION****\*Only if plane is uncontrollable or landing on inhospitable terrain\*****Airspeed UNDER 120 KIAS****Ignition OFF****Fuel Selector OFF****Master BAT/GEN OFF**

BRS Handle PULL (hard, continuous)

Seatbelts TIGHTEN

Brace Position ASSUME

## LOST COMMUNICATIONS

Radio	VERIFY FREQ
Volume/Squelch	ADJUST
Push To Talk	VERIFY TX
Comms	CYCLE COM/FREQ

**\*If Comms not re-established\***

Squawk	7600
Land	WHEN PRACTICAL

**\*Recall light gun signals\***

## OPEN CANOPY IN FLIGHT

**\*DO NOT try to close the Canopy\***

Airspeed	UNDER 75 KIAS
Throttle	AS REQD
Land	WHEN PRACTICAL

**\*DO NOT perform slipping maneuver\***

## DEPARTURE BRIEF

### ABORTED TAKEOFF

Abort takeoff for any fires, red annunciators or loss of directional control.

### ENGINE FAILURE BELOW 1000 AGL

Pitch for VG and land on remaining runway or within 30 degrees of heading.

### ENGINE FAILURE ABOVE 1000 AGL OR TURNED CROSSWIND

Pitch for VG and return to land on runway, taxiway, or suitable off-field site.

## BEFORE TAXI BRIEF

### \*LSA\*

This aircraft was manufactured in accordance with Light Sport Aircraft airworthiness standards and does not conform to standard category airworthiness requirements.

### \*BRS\*

This aircraft is equipped with a Ballistic Recovery System, or Parachute, which will only be used in the event that the pilot becomes incapacitated. In order to use it, the airplane must be under 120 knots, at least 200 ft AGL, and the propeller must be stopped. You would then pull the red handle with a minimum of 30lbs force continuously, tighten your safety harness and assume the brace position.

### \*SAFETY\*

#### SEATBELTS

Location, function, & when to wear

#### AIR VENTS

Location, function, motion sickness

#### FIRE

Fire extinguisher location and use

#### EMERGENCY

Follow my instructions. Exit procedures

#### TALKING

Sterile cockpit & exchange of controls

#### YOUR QUESTIONS

questions from passengers

#### \*FUEL SELECTOR\*

The fuel selector is located here (point) The positions are:

Right Tank	Pointing Right
Left Tank	Pointing Left
Off	Pointing Aft

The only time we will use the "OFF" position is in an emergency. To turn off, lift the middle pin, then turn the fuel selector to the rear. **I will not pull the pin during normal tank switches.**