



SECTION 3

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3. EMERGENCY PROCEDURES

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3.1 Introduction

Section 3 provides checklists and amplified procedures for coping with various emergencies that may occur. Emergencies caused by aircraft or engine malfunction are extremely rare if proper pre-flight inspections and maintenance are practised.

However, should an emergency arise, the basic guidelines described in this section should be considered and applied as necessary to correct the problem.

3.2 Engine failure

3.2.1 Engine failure during take-off

1. Throttle
 - decrease to idling
2. Ignition
 - switch off
3. Brake

3.2.2 Engine failure during take-off

1. Speed
 - gliding at 110 km/h (60 kts)
2. Altitude
 - below 50 m (160 ft): land in take-off direction
 - over 50 m (160 ft): choose landing area
3. Wind
 - find direction and velocity
4. Landing area
 - choose free area without obstacles
5. Flaps
 - extend as needed
6. Fuel cock
 - shut off
7. Ignition
 - switch off
8. Propeller
 - set to the horizontal position by means of starter
9. Safety harness
 - tighten
10. Master switch
 - switch off before landing
11. Land

NOTE

Skip 6-10 if necessary.

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3.2.3 Engine failure in flight

1. Speed
 - gliding at 110 km/h (60 kts)
2. Altitude
 - below 50 m (160 ft): land in flight direction
 - over 50 m (160 ft): choose landing area
3. Wind
 - evaluate direction and velocity
4. Landing area
 - choose free area without obstacles
5. Flaps
 - extend if necessary
6. Fuel cock
 - shut off
7. Ignition
 - switch off
8. Propeller
 - set to the horizontal position by means of starter
9. Safety harness
 - tighten
10. Master switch
 - switch off before landing
11. Land

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3.3 In-Flight start

1. Speed - gliding at 110 km/h (60 kts, 68 mph)
 2. Altitude - check
 3. Landing area - choose according to altitude
 4. Master switch - switch on
 5. Fuel cock - open
 6. Electric fuel pump (if installed) - switch on
 7. Choke - as necessary (for cold engine)
 8. Throttle - for 1/3 power
 9. Ignition box - switch to BOTH and activate starter
- If the engine cannot be started, increase the flight speed to 200 km/h (110 kts, 124 mph) so that air flow can rotate the propeller, thus enabling the engine to start.

WARNING

The loss of altitude during in-flight engine starting is about 400 m (1300 ft) and must be taken into consideration.

3.4 Smoke and fire

3.4.1 Fire on ground

1. Fuel cock - shut off
2. Throttle - full
3. Master switch - switch off
4. Ignition - switch off
5. Abandon the aeroplane
6. Extinguish fire if it is in your power or call for a fire-brigade.

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3.4.2 Fire during take-off

1. Fuel cock - shut off
2. Throttle - full
3. Speed - 100-110 km/h (54-60 kts)
4. Master switch - switch off
5. Ignition - switch off
6. Land and brake
7. Abandon the aeroplane
8. Extinguish fire if it is in your power or call for a fire-brigade

3.4.3 Fire in flight

1. Fuel cock - shut off
2. Throttle - full
3. Master switch - switch off
4. Ignition - switch off after using up fuel in carburetors and engine stopping
5. Choose of area - heading to the nearest airport or choose emergency landing area
6. Emerg. landing - perform according to par. 3.6.1
7. Abandon the aeroplane
8. Extinguish fire if it is in your power or call for a fire-brigade.

NOTE

Estimated time to pump fuel out of carburetors is 30 seconds.

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3.5 Glide

An example of the use of gliding is in the case of engine failure.

1. Speed
 - ~110 km/h (60 kts)
2. Flaps
 - retracted
3. Instruments
 - within permitted limits

3.6 Landing emergencies

3.6.1 Emergency landing

1. Emergency landings are generally carried out in the case of engine failure and the engine cannot be re-started.
2. Speed
 - 110 km/h (60 kts)
3. Trim
 - trim the aeroplane
4. Safety harness
 - tighten
5. Flaps
 - as needed
6. Radio station
 - report your location if it is possible
7. Fuel cock
 - shut off
8. Ignition
 - switch off
9. Master switch
 - switch off

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3.6.2 Precautionary landing

A precautionary landing is generally carried out in the cases where the pilot may be disorientated, the aircraft has no fuel reserve or possibly in bad weather conditions.

1. Choose landing area, determine wind direction
2. Report your plan to land and land area location if a COMM is installed in the aeroplane
3. Perform low-altitude passage into wind over the right-hand side of the chosen area with flaps extended to the "TAKE-OFF" position at a speed of 110 km/h (60 kts) to thoroughly inspect the area.
4. Perform flight around the chosen area
5. Perform an approach at increased idling with fully extended flaps
6. Reduce power to idle run when fly over the runway threshold and touch-down at the very beginning of the chosen area
7. After stopping the aeroplane switch off all switches, shut off the fuel cock, lock the aeroplane and look for help

NOTE

Watch the chosen area permanently during precautionary landing.

3.6.3 Landing with a flat tire

1. When floating at landing, keep the damaged wheel above ground as long as possible using the ailerons
2. Maintain the direction at landing run, applying foot control

3.6.4 Landing with a defective landing gear

1. If the main landing gear is damaged, perform touch-down at the lowest speed possible and maintain direction at landing run, if possible
2. If the nose wheel is damaged perform touch-down at the lowest speed possible and hold the nose wheel over a runway by means of the elevator control as long as it is possible

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3.7 Recovery from unintentional spin

WARNING

Intentional spins are prohibited! The spin characteristics of this aircraft have not been tested. The procedure below is only for information.

The aircraft has no tendency to spontaneously enter into an uncontrollable spin if normal piloting techniques are used.

This standard procedure can be used to recover from an intentional spin:

1. Throttle - reduced to idle
2. Control stick - ailerons neutralised
3. Rudder pedals - full opposite rudder
4. Control stick - forward elevator control as required to stop spinning
5. Rudder pedals - immediately after stop of a rotation neutralise the rudder
6. Recovery of the dive

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3.8 Other emergencies

3.8.1 Vibration

If any forced aircraft vibrations appear, it is necessary:

1. To set engine speed to such power rating where the vibrations are lowest.
2. To land on the nearest airfield or to perform a precautionary landing according to 3.6.2.

3.8.2 Carburettor icing

Carburettor icing mostly occurs when entering into an area of ice formation. The carburettor icing shows itself through a decrease in engine power and an increase of engine temperatures.

To recover the engine power, the following procedure is recommended:

1. Speed - 110 km/h (60 kts)
2. Throttle - set for 1/3 power
3. If possible, leave the icing area
4. Increase the engine power gradually to cruise conditions after 1-2 minutes

If you fail to recover the engine power, land on the nearest airfield (if possible) or, depending on the circumstances, perform a precautionary landing according to 3.6.2.

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