# 3. EMERGENCY PROCEDURES



## PILOT'S OPERATING HANDBOOK



#### **SECTION 3**

# 3. EMERGENCY PROCEDURES

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#### 3.1 Introduction

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

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

#### 3.2 Engine failure

# 3.2.1 Engine failure during take-off run

1. Throttle

decrease to idling

2. Ignition

switch off

Brake

# 3.2.2 Engine failure during take-off

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

ယ Wind

Landing area

find direction and velocity

choose free area without obstacles

5

Flaps

extend as needed

6. Fuel cock

Ignition

switch off

Propeller starter

8

set to the horizontal position by means of

Safety harness

tighten

10. Master switch switch off before landing

11. Land

Skip 6-10 if necessary.

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#### 3.2.3 Engine failure in flight

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2. Altitude

 gliding at 110 km/h (60 kts) below 50 m (160 ft): land in flight direction

over 50 m (160 ft): choose landing area evaluate direction and velocity

3. Wind

choose free area without obstacles

extend if necessary

switch off

shut off

Fuel cock

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Flaps Landing area

8. Propeller 7. Ignition

set to the horizontal position by means of

starter

Safety harness

10. Master switch

switch off before landing

11.Land

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#### In-Flight start

Speed gliding at 110 km/h (60 kts, 68 mph)

Altitude

Landing area choose according to altitude

Master switch switch on

Fuel cock

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6 Electric fuel pump

Choke (if installed) switch on

Throttle

as necessary (for cold engine)

Ignition box

switch to BOTH and activate starter for 1/3 power

200 km/h (110 kts, 124 mph) so that air flow can rotate the propeller, thus enabling the engine to start. If the engine cannot be started, increase the flight speed to

#### WARNING

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

#### 3.4 Smoke and fire

### 3.4.1 Fire on ground

Fuel cock shut off

Throttle

Master switch

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switch off

4 Ignition

switch off

Abandon the aeroplane

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Extinguish fire if it is in your power or call for a fire-brigade

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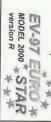
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#### 3.4.2 Fire during take-off

 Fuel cock shut off

Throttle

Speed

100-110 km/h (54-60 kts)

 Master switch switch off

switch off

Land and brake

Abandon the aeroplane

Ignition

3.4.3 Fire in flight

8. Extinguish fire if it is in your power or call for a fire-brigade

1. Fuel cock shut off

2. Throttle

Master switch switch off

4. Ignition carburettors and

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switch off after using engine stopping H fuel

5

Choose of area heading to the nearest airport or choose gency landing area

Emerg, landing perform according to par. 3.6.1

Abandon the aeroplane

Extinguish fire if it is in your power or call for a fire-brigade

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

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#### 3.5 Glide

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

Speed

~110 km/h (60 kts)

2. Flaps

Instruments

within permitted limits retracted

3.6 Landing emergencies

### 3.6.1 Emergency landing

Emergency landings are generally carried out in the case of engine failure and the engine cannot be re-started.

Speed

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Trim

110 km/h (60 kts)

4

trim the aeroplane

Safety harness tighten

Radio station

Flaps

6 5

as needed

report your location if it is possible

Fuel cock

shut off

Ignition

8

switch off

Master switch switch off

9.

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### Precautionary landing

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

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

Watch the chosen area permanently during precautionary anding.

#### 3.6.3 Landing with a flat tire

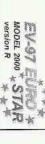
- 1. When floating at landing, keep the damaged wheel above ground as long as possible using the ailerons
- Maintain the direction at landing run, applying foot control

### 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
- 2. If the nose wheel is damaged perform touch-down at the by means of the elevator control as long as it is possible Lowest speed possible and hold the nose wheel over a runway

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# 2.7 Recovery from unintentional spin

#### WARNING

Intentional spins are prohibited! The spin characteristics of this aircraft have not been tested. The procedure bellow 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
- Rudder pedals

2. Control stick

- ailerons neutralised
   full opposite rudder
- Control stick
- tick forward elevator control as required to stop
- spinning
- Rudder pedals immediately after stop of a rotation neutralise the rudder

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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:

- To set engine speed to such power rating where the vibrations are lowest.
- 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:

Speed

110 km/h (60 kts)

2. Throttle

set for 1/3 power

3. If possible, leave the icing area

 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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