

3.5 EMERGENCY PROCEDURES CHECKLIST

3.5a ENGINE FIRE DURING START (3.9)

START Switch (crank engine).....PUSH
MIXTURE.....IDLE CUT-OFF
THROTTLE.....OPEN
FUEL SELECTOROFF
EMERG FUEL PUMP SwitchCHECK OFF
Abandon if fire continues

3.5b TURBOCHARGER FAILURE (3.11)

CAUTION

If a turbocharger failure is the result of loose, disconnected or burned through exhaust system components, a potentially serious fire hazard exists as well as the risk of carbon monoxide migration into the passenger compartment of the aircraft. If a failure within the exhaust system is suspected in flight, immediately reduce power to idle (or as low a power setting as possible) and LAND AS SOON AS POSSIBLE. If a suspected exhaust system failure occurs prior to takeoff, DO NOT FLY THE AIRCRAFT.

NOTE

A turbocharger malfunction may result in an overly rich fuel mixture, which could result in a partial power loss and/or a rough running engine. In worst-case conditions a complete loss of engine power may result.

COMPLETE LOSS OF ENGINE POWER:

If a suspected turbocharger or turbocharger control system failure results in a complete loss of engine power, the following procedure is recommended:

MIXTURE.....IDLE CUT-OFF
THROTTLE.....cruise setting
PROP RPM.....TAKEOFF position
MIXTURE.....ADVANCE SLOWLY until engine restarts
and adjust for smooth engine operation

Reduce power and land as soon as possible.

3.5b TURBOCHARGER FAILURE (3.11) (continued)**PARTIAL LOSS OF ENGINE POWER**

If the turbocharger wastegate fails in the OPEN position, a partial loss of engine power may result. The following procedure is recommended if a suspected turbocharger or turbocharger wastegate control fails.

THROTTLEAS REQUIRED
 PROP RPMAS REQUIRED
 MIXTUREAS REQUIRED

Land as soon as possible.

ENGINE POWER OVERBOOST

If the turbocharger wastegate control fails in the CLOSED position, an engine power overboost condition may occur. The following procedure is recommended for an overboost condition:

THROTTLEREDUCE AS NECESSARY
 to keep manifold pressure within limits

NOTE

Expect manifold pressure response to throttle movements to be sensitive.

PROP RPMAS REQUIRED
 MIXTUREAS REQUIRED

Land as soon as possible.

3.5c ENGINE POWER LOSS DURING TAKEOFF (3.13)

If sufficient runway remains for a normal landing, leave gear down and land straight ahead.

If area ahead is rough, or if it is necessary to clear obstructions:

LANDING GEAR SelectorUP
 MIXTUREIDLE CUT-OFF
 EMERG FUEL PUMP SwitchOFF
 FUEL SELECTOROFF