



6. EMERGENCY PROCEDURES

This section 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 practiced.

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

CAUTION

Airspeeds values are valid for standard AVIATIK WA037383 pitot-static probe.

These emergency procedures are valid for standard WOODCOMP KLASSIC 170/3/R three composite blade in ground adjustable propeller.

6.1 Engine Failure

6.1.1 Engine failure during take-off run

1. Throttle - reduce to idle
2. Ignition switch - switch off
3. Apply brakes

6.1.2 Engine failure during take-off

1. Speed - gliding at 60 [knot] (70 [mph])
2. Altitude - below 150 [ft] : land in take-off direction
- over 150 [ft] : choose a landing area
3. Wind - find direction and velocity
4. Landing area - choose free area without obstacles
5. Flaps - extend as necessary
6. Fuel Selector - close
7. Ignition switch - switch off
8. Safety harness - tighten
9. Master switch - switch off before landing
10. Land

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6.1.3 Engine failure in flight

1. Push control stick forward
2. Speed - gliding at 60 [knot] (70 [mph])
3. Altitude - below 150 [ft] : land in take-off direction
- over 150 [ft] : choose a landing area
4. Wind - find direction and velocity
5. Landing area - choose free area without obstacles
6. Flaps - extend as necessary
7. Fuel Selector - close
8. Ignition switch - switch off
9. Safety harness - tighten
10. Master switch - switch off before landing
11. Land

6.2 In-flight Engine Starting

1. Switches - switch off unnecessary electrical equipment
2. Master switch - switch on
3. Fuel Selector - turn on (*to tank with more quantity of fuel*)
4. Throttle - idle
5. Electric pump - switch on
6. Ignition switch - hold activated to start the engine
7. After engine starting - electric pump - switch off
- other switches - switch on as necessary

6.3 Smoke and Fire

6.3.1 Fire on ground at engine starting

1. Fuel Selector - close
2. Throttle - full power
3. Ignition switch - switch off
4. Leave the airplane
5. Extinguish fire by fire extinguisher or call for a fire-brigade if you cannot do it.

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6.3.2 Fire on ground with engine running

1. Heating - close
2. Fuel selector - close
3. Throttle - full power
4. Ignition switch - switch off
5. Leave the airplane
6. Extinguish fire by fire extinguisher or call for a fire-brigade if you cannot do it.

6.3.3 Fire during take-off

1. Speed - 60 [knot] (70 [mph])
2. Heating - close
3. Fuel Selector - close
4. Throttle - full power
5. Ignition switch - switch off
6. Land, stop and leave the airplane
7. Extinguish fire by fire extinguisher or call for a fire-brigade if you cannot do it.

6.3.4 Fire in flight

1. Heating - close
2. Fuel Selector - close
3. Throttle - full power
4. Master switch - switch off
5. Ignition switch - switch off after the fuel in carburetors is consumed and engine shut down
6. Choose of area - heading to the nearest airport or choose emergency landing area
7. Emergency landing - perform according to 6.5.1
8. Leave the airplane
9. Extinguish fire by yourself or call for a fire-brigade if you cannot do it.

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NOTE

Estimated time to pump fuel out of carburetors is about 30 [sec].

WARNING

Do not attempt to re-start the engine!

6.3.5 Fire in the cockpit

1. Master switch - switch off
2. Heating - close
3. Use the fire extinguisher *(if installed)*

6.4 Glide

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

1. Speed - recommended gliding speed 60 [knot] (70 [mph])

6.5 Landing Emergencies

6.5.1 Emergency landing

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

1. Speed - adjust for optimum gliding 60 [knot] (70 [mph])
2. Trim - adjust
3. Safety harness - tighten
4. Flaps - extend as necessary
5. COMM - if installed then report your location if possible
6. Fuel Selector - close
7. Ignition switch - switch off
8. Master switch - switch off
9. Perform approach without steep turns and land on chosen landing area.

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6.5.2 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 intention to land and land area location if a COMM is installed in the airplane.
3. Perform low-altitude passage into wind over the right-hand side of the chosen area with flaps extended as needed and thoroughly inspect the landing area.
4. Perform circle pattern.
5. Perform approach at increased idling with flaps fully extended.
6. Reduce power to idle when flying over the runway threshold and touch-down at the very beginning of the chosen area.
7. After stopping the airplane switch off all switches, shut off the fuel selector, lock the airplane and seek for assistance.

NOTE

Watch the chosen area steadily during precautionary landing.

6.5.3 Landing with a flat tire

1. During landing keep the damaged wheel above ground as long as possible using the ailerons control
2. Maintain the direction on the landing roll out, applying rudder control.

6.5.4 Landing with a defective landing gear.

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



6.6 Recovery from Unintentional Spin

WARNING

Intentional spins are prohibited!

There is no uncontrollable tendency of the airplane to enter into a spin provided the normal piloting techniques are used.

Unintentional spin recovery technique:

1. Throttle - idle
2. Lateral control - ailerons neutralized
3. Rudder pedals - full opposite rudder
4. Rudder pedals - neutralize rudder immediately when rotation stops
5. Longitudinal control - neutralize or push forward and recovery dive.

6.7 Other Emergencies

6.7.1 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 6.5.2.



6.7.2 Carburetors icing

The carburetors 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. Carburetors heating - open
2. Throttle - set to 1/3 of power
3. Speed - min. 76 [knot] (87 [mph])
4. Leave the icing area - as soon as possible
5. Engine power - increase gradually

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 6.5.2

NOTE

Use carburetors heating at long time descent and in area of possible carburetors icing.

Remember: Aircraft is approved to operate in VMC condition only!