

Section III

ENGINE FIRE DURING FLIGHT.

1. Feather propeller for engine on fire.
2. Mixture control lever for engine on fire—IDLE CUT-OFF.
3. Fuel shut-off valve handle for engine on fire—OFF (pull).
4. After propeller stops rotating—Turn fire extinguisher switch to ON.
5. Cowl flaps—1/4 open.
6. Ignition switch—OFF.
7. Shut down engine completely.
8. After fire is extinguished and the engine has cooled sufficiently, the cowl flaps may be closed to obtain minimum drag.

WARNING

- Do not restart engine. Land as soon as possible and investigate cause of fire.
- When fire in engine occurs in flight, do not open pilots' escape hatch, forward entrance hatch (except for bail out) or pilots' side windows, since doing so creates a draft from the wing roots into students' (passenger) compartment. If fire necessitates a crash landing, open escape hatches just before landing.

FUSELAGE FIRE.

1. Close all hatches, doors and ventilating ducts.
2. Attack fire immediately with all available hand fire extinguishers. Crew members, not actively engaged in fighting the fire, will use 100% oxygen supply (if available) and aid those engaged in fighting the fire if they are in distress.
3. If fire is caused by leaking fuel line, turn off applicable fuel system controls (fuel shut-off valve handle, fuel booster pump switch and fuel cross-feed valve lever).
4. Following fire, clear fuselage air. Refer to SMOKE ELIMINATION, this Section.

WARNING

Repeated or prolonged exposure to high concentrations of bromochloromethane (CB) should be avoided. CB is a narcotic agent of moderate intensity but of prolonged duration. It is considered to be less toxic than carbon tetrachloride, methyl bromide, carbon dioxide or the usual products of combustion. In other words, it is safer to use than previous fire extinguishing agents. However, normal precautions should be taken including the use of oxygen when available.

WING FIRE.

1. Turn off all electrical equipment to affected wing.
2. Side-slip airplane away from the fire.
3. Land as soon as possible.

ELECTRICAL FIRE (IN FUSELAGE).

Fuses and/or circuit breakers protect the electrical circuits and tend to isolate an electrical fire. If an electrical fire is encountered, fight as follows.

1. Turn off system affected.
2. Isolate the system circuit.
3. If fire continues, fight with hand extinguishers as noted in FUSELAGE FIRE in this Section.
4. Ventilate airplane after fire is extinguished. Refer to SMOKE ELIMINATION, this Section. If necessary, turn battery and generator switches to OFF.

SMOKE ELIMINATION.

After the fire is extinguished, to dissipate smoke and/or fumes, open only the following:

1. Bomb bay doors and manhole cover above bomb bay.
2. Pilot's ventilator.

Note

In extreme cases of smoke in pilots' compartment, open side windows, inner door and jettison forward entrance door.

LANDING EMERGENCIES (EXCEPT DITCHING).

The final decision of whether or not to make a belly landing rests with you, but the following information gained from the experience of other pilots may help you. Attempt to save the airplane if possible, but never at the expense of the crew's safety.

EMERGENCY LANDING PROCEDURE.

If it is necessary to make an emergency landing:

1. Warn crew over interphone and give six short rings of the alarm bell.
2. Throw out all loose and unnecessary equipment.
3. Unbuckle parachute; tighten and lock safety belt and shoulder harness.
4. Jettison escape hatches to prevent their jamming on impact.
5. Check crew in position for crash landing. (Positions are same as for ditching. See figure 3-11.)
6. Lower gear only when terrain is suitable for wheels-down landing.