

BEFORE STARTING ENGINE

1. Preflight Inspection – **COMPLETE**
2. Cabin Door- **CLOSE & SECURE**
3. Seats and Seat Belts- **ADJUSTED & LOCKED**
4. Passenger / Crew Briefing – **S-A-F-E-T-Y**
5. Brakes – **TEST and HOLD ON**
6. Gear Selector- **GEAR DOWN**
7. Throttles - **IDLE**
8. Propeller Controls- **FULL FORWARD**
9. Mixtures - **BOTH IDLE CUT OFF**
10. Friction Control- **AS DESIRED**
11. Carb Heat Controls- **BOTH OFF**
12. Cowl Flaps- **BOTH OPEN**
13. Trims - **SET**
14. Fuel Selectors- **ON**
15. Avionics Master Switch- **OFF**
16. Electrical Switches- **OFF**
17. Heater Switch- **OFF**
18. Circuit Breakers- **CHECK IN**

STARTING ENGINES

1. Brakes – **HOLD ON**
 2. Battery Master Switch - **ON**
 3. Alternators - **BOTH ON**
 4. Gear Lights- **3 GREEN**
 5. * Throttles - **¼ Inch OPEN**
 6. * Propeller Controls - **FULL FORWARD**
- For **FLOODED ENGINE** Start, omit steps 7 & 8 below
7. * Mixture Controls - **FULL RICH**
 8. * Fuel Pump Switch – **ON**
- For **WARM ENGINE** Start, omit priming step 9 below
9. * Primer - **AS REQUIRED**
 10. * Propeller Area – **CLEAR**
 11. * Magneto Switches - **ON**
 12. * Starter – **ENGAGE**
 13. * Throttle - **ADJUST TO 1000 RPM**
 14. * Oil Pressure - **IN GREEN ARC IN 15 SECONDS**
 15. * Ammeter - **CHECK**
 16. * Gyro Vacuum Gauge - **CHECK**
 17. * Mixture – **LEAN (1 TO 1 ½ INCH)**
 18. * Fuel Pump Switch – **OFF**
 19. * Fuel Pressure - **IN GREEN ARC**
 20. **REPEAT (*) PROCEDURE FOR SECOND ENGINE**
 21. Ammeter – **CHECK (alternators off and on)**
 22. Avionics Master Switch – **ON**
 23. Wing Flaps – **UP**

ENGINE START WITH EXTERNAL POWER SOURCE

1. Battery Master Switch- **OFF**
2. All Electrical Equipment- **OFF**
3. External Power Plug- **INSERT**

PROCEED WITH NORMAL LEFT ENGINE START

1. External Power Plug- **DISCONNECT & CLR AREA**
2. Master Switch- **ON**
3. Alternators- **ON**
4. Right Engine- **NORMAL START**
5. Ammeters- **CHECK**
6. Gyro Vacuum Gauge - **CHECK**
7. Mixture- **LEAN (1 TO 1 ½ Inch)**
8. Avionics Master Switch- **ON**
9. Wing Flaps- **UP**

BEFORE TAXI

1. ATIS / ASOS / AWOS - **COPY**
2. Fuel Selectors- **BOTH CROSSFEED**
3. Altimeter – **SET (± 75ft)**
4. Gyro Vacuum Gauge – **CHECK (4.8 – 5.2 IN Hg)**
5. Ammeters – **Check**
6. Heater- **AS REQUIRED**

TAXI CHECK

1. Brakes- **RELEASE AND TEST**
2. Instrument's Verify operation
 - a) Attitude Indicator
 - b) Turn Coordinator & Ball
 - c) Heading Indicator
 - d) VSI
 - e) Mag Compass

RUNUP

1. Brakes – **HOLD ON**
2. Fuel Selectors - **BOTH ON MAIN TANKS**
3. COM Radio – **To Tower**
4. Flight Controls – **FREE and CORRECT**
5. Flight Instruments – **CHECK and SET**
6. Trims- **VERIFY SET**
7. **Feather Check**
 - a) Mixtures – **FULL RICH (below 3,000 ft)**
 - b) Throttles - **ADVANCE TO 1500 RPM**
 - c) Propeller Controls - **Max 500 RPM drop**
 - d) Visual check - **FOR OIL NACELLE**
8. Propeller Governor Check
 - a) Throttle – **ADVANCE to 2000 RPM**
 - b) RPM - **DROP (MAX 300 RPM)**
 - c) Manifold Pressure - **INCREASE**
 - d) Oil Pressure – **Decrease**
9. Magnetos–**CHECK (max drop 175; max dif 50)**
 - a) Engine Instruments – **CHECK**
 - b) Gyro Vacuum Gauge – **CHECK (4.8 – 5.2 IN Hg)**
 - c) Carburetor Heats - **CHECK**
10. Annunciator Panel Lights – **PRESS TO TEST**
11. Idle Check – **THROTTLES IDLE**
12. Throttles – **1000 RPM (Adjust Throttle Friction Lock)**
13. Mixtures – **LEAN 1 to 1 1/2 INCH**
14. Cowl Flaps - **OPEN**
15. Wing Flaps – **SET FOR TAKEOFF**
16. Pitot Heat- **AS REQUIRED**
17. COMS/ NAVS/ GPS- **SET FOR DEPARTURE**
18. Verbalize - One of the following
 - a) **MULTI-ENGINE DECISION CARD**
OR
 - b) **BEFORE TAKEOFF EMERG BRIEFING**

BEFORE TAKEOFF HOLDING SHORT

1. Fuel Selector – **ON**
2. Trims – **VARIFY SET**
3. Cowl Flaps – **OPEN**
4. Carb Heats - **OFF**
5. Mixtures – **Lean 1 to 1 ½"**
6. Heading Indicator – **ALIGN WITH MAG COMPASS**
7. Transponder – **SQUAWK CODE & VERIFY ON "ALT"**
8. Door – **SECURE AND LATCHED**

Line Up & Wait/ Cleared For Takeoff

1. Fuel Pumps - **ON**
2. Mixtures – **RICH BELOW 3000 FEET**
3. Lights – **AS REQUIRED**

NORMAL TAKEOFF

USE PAA CALL OUTS

1. Line up – **ON RUNWAY CENTERLINE**
2. Brakes – **HOLD ON**
3. Throttles – **2,000 RPM**
4. Engine Instruments- **IN THE GREEN**
5. Breaks – **RELEASE**
6. Throttles – **FULL POWER**
7. Vr @ SL - **LIFT NOSE WHEEL AT 75 KIAS**
8. Climb - Vy @ SL = **88 KIAS TO 2000 FT AGL**
9. Landing Gear- **POSITIVE RATE - UP/ No Runway Remaining**

SHORT FIELD TAKEOFF (MAXIMUM PERFORMANCE)

USE PAA CALL OUTS

1. Wing Flaps - **UP**
2. Trims – **SET**
3. Line Up - **USE MAXIMUM RUNWAY**
4. Brakes – **HOLD ON**
5. Throttles – **2,000 RPM**
6. Engine Instruments - **IN THE GREEN**
7. Throttles – **FULL POWER**
8. Brakes – **RELEASE**
9. Mixture – **RICH (above 3000ft, LEAN to MAX RPM)**
10. Rotate – **70 KIAS**
11. Climb Vx @ SL - **82 KIAS (until obstacles are cleared)**
12. Landing Gear- **POSITIVE RATE – UP**
13. Climb VY @ SL - **88 KIAS/ No Runway Remaining**

ENROUTE CLIMB @2000 feet AGL

1. Throttles -- **25” MP**
2. Propellers- **2500 RPM**
3. Airspeed – **105 KIAS**
4. Cowl Flaps- **AS REQUIRED**
5. Mixture – **LEAN (ABOVE 3000 FT)**

CRUISE (LEVEL FLIGHT)

1. Throttles – **AS DESIRED PER POH**
2. Propeller Controls – **AS DESIRED PER POH**
3. Mixture – **LEAN (50 degrees RICH of peak EGT)**
4. Cowl Flaps – **CLOSED**
5. Trim – **SET**
6. Fuel Selector - **ON**
7. Electric Boost Pumps- **OFF ONE AT A TIME**
8. Fuel Pressure – **IN THE GREEN**

DESCENT

1. Heading Indicator – **ALIGNED with MAG. COMPASS**
2. Mixture – **ADJUST (AS Required)**
3. Throttle – **AS DESIRED**
4. Cowl Flaps- **AS REQUIRED**

BEFORE LANDING

VERBALIZE & PERFORM: BC- GUMPLES

1. B - Electric Fuel Pumps – **ON**
2. C- Cowl Flaps - **CLOSED**
3. G - Fuel Selectors - **ON**
4. U - Landing Gear - **DOWN (BELOW 140 KIAS)**
5. Landing Gear Lights - **3 GREEN**
6. Nacelle Mirror - **NOSE GEAR DOWN**
7. M - Mixtures – **RICH (below 3,000 ft)**
8. P - Propeller Controls - **FULL FORWARD below 100 KIAS**
9. L - Lights - **AS REQUIRED**
10. E - Engine Instrument – **CHECKED**
11. S - Seats and Seat Belts - **SET AND ADJUST**

GO-AROUND LANDING / MISSED APPROACH

VERBALIZE & PERFORM: 7Cs

1. Throttles – **FULL FORWARD (OPEN)**
2. Climb Speed – **88 KIAS MINIMUM**
3. Wing Flaps - **25°**
4. Landing Gear- **(WITH POSITIVE RATE)-UP**
5. Wing Flaps - **10°**
6. Course – **HEADING**
7. Throttles - **2500 RPM**
8. Propellers - **25” MP**
9. Cowl Flaps- **AS REQUIRED**
10. Communicate – **ADVISE ATC**

NORMAL LANDING

1. Airspeed – **80-90 KIAS MIN. (NO Flaps landing)**
2. Airspeed – **75-85 KIAS (Flaps DOWN)**
3. Carburetor Heats - **AS REQUIRED**
4. Short Final – **CHECK MIXTURES/ PROPS/ GEAR/ PUMPS**
5. Touchdown – **MAINS FIRST LOWER NOSE GENTLY**
6. Landing Roll – **LOWER NOSE WHEEL GENTLY**
7. Braking – **MIN REQUIRED – STRAIGHT AHEAD**

SHORT FIELD LANDING

1. Wing Flaps – **FULL DOWN BELOW 111 KIAS**
2. Carburetor Heats - **AS REQUIRED**
3. Short Final – **CHECK MIXTURES/ PROPS/ GEAR/ PUMPS**
4. Short Final Airspeed – **75 KIAS**
5. Throttle-- **IDLE ON TOUCHDOWN**
6. Touchdown – **MAINS FIRST – LOWER NOSE GENTLY**
7. Wing Flaps – **RETRACT**
8. Brakes – **MAX BRAKE EFFECT NO SKIDDING**

AFTER LANDING CHECKLIST

1. Wing Flaps – **UP**
2. Cowl Flaps- **OPEN**
3. Carburetor Heats - **OFF**
4. Mixtures – **LEAN (1 TO 1/2 INCHES)**
5. Lights – **AS REQUIRED**
6. Transponder – **SQUAWK CODE to 1200 & ON “ALT”**
7. Radios – **SET TO GROUND**
8. Electric Fuel Pumps- **OFF**
9. Taxi Clearance – **REQUEST (ADVISE UNICOM)**

SHUTDOWN

1. Heater (IF ON)- **FAN 2 MINUTES- THEN OFF**
2. Avionics Master Switch - **OFF**
3. Electrical Equipment - **OFF**
4. Lights – **ALL OFF EXCEPT FIN STROBES**
5. Magnetos – **GROUNDING CHECK**
6. Mixtures – **IDLE CUT-OFF**
7. Magneto Switches - **OFF**
8. Alternators - **OFF**
9. Master – **OFF**

SECURING AIRCRAFT

1. Position – **PLACE AIRPLANE IN CORRECT SPOT**
2. Control Lock – **SEAT BELT-INSTALL**
3. Hobbs & Tach Times -- **RECORD**
4. Doors and Windows -- **SECURE**
5. Aircraft Exterior – **CHAINS, CHOCKS, AND LOCKS**
6. **CLOSE FLIGHT PLAN!!!!**

**PINNACLE AVIATION PA44-180 EMERGENCY CHECKLIST (11/05/2019)
BEFORE TAKEOFF EMERGENCY BRIEFING**

ENGINE FAILURE DURING TAKEOFF ROLL (< 75 KIAS):

1. Throttles – **IDLE**
2. Brakes – **AS REQUIRED**
3. **STOP STRAIGHT AHEAD**

RUNWAY REMAINING, GEAR DOWN

1. **Throttles - IDLE**
2. Directional Control – **MAINTAIN**
3. **LAND STRAIGHT AHEAD**
4. Brakes – **AS REQUIRED**

INSUFFICIENT RUNWAY REMAINS FOR STOP, GEAR UP

1. Mixtures – **IDLE CUTOFF**
2. Fuel Selectors – **OFF**
3. Magnetos – **OFF**
4. Battery Master – **OFF**
5. **MAINTAIN DIRECTIONAL CONTROL, AVOID OBSTACLES**

ENGINE FAILURE DURING TAKEOFF (> 75 KIAS NO RUNWAY AVAILABLE) / ENGINE FAILURE DURING A CLIMB

1. Mixtures – **FULL FORWARD**
2. Propellers- **FULL FORWARD**
3. Throttles- **FULL FORWARD**
4. Pitch for Vyse – **88 KIAS**
5. Wing Flaps- **VERIFY UP**
6. Landing Gear- **VERIFY UP**
7. Fuel Pumps – **ON**
8. Pitch for Vyse – **88 KIAS**
9. Inoperative Engine- **IDENTIFY - SAY DEAD FOOT (RIGHT/LEFT)**
VERIFY: SAY THROTTLE (RIGHT/LEFT) – RETARD THEN OPEN 1/4"
DECISION – SAY FIX or FEATHER

FIX: Dead Engine (Inop Engine)

1. Inoperative Engine – **IDENTIFY**
2. Fuel Selector – **ON / CROSSFEED**
3. Trims – **SET: ASSIGNED ALTITUDE**
or MINIMUM 88 KIAS
4. Cowl Flaps – **CLOSED**
5. Cowl Flaps (Operating Engine) – **OPEN**
6. Carburetor Heat - **ON**
7. Mixtures – **RICH**
8. Propeller – **FULL FORWARD**
9. Throttle – **ADVANCE or BACK TO ¼" IF NOT OPERATING**
10. Fuel Pumps - **ON**
11. Fuel Quantity - **CHECK**
12. Oil Pressure and Temp – **CHECK ON**
13. Pitch - **for 88 KIAS OR FASTER**
14. Magnetos – **CHECK ON**
15. Air Start – **IF STOPPED PROP – PRESS STARTER**
16. **IF ENGINE DOESN'T START**
17. **FEATHER THE INOP ENGINE →**

FEATHER: Dead Engine (Inop Engine)

1. Inoperative Engine – **IDENTIFY**
 2. Throttle- **CLOSE**
 3. Propeller - **FEATHER**
 4. Mixture - **CUT OFF**
 5. Carb Heat - **OFF**
 6. Establish Bank- **2-3 DEGREES INTO OPERATING ENGINE**
 7. Pitch- **88 KIAS**
 8. Cowl Flap - **CLOSE**
 9. Trim- **ADJUST**
 10. Fuel Selector - **OFF**
 11. Magnetos – **OFF ONE AT THE TIME**
 12. Alternator - **OFF**
 13. Electric Fuel Pump - **OFF**
- Declare Emergency**
Land as Soon as Practical

UNFEATHERING PROCEDURE Accumulator Working

1. Fuel Selector (Inop Engine) - **ON**
2. Mixture (Inop Engine) - **RICH**
3. Throttle (Inop Engine) - **OPEN ¼ INCH**
4. Electric Fuel Pump (Inop Engine) - **ON**
5. Magnetos (Inop Engine) - **ON**
6. Pitch for **≥ 100 KIAS**
7. Prop Control - **FULL FORWARD**
8. Once Engine Starts – **Start Stage Warming**
 - A) Prop – **Mid Range**
 - B) Throttle – **15" MP**
 - C) Alternator – **ON**
 - D) Ammeter – **CHECK OPERATING WITH LOAD**
 - E) CHT – **IN WHITE LINE**
 - F) Throttle - **17" MP**
 - G) CHT – **IN GREEN LINE**
 - H) Throttle - **19" MP**
9. **Bring both throttles together @ 19" MP**

10. Cruise Check List

UNFEATHERING - STARTER ASSIST

1. Fuel Selector (Inop Engine) - **ON**
2. Mixture (Inop Engine) - **RICH**
3. Throttle (Inop Engine) - **OPEN ¼ INCH**
4. Electric Fuel Pump (Inop Engine) - **ON**
5. Magnetos (Inop Engine) - **ON**
6. Pitch for **≥ 100 KIAS**
7. Prop Control (Inop Engine)- **FULL FORWARD**
8. Starter (Inop Engine)- **ENGAGE UNTIL PROP WINDMILL**
9. Prime- **IF REQUIRED FOR STARTING**
10. Throttle- **REDUCE PWR TIL WARM**
11. Alternator- **ON**
12. Once Engine Starts – **Start Stage Warming**

PINNACLE AVIATION PA44-180
EMERGENCY CHECKLIST (11/07/2019)

ENGINE FAILURE DURING FLIGHT (BELOW Vmca)

1. Rudder- **APPLY AGAINST YAW**
2. Throttles- **RETARD TO STOP TURN**
3. Pitch Control- **LOWER NOSE TO ACCELERATE ABOVE Vmca (56 KIAS)**
4. Above Vmca - follow Engine failure during flight (above Vmca) checklist

ONE ENGINE INOPERATIVE GO-AROUND
AVOID IF AT ALL POSSIBLE

1. Throttle- **OPEN SMOOTHLY**
2. Propeller- **VERIFY FORWARD FULL**
3. Mixture- **VERIFY RICH**
4. Flaps- **SLOWLY RETRACT**
5. Gear- **RETRACT AFTER POS RATE**
6. Pitch for VY - **88 KIAS**
7. Trim- **ADJUST ½ BALL OUT**
8. Cowl Flap (Oper Engine)- **AS REQUIRED**

ONE ENGINE INOPERATIVE LANDING

1. Inoperative Engine- **SECURING COMPLETE**
2. Seat Belt/Harness- **SECURE**
3. Fuel Selector (Oper Engine)- **ON**
4. Mixture (Oper Engine)- **FULL RICH**
5. Prop – **FULL FORWARD**
6. Electric Fuel Pump (Oper Engine)- **ON**
7. Cowl Flap (Oper Engine)- **AS REQUIRED**
8. Altitude & Airspeed- **MAKE NORMAL APR**

When Landing is Assured

1. Landing Gear- **DOWN**
2. Wing Flaps- **25 DEG(2nd NOTCH)**
3. Final Approach Speed- **90 KIAS**
4. Power- **RETARD SLOWLY AND FLARE**

ENGINE ROUGHNESS

1. Carburetor Heat- **ON**

If Roughness Continues For Over One Minute:

1. Carburetor Heat- **OFF**
2. Mixture- **ADJUST FOR MAX SMOOTHNESS**
3. Electric Fuel Pump- **ON**
4. Engine Gauges- **CHECK**
5. Magnetos- **CHECK**

If Operation Is Satisfactory On Either Magneto, Continue On That Magneto At Reduced Power and Rich Mixture To First Airport

ENGINE OVERHEAT

1. Cowl Flap- **OPEN**
2. Mixture- **ENRICHEN**
3. Power- **REDUCE**
4. Airspeed- **INCREASE IF ALT PERMITS**

LOSS OF OIL PRESSURE

1. Oil Pressure Gauge- **VERIFY LOSS**
2. Affected Engine- **SECURE (feather) procedure**
3. Land- **AS SOON AS PRACTICAL**

ENGINE FIRE DURING START

1. Mixture- **IDLE CUT OFF**
2. Throttle- **FULL OPEN**
3. Starter- **CONTINUE TO CRANK**

If Engine Has Started, Continue Operating To Try Pulling Fire Into Engine IF Fire Continues:

1. Fuel Selectors- **OFF**
2. Electric Fuel Pumps- **OFF**
3. Mixtures- **IDLE CUT OFF**
4. Throttles- **FULL OPEN**
5. External Fire Extinguisher- **USE**
6. Airplane- **EVACUATE**

ENGINE FIRE IN FLIGHT

1. Fuel Selector (Affected Engine)- **OFF**
2. Throttle (Affected Engine)- **IDLE**
3. Propeller (Affected Engine)- **FEATHER**
4. Mixture (Affected Engine)- **IDLE CUT OFF**
5. Cowl Flap (Affected Engine)- **OPEN**
6. Affected Engine- **SECURE ENGINE (feather) PROCEDURE**

IF FIRE PERSISTS

1. Airspeed- **INCREASE TO BLOW OUT FIRE**

LAND AS SOON AS PRACTICAL

ENGINE INOP FUEL MANAGEMENT

When using fuel on operating engine side

1. Fuel Selector (Oper Engine)- **ON**
2. Fuel Selector (Inop Engine)- **OFF**
3. Electric Fuel Pumps- **OFF (Excpet Engine Fuel Pump Failure)**

When using fuel from opposite side of operating engine

1. Fuel Selector (Oper Engine)-**CROSSFEED**
2. Fuel Selector (Inop Engine)- **OFF**
3. Electric Fuel Pumps- **OFF (Excpet Engine Fuel Pump Failure)**

Use Crossfeed in Level Flight Only

LANDING

1. Fuel Selector (Oper Engine)- **ON**
2. Fuel Selector (Inop Engine)- **OFF**

PINNACLE AVIATION PA44-180
EMERGENCY CHECKLIST (11/07/2019)

ELECTRICAL FIRE

1. Flashlight (At Night)- **LOCATE**
2. Battery Master- **OFF**
3. Alternator Switches- **OFF**
4. All Electrical Switches- **OFF**
5. Avionics Master Switch- **OFF**
6. Vents- **CLOSED TO AVOID DRAFTS**
7. Cabin Heater- **OFF**

IF FIRE PERSISTS, LOCATE AND, IF PRACTICAL, EXTINGUISH WITH PORTABLE FIRE EXTINGUISHER LOCATED ON THE CONSOLE JUST AFT OF THE 2 FRONT SEATS

1. Bus Tie Breakers- **PULL**
2. Both Main Breakers- **PULL**
3. Non-Essential Breakers- **PULL**
4. Avionics Bus #1 Breaker- **PULL**
5. Avionics Bus #2 Breaker- **PULL**
6. L. Alternator Breaker- **PULL**
7. R. Alternator Breaker- **PULL**
8. All Main Bus Breakers- **PULL**
9. All Avionics Bus Breakers- **PULL**

CAN FLIGHT BE CONTINUED WITHOUT ELECTRICAL POWER. IF SO, LAND AS SOON AS POSSIBLE

IF ELECTRICAL POWER IS REQUIRED FOR SAFE FLIGHT, PROCEED AS FOLLOWS:

The following procedure may reenergize the faulty system. Reset the circuit breaker one at a time. Allow a short time period between resetting each breaker. If the faulty system is reinstated, its corresponding circuit breaker must be pulled immediately.

1. One Main Bus Breaker- **IN**
2. Battery Master Switch- **ON**
3. L. or R. Alternator Breaker- **IN**
4. Alternator Switch- **ON**
5. Alternator Field Breaker- **IN**
6. Gear Indicator- **IN**
7. Avionics Bus #1- **IN**
8. Avionics Bus #2- **IN**
9. Avionics Master Switch- **ON**
10. Compass Breaker- **IN**
11. Audio Breaker- **IN**
12. Comm #1 Breaker- **IN**
13. Nav #1 Breaker- **IN**
14. Vents- **OPEN**

LAND AS SOON AS PRACTICAL

MANUAL EXTENTION OF LANDING GEAR

1. Navigation Lights (Daytime)- **OFF**
2. Day/Night Dimmer (Daytime)- **DAY**
3. Circuit Breakers- **CHECK**
4. Master Switch- **ON**
5. Alternators- **CHECK**

If Landing Gear Will Still Not Extend With 3 Green

6. Airspeed- **REDUCE (100 KIAS MAXIMUM)**
7. Gear Selector- **DOWN**
8. Emergency Gear Extend Knob- **PULL (Leave knob in the out position)**
9. Indicator Lights- **VERIFY 3 GREEN**

ENGINE DRIVEN FUEL PUMP FAILURE

1. Electric Fuel Pump (Affected Eng)- **ON**

GYRO SUCTION FAILURES

1. Vacuum Annunciator Illuminated-**CHECK SUCTION AND FAILURE SIDE**

If Suction Gauge Indicates below 4.5 in. Hg.

2. RPM- **INCREASE TO 2700**
3. Altitude- **DECENT (IF ABLE) TO MAINTAIN 4.5 in. Hg.**

SINGLE ALTERNATOR FAILURE

1. Ammeters- **CHECK TO VERIFY**
2. Electrical Load- **REDUCE TO LESS THAN 60 AMPS**
3. Failed Alternator Switch- **OFF**
4. Failed Alternator CB- **CHECK AND RESET**
5. Failed Alternator Switch- **ON**

If Power Is Not Restored:

6. Failed Alternator Switch- **OFF**
7. Ammeter- **MONITOR 60 AMPS OR LESS**

DUAL ALTERNATOR FAILURE

1. Ammeters- **CHECK AND VERIFY**
2. Electrical Load- **REDUCE TO MINIMUM SAFE**
3. Alternator Switches- **OFF**
4. Alternator CBs- **CHECK AND RESET**
5. Alternator Switches- **ON ONE AT A TIME**

If Only One Alternator Resets:

6. Operating Alternator Switch- **ON**
7. Failed Alternator Switch- **OFF**
8. Electrical Load- **MAINTAIN LESS THAT 60 AMPS**
9. Ammeter- **MONITOR**

If Neither Alternator Resets:

1. Alternator Switches- **OFF**
2. Electrical Load- **MAINTAIN MINIMUM**

LAND AS SOON AS PRACTICAL

SPIN RECOVERY (INTENTIONAL SPINS PROHIB).

1. Throttles- **RETARD TO IDLE**
2. Rudder- **FULL OPPOSITE TO SPIN DIRECTION**
3. Control Wheel- **FULL FORWARD**
4. Ailerons- **NEUTRAL**
5. Rudder- **NEUTRALIZE WHEN ROTATION STOPS**
6. Control Wheel- **SMOOTH BACK PRESSURE TO RECOVER FROM DIVE**

OPEN DOOR IN FLIGHT

1. Airspeed- **REDUCE TO 82 KIAS**
2. Cabin Vents- **CLOSE**
3. Storm Window- **OPEN**
4. If Top Latch is Open- **LATCH**
5. If Side Latch is Open- **PULL AND LATCH**
6. If Both Latches are Open- **LATCH SIDE FIRST AND TOP SECOND**

PROPELLER OVERSPEED

1. Throttle (Affected Engine)- **RETARD**
2. Oil Pressure (Affected Engine)- **CHECK**
3. Propeller (Affected Engine)- **FULL DECREASE RPM THEN SET IF ANY CONTROL IS AVAILABLE**
4. Airspeed- **REDUCE**
5. Throttle (Affected Engine)- **AS REQUIRED TO MAINTAIN 2700 RPM**

EMERGENCY EXIT

1. Thermoplastic Cover- **REMOVE**
2. Emergency Exit Handle- **PULL FORWARD**
3. Window- **PUSH OUT**