

ENGINE FAILURE DURING TAKEOFF

1. Throttle.....IDLE
2. Brakes.....AS REQUIRED
3. FlapsCRUISE
4. Mixture.....IDLE CUT-OFF
5. Ignition SwitchOFF
6. GEN/BAT Master SwitchOFF

ENGINE FAILURE AFTER TAKEOFF

(INSUFFICIENT ENGINE POWER)

1. Airspeed 60 KIAS
2. ThrottleFULL
3. MixtureFULL RICH
4. Alternate AirON
5. Fuel Shut-off ValveOPEN
6. Ignition SwitchBOTH
7. Fuel PumpON

IF ADEQUATE ENGINE PERFORMANCE CANNOT BE RESTORED IMMEDIATELY, PREPARE FOR AN EMERGENCY LANDING. IF POSSIBLE, LAND STRAIGHT AHEAD, AVOIDING OBSTACLES.

DO NOT ENGAGE STARTER IF PROPELLER IS WINDMILLING. ENGINE DAMAGE MAY RESULT.
The propeller will continue to windmill as long as the airspeed is at least 60 KIAS.

RESTARTING ENGINE WITH PROP WINDMILLING

1. Airspeed (KIAS) 73 KTS
2. MixtureFULL RICH
3. Fuel Shut-off ValveOPEN
4. Ignition SwitchBOTH
5. Fuel PumpON
6. Fuel PrimeON
7. Throttle3/4 IN

RESTARTING ENGINE WITH PROP FULL STOP

1. Airspeed73 KTS
2. Electrically Powered Equipment.....OFF
3. GEN/BAT Master SwitchON
4. MixtureFULL RICH
5. Fuel shut off valveOPEN
6. Fuel PumpON
7. Fuel PrimeON
8. Throttle3/4 IN
9. Ignition SwitchSTART

The engine may also be re-started by increasing the airspeed by pushing the airplane into a descent. A loss of 1000 ft/300 m altitude must be taken into account.
AN AIRSPEED OF 137 KIAS IS REQUIRED TO RESTART THE ENGINE.

ENGINE FIRE DURING START-UP ON THE GROUND IF THE ENGINE STARTS

1. Throttle1800 RPM FOR A FEW MINUTES
2. EngineSHUTDOWN AND INSPECT

ENGINE FIRE DURING START-UP ON THE GROUND IF THE ENGINE FAILS TO START

1. Ignition Switch.....CONTINUE CRANKING
2. ThrottleMAX PWR
3. MixtureIDLE CUTOFF
4. Fuel Shut-off ValveCLOSED
5. Cabin HeatOFF
6. Fuel PumpOFF
7. GEN/BATT Master SwitchOFF
8. Ignition SwitchOFF
9. AirplaneEVACUATE
10. FireEXTINGUISH
11. Engine.....INSPECT

ENGINE FIRE DURING FLIGHT

1. Fuel Shut-off ValveCLOSED
2. Cabin HeatCLOSED
3. Airspeed73 KIAS

Airspeed is for best glide with flaps in CRUISE position. If a suitable landing area is available and can be safely reached, airspeed can be increased in an attempt to extinguish the fire. Do not exceed airspeeds given for structural limitations.

4. Fuel Pump.....OFF

ELECTRICAL FIRE INCLUDING SMOKE DURING FLIGHT

In the event of smoke or fire, prepare to land the aircraft w/o delay while completing fire suppression and/or smoke evacuation procedures. If it cannot be visually verified that the fire has been completely extinguished, whether the smoke has cleared or not, land immediately at the nearest airfield or landing site.

1. GEN/BAT Master SwitchOFF
2. Cabin AirOPEN
3. Extinguisher.....USE ONLY IF SMOKE PRESENT

IF FIRE EXTINGUISHER IS USED, THE CABIN MUST BE VENTILATED.

ELECTRICAL FIRE INCLUDING SMOKE ON THE GROUND

1. GEN/BAT Master.....OFF IF ENGINE IS RUNNING
2. Throttle IDLE
3. Mixture IDLE CUTOFF
4. Fuel Shut-off Valve..... CLOSED
5. Ignition Switch OFF
6. CanopyOPEN
7. Extinguisher.....DISCHARGE IF NEEDED

CABIN FIRE DURING FLIGHT

In the event of smoke or fire, prepare to land the aircraft w/o delay while completing fire suppression and/or smoke evacuation procedures. If it cannot be visually verified that the fire has been completely extinguished, whether the smoke has cleared or not, land immediately at the nearest suitable airfield or landing site.

1. GEN/BAT Master SwitchOFF
2. Cabin AirOPEN
3. Cabin HeatCLOSED
4. Extinguisher.....DISCHARGE IF NEEDED
5. Land.....AS SOON AS POSSIBLE

IF THE FIRE EXTINGUISHER IS USED, THE CABIN MUST BE VENTILATED.

ICING

(UNINTENTIONAL FLIGHT INTO ICING AREA)

1. Leave icing area
(through change of altitude or change of flight direction to reach area with higher outside air temp)
2. Continue to move control surfaces to maintain their moveability.
3. Alternate AirON
4. Increase RPM to avoid icing of propeller blades
(observe maximum RPM)
5. Cabin HeatON DEFROST

ELECTRICAL POWER FAILURE

(TOTAL ELECTRICAL POWER FAILURE)

1. Battery Circuit BreakerRESET
2. GEN/BAT Master SwitchON
3. Master.....OFF IF POWER NOT RESTORED
4. If Unsuccessful.....LAND AT BEST AIRPORT







GENERATOR FAILURE

1. GEN/BAT Master Switch.....CYCLE OFF-ON
2. GEN Circuit Breaker.....IF TRIPPED RESET
3. GEN.CONTROL Circuit Breaker...IF TRIPPED RESET
4. If GEN can NOT be brought online, switch OFF all non-flight essential electrical consumers, monitor amps/volts, and land at the nearest suitable airport.

EMERGENCY SQUAWKS

HIJACK.....	7500
LOST COMMS.....	7600
EMERGENCY.....	7700

AIRCRAFT LIGHT GUN SIGNALS

COLOR & TYPE	GROUND	AIR
STEADY GREEN 	Cleared for takeoff	Cleared to land
FLASHING GREEN 	Cleared for taxi	Return for landing (to be followed by steady green)
STEADY RED 	STOP!	Give way to other aircraft and continue circling
FLASHING RED 	Taxi clear of runway in use	Airport unsafe, do not land
FLASHING WHITE 	Return to starting point on airport	N/A
ALTERNATING RED/GREEN 	Exercise extreme caution	

GUMPS

Gas (Fuel Shut off/Pump).....CHECK
Undercarriage DOWN AND LOCKED
Mixture SET
Power.....AS DESIRED
Switches/SeatbeltsCHECK

V SPEEDS

Va.....106 KIAS
 Vfe.....100 KIAS
 Vfe (LDG).....78 KIAS
 Vno.....118 KIAS
 Vne.....164 KIAS
 Vs.....44 KIAS
 Vso.....40 KIAS
 Vx.....60 KIAS
 Vy.....75 KIAS
 Best glide.....73 KIAS

PATTERN SPEEDS

Downwind.....75 KIAS
 Base.....65 KIAS
 Final.....55 KIAS

LOCAL FREQUENCIES

ATIS.....118.55 MHz
 Ground.....121.7 MHz
 Tower.....118.1 MHz
 Practice Area.....122.75 MHz
 Flight Service.....122.6 MHz
 Denver Center.....134.5 MHz
 Denver Approach/Departure.....119.7 MHz

OFFICE # 970.254.0444

IF YOU ARE UNABLE TO RETURN TO GRAND JUNCTION WHEN EXPECTED/A LANDING IS REQUIRED AT ANOTHER AIRPORT DUE TO MECHANICAL ISSUES OR WEATHER, PLEASE CLOSE YOUR FLIGHT PLAN, THEN CALL YOUR INSTRUCTOR OR THE SCHOOL OFFICE/CHIEF FLIGHT INSTRUCTOR AS SOON AS PRACTICAL.



DA20-C1 EMERGENCY CHECKLIST



Revised on 9.10.24