

SECTION 3 - EMERGENCY PROCEDURES

CONTENTS

Section	Page
3.1 General	3 - 3
3.3 Airspeeds for emergency operations	3 - 3
3.7 Amplified emergency procedures	3 - 3
3.9 Engine failure	3 - 4
3.11 Engine starting	3 - 5
3.13 Fire (smoke and fire)	3 - 6
3.15 Emergency descent	3 - 9
3.17 Glide	3 - 9
3.19 Landing emergencies	3 - 9
3.21 System emergencies	3 - 11
3.23 Spin	3 - 15
3.25 Other emergencies	3 - 15

INTENTIONALLY LEFT BLANK

3.1 GENERAL

This chapter describes the emergency and abnormal situations which may occur during the operation of the Z 242L aircraft.

Other emergency procedures which apply to the optional additional equipment are listed in Chapter 9 SUPPLEMENTS.

CAUTION:

IF EMERGENCY PROCEDURES REQUIRE THE MASTER SWITCH BE TURNED OFF ARE OUT OF OPERATION:

- THE ACOUSTIC STALL WARNING SIGNAL
- THE MAP LIGHT
- EMERGENCY ELECTRIC POWER SUPPLY
- THE TURN AND BANK INDICATOR

3.3 AIRSPEEDS FOR EMERGENCY OPERATIONS

Engine failure after take-off

Recommended airspeed - MIN. 78 knots (145 km/h)

Engine failure in flight

Recommended airspeed - MIN. 78 knots (145 km/h)

Landing emergency with engine power

Recommended airspeed - 78 - 85 knots (145 - 160 km/h)

Landing emergency without engine power

Recommended airspeed - 78 - 85 knots (145 - 160 km/h)

NOTE:

Airspeeds shown throughout are IAS.

3.7 AMPLIFIED EMERGENCY PROCEDURES

The particular instructions are given in the individual paragraphs of this Chapter.

3.9 ENGINE FAILURE

3.9.1 Engine failure - during take-off run

- | | | |
|-----|----------------------------|------------------------|
| (1) | Throttle control | - PULL – IDLE POWER |
| (2) | Brakes | - AS REQUIRED |
| (3) | Obstacles | - AVOID FRONTAL IMPACT |
| (4) | Mixture control | - PULL – “OFF” |
| (5) | Master Switch | - “OFF” |
| (6) | Fuel selector valve | - “OFF” |
| (7) | Ignition Switch - POSITION | - "OFF" |

NOTE:

Try to observe instruments indication for later analysis, if possible.

3.9.2 Engine failure – after take-off

(Landing with engine stopped - emergency landing see subsect. 3.19.2)

- | | | |
|-----|----------------------------|-------------------------------------|
| (1) | Airspeed | - MAINTAIN MIN. 78 knots (145 km/h) |
| (2) | Throttle control | - PULL - IDLE POWER |
| (3) | Flaps | - AS NECESSARY |
| (4) | Obstacles | - AVOID FRONTAL IMPACT |
| (5) | Mixture control | - PULL - “OFF” |
| (6) | Master Switch | - “OFF” |
| (7) | Fuel selector valve | - “OFF” |
| (8) | Ignition Switch - POSITION | - "OFF" |

NOTE:

It is on pilot's decision to choose another procedure according to actual conditions.

Try to observe instruments indication for later analysis, if possible.

3.9.3 Engine failure - in flight

- | | | |
|-----|----------------------------|--|
| (1) | Airspeed | - MAINTAIN MIN. 78 knots (145 km/h) |
| | <u>CHECK</u> | |
| (2) | Fuel selector valve | - "L + R" OR THE FULLEST TANK |
| (3) | Switch "FUEL PUMP" | - "ON" |
| (4) | Mixture | - PUSH - MAX. RICH |
| (5) | Ignition switch - POSITION | - "BOTH" |
| (6) | Altitude | - DECIDE, SELECT EITHER ENGINE STARTING IN-FLIGHT (sect. 3.11) OR EMERGENCY LANDING PROCEDURE (sect. 3.19) |

CAUTION:

IF THE ENGINE FAILS IN FLIGHT WITHOUT APPARENT REASON AND THERE ARE NO INDICATIONS OF DAMAGE, TRY TO RESTART THE ENGINE (IF THE ALTITUDE IS MIN.1000 ft (300 m) ABOVE THE GROUND.

3.11 ENGINE STARTING

Up to minimal flight altitude 1000 ft (300 m)

3.11.1 Engine starting in flight by electric starter

This procedure is used when the propeller has stopped.

CAUTION:

BEFORE STARTING PERFORM PROCEDURES OF SECTION 3.9.3 "ENGINE FAILURE IN FLIGHT".

- | | | |
|-----|--|--|
| (1) | Switches „COMM/NAV 1, 2“, „FLIGHT INSTR.“, „LIGHTING.“ | - "OFF" |
| (2) | Throttle control | - MAX. 1/4 OPEN (OF THROTTLE CONTROL ROD POSITION) |
| (3) | Ignition switch - POSITION | - "START" - after engine started "BOTH" position |

After the engine started

- | | | |
|-----|--|---------------|
| (4) | Engine speed | - AS REQUIRED |
| (5) | Switches „COMM/NAV 1, 2“, „FLIGHT INSTR.“, „LIGHTING.“ | - "ON" |
| (6) | Engine instruments | - CHECK |

3.11.2 Engine starting in flight without electric starter

This procedure is followed when the engine remains turning (driven by the propeller) or in case of starter failure.

CAUTION:

BEFORE STARTING PERFORM PROCEDURES OF SECTION 3.9.3 "ENGINE FAILURE IN FLIGHT".

- | | |
|------------------------------|--|
| (1) Throttle control | - MAX. 1/4 OPEN (OF THROTTLE CONTROL ROD POSITION) |
| (2) Airspeed | |
| a) the propeller is turning | - MAINTAIN 78 knots (145 km/h) |
| b) The propeller has stopped | - INCREASE AIRSPEED UNTIL PROPELLER BEGINS TO TURN |
| (3) Ignition switch | - CHECK – POSITION "BOTH" |

After the engine started

- | | |
|------------------------|---------------|
| (4) Engine speed | - AS REQUIRED |
| (5) Engine instruments | - CHECK |

CAUTION:

THE AIRSPEED MUST BE INCREASED UP TO 135-140 knots (250-260 km/h) TO RESTART THE PROPELLER RUNNING.

WARNING:

- (1) AT ENGINE STARTING WITHOUT THE STARTER A LOSS OF ALTITUDE OF ABOUT 2000 ft (600 m) MUST BE EXPECTED. ENGINE STARTING MUST BE COMPLETED IN THE SAFE ALTITUDE 1000 ft (300 m) AGL.
- (2) UNLESS ENGINE STARTING IS SUCCESSFULLY COMPLETED AT THE SAFE ALTITUDE OF 1000 ft (300 m) AGL, PERFORM THE EMERGENCY LANDING PROCEDURE.

3.13 FIRE (SMOKE AND FIRE)

WARNING:

DO NOT ATTEMPT TO RESTART THE ENGINE AFTER FIRE IS EXTINGUISHED!

3.13.1 Engine fire after starting - aircraft is on the ground

- | | | |
|-----|--|------------------------------------|
| (1) | Fuel selector valve | - "OFF" |
| (2) | Throttle control | - PUSH FULL |
| (3) | Ventilation | - PUSH "OFF" |
| | Heating | - "OFF" (ARROWS POINT LEFT) |
| (4) | Engine | - LET RUN DOWN |
| (5) | Mixture | - PULL - "OFF" |
| (6) | Master switch, Circuit switches | - "OFF" |
| (7) | Ignition switch - POSITION | - "OFF" |
| (8) | Crew | - ABANDON AIRCRAFT |
| (9) | Fire extinguisher
(under left pilot seat) | - TAKE OUT AND START EXTINGUISHING |

3.13.2 Engine fire at taxiing and take-off run - aircraft is moved

- | | | |
|------|--|------------------------------------|
| (1) | Fuel selector valve | - "OFF" |
| (2) | Throttle control | - PULL - IDLE POWER |
| (3) | Brakes | - BRAKE, AIRCRAFT STOPPED |
| (4) | Switch "FUEL PUMP" | - "OFF" |
| (5) | Engine | - LET RUN DOWN |
| (6) | Mixture | - PULL - "OFF" |
| (7) | Master switch | - "OFF" |
| (8) | Ignition switch - POSITION | - "OFF" |
| (9) | Crew | - ABANDON AIRCRAFT |
| (10) | Fire extinguisher
(under left pilot seat) | - TAKE OUT AND START EXTINGUISHING |

NOTE:

It is on the pilot's decision if point (5) may be deleted in case of increased emergency and lack of time.

3.13.3 Engine fire in flight

- | | | |
|-----|----------------------------------|-----------------------------|
| (1) | Fuel selector valve | - "OFF" |
| (2) | Throttle control | - PUSH FULL |
| (3) | Switch "FUEL PUMP" | - "OFF" |
| (4) | Engine | - LET RUN DOWN |
| (5) | Mixture control | - PULL "OFF" |
| (6) | Ventilation | - PUSH "OFF" |
| | Heating | - "OFF" (ARROW POINTS LEFT) |
| (7) | Master switch, Circuits switches | - "OFF" |
| (8) | Ignition switch - POSITION | - "OFF" |
| (9) | Landing manoeuvre | - DO LANDING EMERGENCY |

NOTE:

If fires continue and the crew is equipped with parachutes, bail out in time /caution to altitude/.

- | | | |
|------|--|------------|
| (10) | In case of emergency and the crew equipped with parachutes | - BAIL-OUT |
|------|--|------------|

3.13.4 Cockpit fire

- | | | |
|-----|--|---|
| (1) | Fire source | - IDENTIFY, LOCALISE |
| (2) | Master switch | - "OFF" (IN CASE OF ELECTRICAL SYSTEM FIRE) |
| (3) | Ventilation | - PUSH "OFF" |
| | Heating | - "OFF" (ARROW POINTS LEFT) |
| (4) | Fire extinguisher
(under left pilot seat) | - TAKE OUT AND START EXTINGUISHING |
| (5) | After fire is extinguished | - VENTILATE THE COCKPIT PROPERLY |
| (6) | DO FORCED LANDING AS SOON AS PRACTICABLE | |
| (7) | In case of emergency and the crew equipped with parachutes | - BAIL-OUT |

WARNING:

- | | |
|-----|---|
| (1) | DO NOT TRY TO OPERATE THE INFLAMED SYSTEM AGAIN! |
| (2) | VENTILATE THE COCKPIT AFTER FIRE IS EXTINGUISHED – THE OPEN VENTILATION DURING THE COCKPIT FIRE CAN INCREASE THE FIRE INTENSITY. |

NOTE:

- | | |
|-----|--|
| (1) | It is on the pilot's decision to choose different action according to fire nature and intensity. |
| (2) | If the inflamed electrical circuit has been undoubtedly identified as the source of fire, switch this circuit "OFF" by appropriate Circuit Switch and switch the "MASTER SWITCH" "ON" again. |

3.15 EMERGENCY DESCENT

- | | | |
|-----|-------------------|----------------|
| (1) | Mixture control | - AS NECESSARY |
| (2) | Throttle control | - AS NECESSARY |
| (3) | Propeller control | - AS NECESSARY |
| (4) | Trim | - AS NECESSARY |

CAUTION:

MAINTAIN THE MINIMUM "CHT" ON 93 °C (200 °F) DURING DESCENT. INCREASE THE POWER AND "CHT" WHENEVER IT DROPS BELOW 93 °C (200 °F)

3.17 GLIDE

- | | | |
|-----|------------------|---|
| (1) | Flaps | - RETRACTED |
| (2) | Gliding airspeed | - 68 knots (125 km/h) - category A
- 70 knots (130 km/h) - category U
- 73 knots (135 km/h) - category N |
| (3) | Gliding ratio | - 8 |

3.19 LANDING EMERGENCIES

3.19.1 Landing emergency with engine power

- | | | |
|-----|------------------------|---------------------------------------|
| (1) | Airspeed | - MIN. 78 - 85 knots (145 - 160 km/h) |
| (2) | Landing emergency area | - SELECT SUITABLE FIELD |
| (3) | Landing direction | - OBSERVE THE WIND ON GROUND |
| (4) | Safety harnesses | - TIGHTEN |
| (5) | Wing flaps | - AS REQUIRED |
| (6) | Landing manoeuvre | - LAND |

NOTE:

At landing with wing flaps in LANDING position is touchdown airspeed lower cca 21,5 knots (40 km/h).

3.19.2 Landing emergency without engine power

- | | | |
|------|----------------------------|---------------------------------|
| (1) | Airspeed | - 78 - 85 knots (145 - 160km/h) |
| (2) | Landing emergency area | - SELECT SUITABLE FIELD |
| (3) | Landing direction | - OBSERVE THE WIND ON GROUND |
| (4) | Mixture | - PULL - „OFF“ |
| (5) | Fuel selector valve | - “OFF” |
| (6) | Master switch | - “OFF” |
| (7) | Ignition switch - POSITION | - "OFF" |
| (8) | Safety harnesses | - TIGHTEN |
| (9) | Wing flaps | - AS REQUIRED |
| (10) | Landing manoeuvre | - LAND |

NOTE:

- (1) It is on the pilot's decision to choose another procedure according to the actual situation and field configuration.
- (2) Avoid the front impact. It is better to hit an obstacle at the end of the aircraft deceleration than in the air. In case of the canopy slide blocking (after crash landing), use canopy emergency release to escape. In case of aircraft turning-over, break the perspex glass with the crash-axe located on the canopy roof frame close to the canopy lock. Before releasing the safety belts in turned-over position support the weight of your body by hand against the cockpit roof.

3.19.3 Canopy emergency jettisoning

Canopy emergency jettisoning is used:

- in case that bail-out by parachute
- after emergency landing of the aircraft, when deformation of the canopy sliding mechanism prevent normal opening
- in other cases of emergency

Procedure:

In flight:

- (1) Pull emergency canopy release handle on the cockpit left or right side canopy
- attachment fittings will be released.
- (2) Push front canopy strongly upwards into the airstream. Release the aircraft canopy (when the aircraft canopy is raised, the air flow turns the canopy around the lock and throws it backwards).

WARNING:

DO NOT RELEASE THE CANOPY LOCK AND DO NOT TRY TO SLIDE THE CANOPY OPEN BEFORE EMERGENCY JETTISONING IN FLIGHT!

On the ground:

- (1) Release canopy lock and try to slide the canopy open.
- (2) If the canopy cannot be opened pull either L or R emergency canopy release handle - safety harnesses will be released.
- (3) Having released the canopy attachment remove the canopy so that you can leave the cockpit safely.

3.19.4 Bail-out

- | | |
|-------------------------------------|--|
| (1) Heading of aircraft | - UNSETTLED AREA |
| (2) Mixture control | - PULL "OFF" |
| (3) Fuel selector valve | - "OFF" |
| (4) Master switch | - "OFF" |
| (5) Ignition switch - POSITION | - "OFF" |
| (6) Canopy lock | - DO NOT RELEASE |
| (7) Emergency canopy release handle | - PULL |
| (8) Canopy emergency jettisoning | - WITH HANDLE PRESSURE UPWARDS |
| (9) Headset | - THROW OUT THE COCKPIT |
| (10) Safety harnesses | - RELEASE (throw the shoulder belts backwards) |
| (11) Bail-out | |

WARNING:

DURING BAIL-OUT TRY TO AVOID INTERFERING WITH THE CONTROL STICK THAT MIGHT RESULT IN NON-EXPECTED ABRUPT AIRCRAFT MOTION.

NOTE:

- (1) Actions (1) - (5) may be deleted in case of increased emergency and lack of time.
- (2) It is the pilot's decision to choose different procedure according to the actual conditions.

3.21 SYSTEM EMERGENCIES

3.21.1 Oil pressure loss

Red light "OIL PRESS LOSS" – ON informs the pilot that oil pressure is below minimum operating limit 172 kPa (25 p.s.i.).

Procedure:

- | | |
|--------------------------------------|-----------------------------|
| (1) Oil pressure indicator | - CHECK PRESSURE INDICATION |
| (2) Engine speed (low speed or idle) | - INCREASE |

WARNING:

IF OIL PRESSURE INDICATED OF OIL PRESSURE INDICATOR REMAINS UNDER LOWER LIMIT AFTER ENGINE SPEED INCREASE, DO THE PRECAUTIONARY LANDING AS SOON AS PRACTICABLE – DANGER OF ENGINE SEIZING.

CAUTION:

THE “OIL PRESS. LOSS” LIGHT IN ANNUNCIATOR LIGHTS IS OUT IN CASE OF “FLIGHT INSTR” SWITCH IS OFF OR FLIGHT INSTRUMENT CIRCUIT FAILURE (ATTITUDE GYRO AND DIRECTIONAL GYRO).

3.21.2 Stall warning failure/inactive

WARNING:

THE YELLOW “STALL WARN. FAILURE” OR “STALL WARN. INACTIVE” LIGHT ON INFORMS THE PILOT THAT THE STALL WARNING CIRCUIT IS DISCONNECTED. IF THIS LIGHT IS ANNUNCIATED IN FLIGHT – PAY INCREASED ATTENTION TO APPROACH AND TO OTHER LOW – SPEED MANEUVRRES. SEE SUBSECT. 4.9.12, 4.9.13, 5.1, 5.5, 5.14, 5.15.

3.21.3 Fuel low level (left, right tank)

The yellow “L FUEL LOW LEVEL” or “R FUEL LOW LEVEL” warning light is ON informs the pilot that fuel quantity in appropriate tank drop below level of remaining usable fuel quantity.

- | | | |
|-----|-------------------------|---------------------------------------|
| (1) | Fuel selector valve | - SWITCH TO TANK CONTAINING MORE FUEL |
| (2) | Fuel pressure indicator | - CHECK |

Valid from S/N 0741 incl.

CAUTION:

- 1) IN CASE OF THE ENGINE INSTRUMENTS CIRCUIT FAILURE OR AT SWITCHING - “OFF” THE “ENGINE INSTR.” SWITCH, THE ANNUNCIATOR LIGHTS “L FUEL LOW LEVEL” AND “R FUEL LOW LEVEL” ARE “ON” WITHOUT REFERENCE TO ACTUAL MAIN TANKS FUEL QUANTITY.
- 2) IN CASE OF THE FAILURE OF L.H. OR R.H. FUEL QUANTITY INDICATOR’S CIRCUIT, THE ANNUNCIATOR LIGHT “L FUEL LOW LEVEL” OR “R FUEL LOW LEVEL” ARE “ON” WITHOUT REFERENCE TO ACTUAL FUEL QUANTITY OF RELEVANT MAIN TANK.

3.21.4 Generator failure

Yellow light "GENERATOR" – ON informs the pilot on electrical system voltage drop below 26.2 V. If "GENERATOR" circuit switch is "ON", engine speed exceeds 900 R.P.M. and yellow "GENERATOR" warning appears, then:

WARNING:

DO NOT SWITCH OFF THE MASTER SWITCH!

Procedure:

- (1) V-A meter - CHECK CURRENT LEVEL
 - (a) If V-A meter indicates the current drain from battery to the system (the A-meter pointer indicates "upwards" from zero „-“) "GENERATOR" circuit switch - "OFF"
 - (b) If V-A meter indicates the current supply from generator into battery (the A-meter pointer indicates "downwards" from zero „+“) "BATTERY" circuit switch - "OFF"
- (2) SWITCH "OFF" THE ELECTRICAL APPLIANCES NOT ABSOLUTELY NECESSARY FOR SAFE FLIGHT.
- (3) LAND WITHIN 30 MINUTES AT THE NEAREST SUITABLE AIRPORT.

CAUTION:

AFTER THE FLIGHT WITH FAILURE OF GENERATOR (see (1), (a)) BATTERY MUST BE CHECKED AND MAINTAINED BEFORE NEXT FLIGHT.

NOTE:

In case of battery failure the "MASTER SWITCH" may not be switched-off because after re-switching the "Master switch "ON", the generator will not be excited.
The turn-and-bank indicator and auxiliary lamp powered from an emergency source are switched by repeated control of the "MASTER SWITCH".

3.21.5 Failure of one electrical circuit only

If only one of the electrical system circuits fails, the following procedure is applied in general:

- (1) SWITCH OFF AND SWITCH ON THE PERTINENT CIRCUIT SWITCH.
- (2) If the circuit is not activated - REPLACE THE APPROPRIATE FUSE.

3.21.6 Total electric power supply failure

At the simultaneous failure of the generator and battery the total electric power supply fails.

In this case the emergency power source, feeding the **turn-and bank indicators(s) and the "map light"**, is activated automatically. The activation and correct turn-and-bank indicator function is indicated by the green signalling light adjacent to the Indicator, marked by "EMERG. SOURCE" placard.

NOTE:

- (1) The emergency power source can be switched "OFF" with the "MASTER SWITCH".
- (2) When the emergency battery is charged to optimal capacity and maintained properly, operating time of the turn-and-bank indicator(s) and the map light, fed from this emergency power source, should be as of 1 hour.

3.21.7 Static pressure source failure

In case that the altimeter and vertical speed indicator indicate incorrectly (i.e. the instruments do not respond to an altitude change or respond with considerable delay).

- a) If is ASPS (Alternate static pressure source) installed – SWITCH "ON" THE ALTERNATE STATIC PRESSURE SOURCE.
 - (1) ASPS valve switch - CLOCKWISE "ASPS" SWITCH VALVE
 - (2) Altimeter, Variometer - CHECK CORRECT RESPONSE

WARNING:

GIVE YOUR ATTENTION TO THE APPROACH AND LANDING SPEED!

THE ALTERNATE STATIC PRESSURE SOURCE SWITCH MUST BE SET EITHER IN THE POSITION "MAIN" OR THE POSITION "ALTERNATE STATIC PRESSURE SOURCE". INTERMEDIATE POSITION MAY CAUSE A SIGNIFICANT ERROR IN THE ALTITUDE OR SPEED INDICATION.

NOTE:

The selection of the ASPS does not result in significant airspeed indication error.

- b) If is ASPS (Alternate Static Pressure Source) not installed:

WARNING:

GIVE YOUR ATTENTION TO THE APPROACH AND LANDING SPEED!

3.23 SPIN

3.23.1 Spin recovery typical procedures

- | | | |
|-----|--|--|
| (1) | Throttle control | - PULL - IDLE |
| (2) | Flaps - if extended | - RETRACT |
| (3) | Rudder | - FULL DEFLECTION OPPOSITE TO THE DIRECTION OF ROTATION |
| (4) | Elevator | - (a) PUSH AT NORMAL SPIN
- (b) PULL AT INVERTED SPIN |
| (5) | AFTER ROTATION HAS STOPPED, SET THE RUDDER IN NEUTRAL POSITION AND PULL ELEVATOR GENTLY TO RECOVER DIVING. | |
| (6) | Mixture control | - PUSH - MAX. RICH |

NOTE:

Increased engine power (up to full throttle) does not adversely affect recovery from stalls and spins in any stall and spins configuration.

3.25 OTHER EMERGENCIES

3.25.1 Flight in icing conditions

FLIGHT INTO KNOWN ICING CONDITIONS ARE PROHIBITED!

If unpredicted icing conditions occur in flight, then:

- | | | |
|-----|-------------------------|---|
| (1) | Switch "PITOT HEATING" | - "ON" |
| | Switch "STATIC HEATING" | - "ON" |
| (2) | Ventilation control | - PUSH "OFF" |
| (3) | Cockpit heating | - FULLY "ON" TO WINDSHIELD
ARROW UPWARDS |
| (4) | Icing area | - LEAVE THE AREA AS SOON AS POSSIBLE |

RECOMMENDATION FOR LANDING WITH ICE

- Avoid steep turns.
- Wing flaps RETRACTED or in the TAKE-OFF position.
- Approach speed min. 86 knots (min. 160 km/h) acc. to the ice thickness.
- Approach at increased power and begin to flare-out at lower altitude compared with landing without ice.
- Expect landing distance with icing increased to 2600 ft (800 m) or even more.

CAUTION:

- (1) IF THE TOTAL PRESSURE PROBE HEATING IS NOT FUNCTIONING AT ICING CONDITIONS OCCURRENCE (I.E. THE GREEN LIGHT "PITOT HEATING" ON THE ANNUNCIATOR PANEL IS "OFF"), AND SPEED INDICATED BY THE AIRSPEED INDICATOR AND STALL WARNING MAY BE INCORRECT BE CAREFULL AND AVOID, IF POSSIBLE, ANY LOW-SPEED MANEUVRES.
- (2) IF THE STATIC PRESSURE SOURCE HEATING IS NOT FUNCTIONING AT ICING CONDITIONS OCCURRENCE (I.E. THE GREEN LIGHT "STATIC HEATING" ON THE ANNUNCIATOR PANEL IS "OFF") SWITCH OVER TO ALTERNATE STATIC PRESSURE SOURCE.

3.25.2 Main spar flange nitrogen pressure drop in flight

If pressure drops below 150 kPa (22 p.s.i.):

- (1) DECREASE THE AIRSPEED BELOW - 86 knots (160 km/h).
- (2) DURING FLIGHT AVOID HIGH "g" MANEUVERS.
- (3) LAND AT THE NEAREST AIRFIELD AS SOON AS PRACTICABLE.

3.25.3 Burned out heat exchanger

If smell of the exhaust gas appears in the cockpit, close cockpit heating and open full ventilation:

- (1) Cockpit heating - TURN "OFF" - ARROW TO THE LEFT
- (2) Ventilation control - PULL "ON"

3.25.4 Lateral control failure

In case of lateral control (ailerons) failure, the AIRCRAFT bank may be by the rudder controlled.

CAUTION:

- (1) AVOID STEEP TURNS, MORE THAN 15°. OF BANK!
- (2) DO NOT EXTEND WING FLAPS!
- (3) DURING LANDING INCREASE AIRSPEED TO 86 knots (160 km/h).

NOTE:

When landing with a lateral control failure, expect the landing distance min. 3300 ft (1000 m)

3.25.5 Longitudinal control failure

Use the longitudinal trim and the engine power to flight, approach and land. Avoid all accidental and abrupt manoeuvres and pitch changes.

NOTE:

When landing with a longitudinal control failure, expect the landing distance min. 3300 ft (1000 m)

3.25.6 Loss of the auxiliary tank cap

When the tank cap of the full auxiliary fuel tank is lost during flight, may occur negligible amount of fuel is lost:

In flight:

Switch "STROBE LIGHTS" - "OFF"

CAUTION:

- (1) DO NOT RETRACT THE WING FLAPS.
- (2) AVOID ANY UNNECESSARY MANOEUVRES, HIGH-SPEED FLIGHTS AND STEEP DESCENT DURING THE REST OF THE FLIGHT.

INTENTIONALLY LEFT BLANK