

EMERGENCY PROCEDURES

Memory items are printed in red.

ENGINE FIRE DURING START/GROUND OPERATIONS

1. Mixture IDLE CUTOFF
2. Fuel Selector Valve OFF
3. Battery, Alternator, Magneto Switches OFF
4. Evacuate Cabin.
5. Extinguish with fire extinguisher if practical.

STARTER ENERGIZED ANNUNCIATOR ILLUMINATED

On The Ground

1. Loadmeter VERIFY STUCK STARTER
2. Battery and Alternator Switches OFF
3. Mixture IDLE CUTOFF
4. Do Not Takeoff.

In Flight

1. Battery and Alternator Switches OFF
2. Land as soon as possible.

**LOW BUS VOLTS/SBY ALT ON
ANNUNCIATORS ILLUMINATED**

1. Verify Loadmeter Switch PRIMARY
2. Loadmeter.....CHECK

If no load indicated:

3. Alternator Switch OFF MOMENTARILY, THEN ON
4. Annunciators and Load.....CHECK

If normal:

5. Continue to use primary alternator.

If abnormal:

6. Primary ALT MASTER Switch OFF
7. Loadmeter Switch Standby
8. Reduce load to less than 100%.
9. Land as soon as practical.

**FAILURE OF BOTH ALTERNATOR
CIRCUITS**

1. Loadmeter..... VERIFY ZERO LOAD IN BOTH
PRIMARY AND SBY POSITIONS
2. Nonessential Electrical Equip OFF
3. Plan to extend landing gear manually.
4. Land as soon as practical.

AVIONICS MASTER SWITCH FAILURE

1. Avionics Master Switch OFF
2. Avionics Power Circuit Breaker..... PULL

ELECTRICAL FIRE OR SMOKE

1. Battery and Alternator Switches OFF
2. Firewall Air Control Knob PULL
3. Ensure fire is out. Use extinguisher if necessary.
4. Ventilate cabin.
5. All Electrical and Avionics Switches OFF
6. Battery and Alternator Switches ON
7. Essential Electrical Equip and Avionics ON
Turn on one at a time. Isolate defective equip.

ELECTRIC PITCH TRIM RUNAWAY

1. Autopilot Disconnect/
Pitch Trim Interrupt Button PUSH AND HOLD DOWN
2. Maintain control of the aircraft.
3. Manual Elevator Trim Wheel RETRIM
4. Pitch Trim and Autopilot Circuit Breakers PULL
5. Pitch Trim Interrupt Button RELEASE

ALTERNATE STATIC AIR SYSTEM

1. Emergency Static Air Source SWITCH TO EMERG
2. Airspeed and Altitude CORRECT AS NECESSARY

ABORTED TAKEOFF

1. Throttle..... CLOSED
2. Braking..... MAXIMUM

If aircraft cannot be stopped on remaining runway:

3. Mixture IDLE CUTOFF
4. Fuel Selector Valve OFF
5. Battery, Alternator, Magneto Switches OFF
6. Ground loop if required.
7. Evacuate as soon as possible.

UNLATCHED DOOR IN FLIGHT

1. Maintain control of the aircraft.
2. Make normal approach and landing.

ENGINE FAILURE IN FLIGHT

1. Maintain control of the aircraft.
2. Pitch.....ESTABLISH FOR 85-110 KIAS
3. Select most favorable landing site.

If sufficient altitude remains to attempt a restart:

4. Fuel Selector ValveSELECT OTHER TANK
5. Aux Fuel Pump HI (TURN BACK OFF IF
NO RESTART)
6. MixtureRICH OR LEAN AS REQ'D
7. Magneto SwitchCHECK LEFT, RIGHT, BOTH
8. Alternate Air T-Handle..... PULL AND RELEASE

If insufficient altitude to attempt a restart, or restart fails:

9. Perform Maximum Glide Configuration or Landing
Without Power checklist, as applicable.

ROUGH RUNNING ENGINE

1. Engine Power..... REDUCE
2. Fuel Selector ValveSWITCH TANKS
3. Aux Fuel Pump LOW
4. MixtureFULL RICH, THEN LEAN AS REQ'D
5. Magneto SwitchCHECK LEFT, RIGHT, BOTH
6. Alternate Air T-Handle..... PULL AND RELEASE

ENGINE FIRE IN FLIGHT

1. Firewall Air Control Knob PULL
2. Fuel Selector Valve OFF
3. MixtureIDLE CUTOFF
4. Battery, Alternator, Magneto Switches..... OFF
5. Do not attempt restart.
6. Perform Emergency Descent, Maximum Glide
Configuration, or Landing Without Power checklist,
as applicable.

EMERGENCY DESCENT

1. Throttle..... IDLE
2. Propeller Control..... FULL FORWARD
3. Landing Gear..... DOWN
4. Flaps..... APPROACH
5. Airspeed..... ESTABLISH 154 KIAS

MAXIMUM GLIDE CONFIGURATION

1. Landing Gear..... UP
2. Flaps..... UP
3. Propeller Control.....PULL FULL AFT
4. Cowl Flaps..... CLOSED
5. Airspeed..... 110 KIAS
6. Air Conditioning OFF
7. Glide distance approx 1.7 nm per 1000 feet of altitude

LANDING WITHOUT POWER

1. Declare emergency.
2. Fuel Selector Valve OFF
3. Mixture IDLE CUTOFF
4. Magneto Switch OFF
5. Brief passengers.
6. Tighten seat belts, secure loose articles, unlatch doors.
7. Flaps..... DOWN
8. Landing Gear..... OPTIONAL
9. Airspeed..... 85 KIAS MINIMUM
10. Battery and Alternator Switches OFF

LANDING GEAR MANUAL EXTENSION

1. **Climb to a safe altitude.**
2. Airspeed..... 120 KIAS Recommended
3. Autopilot..... ON IF AVAILABLE

If autopilot and altitude mode are engaged, airspeed must be closely monitored during the gear extension procedure and power adjusted as needed to maintain a safe airspeed.

4. Landing Gear Motor Circuit Breaker PULL
5. Landing Gear Switch Handle DOWN
6. Seat ADJUST
7. Handcrank ENGAGE AND TURN COUNTER-CLOCKWISE **AS FAR AS POSSIBLE**
(APPROXIMATELY 50 TURNS)
8. Landing Gear Position Lights..... CHECK 3 GREEN

LANDING GEAR RETRACTION AFTER PRACTICE MANUAL EXTENSION

1. Handcrank CHECK STOWED
2. Landing Gear Motor Circuit Breaker IN
3. Landing Gear Switch Handle..... UP

INTENTIONAL LANDING WITH GEAR RETRACTED

1. Throttle..... CLOSED
2. Mixture IDLE CUTOFF
3. Flaps DOWN
4. Battery, Alternator, Magneto Switches..... OFF
5. Fuel Selector Valve OFF
6. Keep wings level during touchdown.
7. Evacuate aircraft as soon as it stops.

PROP OVERSPEED, SPEED RED, SPIN

PROPELLER OVERSPEED

1. Throttle.....RETARD
2. Airspeed....REDUCE UNTIL RPM IS BELOW RED LINE
3. Oil PressureCHECK
4. Land as soon as practical.
5. If engine seizes, perform Maximum Glide Configuration or Landing Without Power checklist, as applicable.

EMERGENCY SPEED REDUCTION

1. Wings..... LEVEL
2. Throttle..... IDLE
3. Landing GearEXTEND

RECOVERY FROM INADVERTENT SPIN

1. Control Coulum..... FULL FORWARD
2. Rudder FULL OPPOSITE TO SPIN DIRECTION
3. Throttle..... IDLE

When rotation stops:

4. ControlsNEUTRALIZE
5. Execute smooth pullout.

KFC 225 AUTOPILOT

- 1 Power Application and Self Test..... OBSERVE
2. Electric Trim Test:
 - a. Left Side of Switch PUSH; NO TRIM,
TURN MANUAL TRIM WHEEL
TO CHECK OVERPOWER
 - b. Right Side of Switch PUSH; NO TRIM,
TURN MANUAL TRIM WHEEL
TO CHECK OVERPOWER
 - c. Trim SwitchRUN AND CHECK DIRECTION;
STOP WITH TRIM INTERRUPT
 - d. Trim SwitchRUN AND CHECK OVERPOWER
WITH MANUAL TRIM WHEEL
3. FD and A/P ENGAGE; CHECK OVERPOWER
WITH CONTROL YOKE
4. A/P Disc Switch PUSH
5. Manual Trim WheelSET FOR TAKEOFF

FLIGHT CONFIGURATIONS

FLIGHT CONFIGURATIONS

Operation	IAS	MAP	RPM	Gear	Flap	Pitch	Trim
Takeoff	75	Max	2700	down	up	7-10°	3-6°u
Cruise Climb	110	Max/25	2500	up	up	5°	5°u
Cruise	150	Max/23	2300	up	up	0°	0°
Cruise Descent	150	15 min	2300	up	up	-1°	0°
High Speed Transition	150	20	2300	up	up	0°	0°u
Approach Configuration	110	17	2300	up	appr	2°	5°u
ILS (3°)	110	17	2300	down	appr	-1°	5°u
Non-Precision	110	15	2300	down	appr	-2°	5°u
MDA Leveloff	110	22	2300	down	appr	1°	5°u
Transition to Landing	80	decr	full	down	full	as req	as req

EXTERNAL POWER START

1. Line Personnel.....BRIEFED
 - a. EPU..... OFF BEFORE CONNECTING
 - b. Voltage SET 27.0 to 28.5 VOLTS
 - c. EPU..... ON, OFF, AND DISCONNECT AT
PILOT'S DIRECTION
2. Battery Switch..... ON; CHECK BATTERY
MASTER RELAY CLOSED
Battery must have enough charge to close master relay.
3. Alternator Switch OFF
4. All Electrical Switches and Avionics OFF
5. External Power Unit CONNECT, THEN ON,
CHECK VOLTAGE
6. Engine.....START USING APPROPRIATE TECHNIQUE
7. Throttle.....1,000 TO 1,200 RPM
8. Oil PressureCHECK
9. Starter Energized Annunciator OFF
10. External Power UnitOFF AND DISCONNECT
11. Alternator ON
12. Alternator Load/Bus VoltsCHECK
13. Low Bus Volts Annunciator OFF
14. Instrument Air PressureCHECK

PRE HEAT

When OAT<20F for >2 hrs

1. Apply Heat Directly toOil Sump, Oil Filter, Oil Cooler,
Cylinders for min. 30 min.
2. On Start 1,000 RPM MAX
Oil Pres <100 PSI
3. Warm up <1,700 RPM Until
Oil Temp >24C, Oil Pres 30-60 PSI
4. Takeoff When Oil Temp >38C and
Oil Pres <60 PSI at 2,500 RPM

STANDBY ALTERNATOR

1. Bat, Alt, Sby Alt Master SwitchesVERIFY ON
2. Primary Alt Master Switch OFF
3. Sby Alt On Annunciator ILLUMINATED
4. Loadmeter SwitchSTANDBY
5. Loadmeter.....CHECK
6. Loadmeter Switch PRIMARY
7. Throttle..... 1000 to 1200 RPM
8. Low Bus Volt Annunciator ON
9. Primary Alt Master Switch ON
10. Loadmeter.....CHECK
11. Sby Alt On and
Low Bus Volts Annunciators EXTINGUISHED

STANDBY GYRO

1. Battery Switch.....ON
2. Gyro Warn AnnunciatorCHECK
3. Sby Gyro Press Switch ON
4. Sby Gyro Press AnnunciatorCHECK
EXTINGUISHED
5. Instrument Air PressureCHECK
6. Sby Gyro Press Switch OFF
7. Battery Switch..... OFF

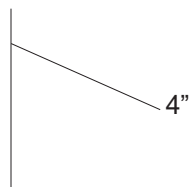
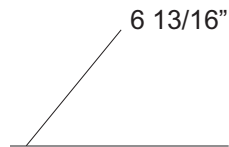
MANUAL LEANING, ELECTRICAL LOADS

MANUAL LEANING

Altitude	Fuel Flow	Fuel Flow
	2700 rpm	2500 rpm
SL	25.7 gph	23.7 gph
2000	25.7	23.7
4000	25.1	23.1
6000	24.0	22.0
8000	22.4	20.4
10,000	20.9	18.9
12,000	19.6	17.6
14,000	18.8	16.8
16,000	17.9	15.9

ELECTRICAL LOADS

Prop De-Ice	14 amps
Air Conditioning	7
Sby Gyro Pressure	11
Autopilot	5
Beacon	3
Landing Light	7
Avionics Stack	7
Strobe Light	4
Pitot Heat	5
Vent Blower	4
Aux Fuel Pump	4



BALKED LANDING

BALKED LANDING

1. Power (T/P/M)..... FULL
2. Airspeed..... 80 KIAS Until Clear of Obstacle
3. Airspeed..... 100 KIAS
4. Flaps..... UP (0 deg)
5. Gear..... RETRACT
6. Cowl Flaps..... OPEN