

INADVERTENT ICING ENCOUNTER

1. Pitot Heat Switch -- ON.
2. Turn back or change altitude to obtain an outside air temperature that is less conducive to icing.
3. Cabin Heat -- ON.
4. Defroster -- OPEN.
5. Engine -- INCREASE RPM/ VARY RPM.
5. Carburetor Heat -- AS REQUIRED (Lean the mixture for maximum RPM, if carburetor heat is used continuously).
6. Plan a landing at the nearest airport. With an extremely rapid ice build-up, select a suitable emergency landing site.

WARNING

With an ice accumulation on the wing leading edges, be prepared for a significantly higher stall speeds.

7. Airspeed -- HIGHEST PRACTICAL.
8. Flaps -- UP (Do NOT attempt to lower flaps).
9. Use a forward slip, if necessary, for improved approach visibility.
10. Approach Airspeed -- HIGHEST PRACTICAL.
11. Land in a slightly nose high attitude.

LANDING WITH A FLAT MAIN TIRE

1. Wing Flaps -- AS DESIRED.
2. Approach -- NORMAL.
3. Land in a slightly nose high attitude.
4. Touchdown—GOOD TIRE FIRST hold airplane off flat tire as long as possible with aileron control.

LANDING WITH A FLAT NOSEWHEEL TIRE

1. Wing Flaps -- AS DESIRED.
2. Approach -- NORMAL.
3. Land in a slightly nose high attitude.
4. Touchdown -- Hold nose wheel off runway as long as possible
5. Brakes -- Use brakes cautiously, allow aircraft to roll to a stopl.

PRECEDENCE PRIMARY EMERGENCY CHECKLIST

AMMETER INDICATES DISCHARGE

1. Alternator Circuit Breaker -- CHECK /RESET.

NOTE

If Alternator Circuit Breaker tripped, wait 15 seconds to reset it.

2. Field Circuit Breaker -- CHECK
3. Alternator – OFF (If Field Circuit Breaker is tripped).
4. Nonessential Radio and Electrical Equipment -- OFF.
5. Flight -- TERMINATE as soon as practical.

NOTE

Ammeter discharge indications may occur during low RPM conditions, such as during a low RPM taxi or idle. Under these circumstances, normal indications should resume at higher RPM.

PRECAUTIONARY EMERGENCY CHECKLIST