

# EMERGENCY CHECKLIST for N11HC

## OFF AIRPORT LANDING

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- Airspeed / AOA ..... Vg (2G-1Y ~85 K)
- Best Field ..... Into Wind
- 3 Power Knobs ..... Aft
- Fuel Selector ..... Off
- Flaps ..... As Required
- Slip ..... As Required
- Mags ..... Off
- Talk ..... Emergency
- Squawk ..... 7700
- Seat Belts ..... Tight
- High Key / Low Key ..... Set (if possible)
- Master Switch ..... Off
- ELT ..... Activate

## ENGINE FAILED OR FAILING - Time to Analyze

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Maintain Aircraft Control

Analyze the situation and take proper action

Land as soon as practicable

- Airspeed /AOA ..... Vg (2G-1Y ~85 K)
- Best Field ..... GPS Nearest / Into Wind
- Fuel Pump ..... On
- Throttle ..... 1/4 Open
- Mixture & RPM Knobs ..... Full Forward
- Fuel Selector ..... Change
- Mags ..... Change
- Engine Instruments ..... Check
- Talk ..... Emergency
- Squawk ..... 7700
- Seat Belts ..... Tight
- Refer to "OFF AIRPORT LANDING " (If Required)
- Land ..... ASAP

# EMERGENCY CHECKLIST for N11HC

## ABORTS

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Maintain Aircraft Control

Analyze the situation and take proper action

Land as soon as practicable

### ABORT TAKEOFF - WHILE ON RUNWAY

- Throttle ..... Idle
- Brakes ..... Apply
- Flaps ..... Retract
- Mixture ..... Idle Cutoff
- Master Switch ..... Off
- Mags ..... Off
- Fuel Selector ..... Off

### ABORT AFTER TAKEOFF - LAND ON RUNWAY

- DIVE ..... Vg (2G-1Y ~85 K)
- Throttle ..... Idle
- Flaps ..... Full
- Slip ..... If Necessary
- Brakes ..... Apply
- Mixture ..... Idle Cutoff
- Master Switch ..... Off
- Mags ..... Off
- Fuel Selector ..... Off

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## FIRE

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Maintain Aircraft Control

Analyze the situation and take proper action

Land as soon as practicable

### ENGINE FIRE - During Start

- If Engine is **NOT Running**
  - Continue Cranking with Starter
- Mixture ..... Idle Cutoff
- Throttle ..... Full Open
  - Fuel Selector ..... Off
  - If Still on Fire .....Use Extinguisher
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- If Engine **IS Running**
  - Continue Running for a few Seconds then Shutdown.
  - Mixture..... Idle Cutoff
  - Throttle ..... Full Open
  - Fuel Selector ..... Off
  - If Still on Fire .....Use Extinguisher

### ENGINE FIRE - In Flight

- Fuel Selector..... Off
- 3 Power knobs ..... Aft
- Heat/Defrost & Air Vents..... Off
- ADI Backup Battery ..... On (If IMC)
- Master Switch ..... Off

The G3X's and AOA will become inoperative with the battery and alternators off. Only the standby instruments will be available.

- Prop ..... Stop (If Possible)
- Door.....Jettison (if Required)
- Refer to "OFF AIRPORT LANDING - NO POWER" (If Required)

### CABIN / WING FIRE - In Flight

- Vents, Heat/Defrost ..... Closed
- ADI Backup Battery ..... On (If IMC)
- Master Switch ..... Off

The G3X's and AOA will become inoperative with the battery and alternators off. Only the standby instruments will be available.

- Attitude ..... Slip
- Fire Extinguisher..... Activate
- Land..... ASAP

# EMERGENCY CHECKLIST for N11HC

## ELECTRICAL SMOKE OR FIRE – On Ground

- All Electrical Switches ..... Off
- Mixture ..... Full Lean
- Extinguisher ..... Use It

## ELECTRICAL SMOKE OR FIRE – In Flight

- Heat / Defrost ..... Off
- ADI Backup Battery ..... On (If IMC)
- Master Switch ..... Off

The G3X's and AOA will become inoperative with the battery and alternators off. Only the standby instruments will be available.

- All Electrical Switches ..... Off
- Speed ..... <80 Knots
- Air Vents ..... Open (maybe)
- Fire Extinguisher ..... Use if Possible
- Door ..... Jettison (if Required)
- Slip ..... If Necessary

If smoke or fire ceases and equipment is necessary, individually restore only the required electrical equipment - one system at a time.

- Flap Switches ..... Off (Centered)
- Rocker Switches & CB's ..... Off & Pull
- Battery ..... On
- Standby Alternator ..... On
- Required Electrical Equip. .... One-at-a-time
- Land ..... As Soon As Practical

# EMERGENCY CHECKLIST for N11HC

## ENGINE PROBLEMS

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### OIL – PRES LOW, TEMP NORMAL

Maybe the oil pressure gauge or relief valve is malfunctioning.

- Engine Power ..... Set Then Leave Alone
- Land..... ASAP
- Refer to.....Off Airport Landing

### OIL – PRES LOW, TEMP HIGH

- Imminent Engine Failure.....Suspect
- Engine Power ..... Set Then Leave Alone
- Refer to.....Off Airport Landing

### ROUGH RUNNING ENGINE -- Suddenly

If it came on SUDDENLY, suspect a mag problem

- Mag Switch ..... Choose Best Power
- Power Settings..... Change
- Mixture..... Enrich
- Land..... ASAP

### ROUGH RUNNING ENGINE -- Slowly

If it came on SLOWLY, suspect a fouled spark plug

- Mag Switch ..... Choose Best Power
- Mixture..... Lean Aggressively
- Problem Continues .....Land

A rough engine may be caused by a bad magneto, induction problems, improper leaning, plug fouling, fuel starvation, water in the fuel, etc.

## ELECTRICAL OR AUTOPILOT

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### MAIN ALTERNATOR FAILURE

Zero amps and battery voltage indicates an ALT failure

- Standby Alternator .....On
- Main Alternator .....Off Momentarily then On
- If Output is Restored..... Continue
- If Output is NOT restored..... Main Alternator - OFF
- Nonessential Equipment..... OFF (as required)
- Standby Alternator .....Monitor
- Land..... ASAP

### AUTOPILOT MALFUNCTION

The Autopilot can be disconnected by:

- Ctl Stick Disconnect Button..... Press
- Autopilot Rocker Switch..... Press
- Autopilot Circuit Breaker .....Pull

# EMERGENCY CHECKLIST for N11HC

## ADC or AHRS FAILURE

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The Attitude and Heading Reference System (AHRS) performs attitude, heading, and vertical acceleration calculations for the G3X System, utilizing GPS, magnetometer, and air data in addition to information from its internal sensors. Attitude and heading information are updated on the PFD while the AHRS receives appropriate combinations of information from the external sensor inputs.

Loss of GPS, magnetometer, or air data inputs is communicated to the pilot by message advisory alerts. Any failure of the internal AHRS inertial sensors results in loss of attitude and heading information (indicated by red X flags over the corresponding flight instruments).

If GPS input fails, the AHRS can continue to provide attitude and heading information to the PFD as long as magnetometer and airspeed data are available and valid.

If the magnetometer input fails, the AHRS continues to output valid attitude information; however, the heading output on the PFD Page is flagged as invalid with a red X.

Failure of the air data input has no effect on the AHRS output while AHRS is receiving valid GPS information. Invalid/unavailable airspeed data in addition to GPS failure results in loss of all attitude and heading information. Likewise, loss of magnetometer(heading) data, in combination with loss of GPS data results in a loss of all attitude and heading information.

# EMERGENCY CHECKLIST for N11HC

## DESCENTS

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### EMERGENCY DESCENT

- Throttle ..... Idle
- Propeller ..... In -- High RPM
- Flaps ..... Full Down
- Airspeed ..... 122 knots

### GLIDE

- Throttle ..... As Required
- Propeller ..... Aft - Low RPM
- Flaps ..... Up
- AOA / Airspeed ..... As Required
  - Best Glide Range ..... Vy, 2G, 109 K
  - Best Glide Endurance ..... Vg, 2G-1Y, 85 K,



### SPIRAL DIVES

- Throttle ..... Idle
- G ..... Unload
- Wings ..... Level
- Aircraft Pitch ..... Level

# EMERGENCY CHECKLIST for N11HC

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## PRE-SPIN

- Rudder ..... FULL TOP
- Stick ..... Normal Stall Recovery

## SPINS

Intentional spins are prohibited in the Glasair Super II-S FT.

- Rudder ..... FULL Opposite Rotation
- Stick ..... Neutral

(FULL AFT for developed spin)

- Power ..... Off
- Flaps ..... Up

### As Rotation Stops

- Rudder ..... Neutralize
- Stick ..... Release or Neutralize
- Dive ..... Recover
- AOA ..... Use it
- G ..... +6 / -4