

CHAPTER 3

EMERGENCY PROCEDURES

CONTENTS

3.1. Engine Failure during Take-off Run	3 - 3
3.2. Engine Failure after Take-off.....	3 - 3
3.3. Engine Failure in Flight	3 - 4
3.4. Engine Starting in Flight.....	3 - 4
3.4.1. Engine Starting by Electric Starter.....	3 - 5
3.4.2. Engine Starting without Electric Starter	3 - 6
3.5. Landing Emergency	3 - 7
3.5.1. Safety Landing with Engine Power	3 - 7
3.5.2. Emergency Landing without Engine Power	3 - 7
3.6. Engine Compartment Fire	3 - 8
3.6.1. Engine Fire on the Ground	3 - 8
3.6.2. Engine Fire in Flight	3 - 8
3.7. Cockpit Fire.....	3 - 9
3.7.1. Cockpit Fire on the Ground	3 - 9
3.7.2. Cockpit Fire in Flight.....	3 - 9
3.8. Canopy Emergency Jettisoning.....	3 - 10
3.8.1. Canopy Emergency Jettisoning in Flight	3 - 10
3.8.2. Canopy Emergency Jettisoning on the Ground	3 - 10
3.9. Bail out	3 - 11
3.10. Unintentional Spin Recovery	3 - 12
3.11. Annunciator Lights Warning - Procedures	3 - 12
3.11.1. Oil Pressure Loss	3 - 12
3.11.2. Stall Warning Inactive	3 - 13

3.11.3.	Fuel Low Level (left, right tank)	3 - 13
3.11.4.	Generator Failure	3 - 14
3.12	Electric Power Supply Failure	3 - 15
3.12.1.	Failure of One Electrical Circuit only	3 - 15
3.12.2.	Total Electric Power Supply Failure.....	3 - 15
3.12.3.	Audio Control Console Failure	3 - 15
3.13	Flight in Icing Conditions.....	3 - 16
3.14	Main Spar Flange Nitrogen Pressure Loss	3 - 17
3.15	Burned Out Heat Exchanger	3 - 17
3.16	Lateral Control Failure	3 - 17
3.17	Longitudinal Control Failure.....	3 - 18
3.18	Static Pressure Source Failure.....	3 - 18
3.19	Loss of the Auxiliary Tank Cap	3 - 19

3. EMERGENCY PROCEDURES

CAUTION

IF EMERGENCY PROCEDURES REQUIRE THE **MASTER SWITCH** BE TURNED "OFF", THE ACOUSTIC WARNING SIGNAL BECOMES INOPERATIVE AND ALSO THE TURN-AND-BANK INDICATOR AND THE AUXILIARY "MAP" LIGHT ARE OUT OF OPERATION.

NOTE

Airspeeds described this Chapter 3 are IAS.

3.1. ENGINE FAILURE DURING TAKE-OFF RUN

- | | |
|--------------------|------------------------|
| 1) Throttle | - PULL - IDLE POWER |
| 2) Brakes | - AS REQUIRED |
| 3) Obstacles | - AVOID FRONTAL IMPACT |
| 4) Mixture | - PULL - "MAX. WEAK" |
| 5) Fuel valve | - "OFF" |
| 6) Ignition Switch | - "OFF" |
| 7) "MASTER SWITCH" | - "OFF" |

3.2. ENGINE FAILURE AFTER TAKE-OFF

(Landing with engine stopped)

- | | |
|--------------------|-------------------------------------|
| 1) Airspeed | - MAINTAIN MIN. 78 knots (145 km/h) |
| 2) Flaps | - AS REQUIRED |
| 3) Obstacles | - AVOID FRONTAL IMPACT |
| 4) Mixture | - PULL - "MAX. WEAK" |
| 5) Fuel valve | - "OFF" |
| 6) Ignition Switch | - "OFF" |
| 7) "MASTER SWITCH" | - "OFF" |

NOTE

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

3.3. ENGINE FAILURE IN FLIGHT

- | | | |
|----|-----------------------------|--------------------------------------------------------------------------------------------------------------|
| 1) | Airspeed | - MAINTAIN MIN. 78 knots (145 km/h) |
| 2) | Fuel valve | - CHECK "L + R" OR THE FULLEST TANK |
| 3) | Switch " FUEL PUMP " | - "ON" |
| 4) | Mixture | - PUSH - MAX. RICH |
| 5) | Ignition switch | - CHECK " BOTH " |
| 6) | Altitude | - PERFORM ENGINE STARTING IN FLIGHT
PROCEDURE (Sect. 3.4.) OR EMERGENCY
LANDING PROCEDURE (Sect. 3.5.) |

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 PERMITS).

NOTE

Optimum gliding ratio 10 (See Sect. 5.10) in category **N** is obtained at the airspeed 81 knots (150 km/h) and with flaps "**RETRACTED**".

Optimum gliding ratio 10 (See Sect. 5.10) in category **U** is obtained at the airspeed 76 knots (141 km/h) and with flaps "**RETRACTED**".

3.4. ENGINE STARTING IN FLIGHT

WARNING

IF THE MOTOR IS NOT RESTARTED BEFORE THE AIRPLANE REACHES A MINIMUM SAFE ALTITUDE, PERFORM THE EMERGENCY LANDING PROCEDURE.

3.4.1. Engine Starting by Electric Starter

This procedure is used when the propeller has stopped.

CAUTION

BEFORE STARTING PERFORM PROCEDURES OF SECTION 3.3 "ENGINE FAILURE IN FLIGHT".

- | | | |
|----|--------------------------------------|--------------------|
| 1) | Switches " COMM/NAV 1 and 2 " | - "OFF" |
| 2) | Throttle | - MAX. ¼ OPEN |
| 3) | Propeller | - PUSH - MAX. RPM |
| 4) | Mixture | - PULL - MAX. WEAK |
| 5) | Ignition switch | - " START " |
| | <u>After the engine started</u> | - " BOTH " |
| 6) | Mixture | - PUSH - MAX. RICH |
| 7) | Engine speed | - AS REQUIRED |
| 8) | Switches " COMM/NAV 1 and 2 " | - "ON" |
| 9) | Engine instruments | - CHECK |

NOTE

It is on the pilot's decision to skip steps 1) and 8) due to the lack of time or an increased danger.

3.4.2. Engine Starting without Electric Starter

This procedure is used, when the propeller turning or engine starting without starter.

CAUTION

BEFORE STARTING PERFORM PROCEDURES OF SECTION 3.3 "ENGINE FAILURE IN FLIGHT".

- 1) Switches **"COMM/NAV 1 and 2"** - "OFF"
- 2) Throttle - MAX. ¼ OPEN
- 3) Propeller - PUSH - MAX. RPM
- 4) Airspeed
 - a) the propeller is turning - MAINTAIN 78 knots (145 km/h)
 - b) the propeller has stopped - INCREASE AIRSPEED UNTIL PROPELLER BEGINS TO TURN
- 5) Ignition switch - CHECK - **"BOTH"**
After the engine started
- 6) Engine speed - AS REQUIRED
- 7) Switches **"COMM/NAV 1 and 2"** - "ON"
- 8) Engine instruments - CHECK

WARNING

AT ENGINE STARTING WITHOUT THE STARTER A LOSS OF ALTITUDE OF ABOUT 2000 ft. ENGINE STARTING MUST BE COMPLETED IN THE SAFE ALTITUDE ABOVE GROUND.

NOTE

The airspeed must be increased up to 135 ÷ 140 knots (250 ÷ 260 km/h) to restart the propeller running.

It is on the pilot's decision to skip steps 1) and 7) due to the lack of time or an increased danger.

3.5. LANDING EMERGENCY**3.5.1. Safety Landing with Engine Power**

- | | | |
|----|------------------------|------------------------------------------------------------------------------------------|
| 1) | Airspeed | - 73 knots (135 km/h) IN CATEGORY U
- 78 knots (145 km/h) IN CATEGORY N |
| 2) | Landing emergency area | - SELECT SUITABLE FIELD |
| 3) | Landing direction | - OBSERVE THE WIND ON GROUND |
| 4) | Safety belts | - TIGHTEN |
| 5) | Wing flaps | - AS REQUIRED |
| 6) | Landing manoeuvre | - LAND |

3.5.2. Emergency Landing without Engine Power

- | | | |
|-----|------------------------|---------------------------------|
| 1) | Airspeed | - 76 ÷ 81 knots (141 ÷ 150km/h) |
| 2) | Landing emergency area | - SELECT SUITABLE FIELD |
| 3) | Landing direction | - OBSERVE THE WIND ON GROUND |
| 4) | Mixture | - PULL - "MAX. WEAK" |
| 5) | Fuel valve | - "OFF" |
| 6) | Ignition switch | - "OFF" |
| 7) | "MASTER SWITCH" | - "OFF" |
| 8) | Safety belts | - TIGHTEN |
| 9) | Wing flaps | - AS REQUIRED |
| 10) | Landing manoeuvre | - LAND |

NOTE

It is on the pilot's decision to choose another procedure according to the actual situation and field configuration.

In case of the canopy slide blocking (after crash landing), use canopy emergency release to escape.

In case of airplane 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 support by hand against the cockpit roof.

3.6. ENGINE COMPARTMENT FIRE

WARNING

DO NOT RESTART THE ENGINE AFTER FIRE IS EXTINGUISHED!

3.6.1. Engine Fire on the Ground

- | | |
|---------------------------|------------------------------------|
| 1) Fuel valve | - "OFF" |
| 2) Throttle | - PUSH - MAX. |
| 3) Mixture | - PULL - "MAX. WEAK" |
| 4) "MASTER SWITCH" | - "OFF" |
| 5) Ignition switch | - "OFF" |
| 6) Crew | - ABANDON AIRPLANE |
| 7) Fire extinguisher | - TAKE OUT AND START EXTINGUISHING |

3.6.2. Engine Fire in Flight

- | | |
|---------------------------|-----------------------------|
| 1) Fuel valve | - "OFF" |
| 2) Throttle | - PUSH - MAX. |
| 3) Mixture | - PULL - "MAX. WEAK" |
| 4) "MASTER SWITCH" | - "OFF" |
| 5) Ignition switch | - "OFF" |
| 6) Ventilation | - PUSH - "OFF" |
| Heating | - "OFF" (ARROWS POINT LEFT) |
| 7) Landing manoeuvre | - DO LANDING EMERGENCY |

WARNING

IF FIRE CONTINUES AND THE CREW IS EQUIPPED WITH PARACHUTES, BAIL OUT THE AIRPLANE BY PARACHUTES.

3.7. COCKPIT FIRE**3.7.1. Cockpit Fire on the Ground**

- | | |
|----------------------|------------------------------------|
| 1) Throttle | - PULL - IDLE POWER |
| 2) Fuel valve | - "OFF" |
| 3) Mixture | - PULL - "MAX. WEAK" |
| 4) "MASTER SWITCH" | - "OFF" |
| 5) Ignition switch | - "OFF" |
| 6) Crew | - ABANDON AIRPLANE |
| 7) Fire extinguisher | - TAKE OUT AND START EXTINGUISHING |

3.7.2. Cockpit Fire in Flight

- | | |
|------------------------------------|-----------------------------------------------|
| 1) Fire source | - IDENTIFY |
| 2) "MASTER SWITCH" | - "OFF" (IN CASE OF ELECTRICAL SYSTEM FIRE) |
| 3) Ventilation
Heating | - PUSH - "OFF"
- "OFF" (ARROW POINTS LEFT) |
| 4) Fire extinguisher | - TAKE OUT AND START EXTINGUISHING |
| <u>After fire is extinguished:</u> | |
| 5) Ventilation | - PUSH - "OFF" |
| 6) Landing manoeuvre | - LAND THE AS SOON AS POSSIBLE |

WARNING

DO NOT TRY TO OPERATE THE FAILED SYSTEM AGAIN!

VENTILATION DURING THE COCKPIT FIRE CAN INCREASE THE FIRE INTENSITY.

IF FIRE CONTINUES AND THE CREW IS EQUIPPED WITH PARACHUTES, BAIL OUT THE AIRPLANE BY PARACHUTES.

NOTE

It is on the pilot's decision to choose different action according to fire nature and fire intensity.

If the any electrical circuit has been identified as the source of fire, switch this circuit "OFF" by appropriate circuit switch and switch the "**MASTER SWITCH**" "ON" again.

3.8. CANOPY EMERGENCY JETTISONING

Canopy emergency jettisoning is used:

- in case that bail out by parachute
- after emergency landing, when reach to deformation of the airplane fuselage, so canopy sliding mechanism prevent normal opening
- in other cases of emergency.

3.8.1. Canopy Emergency Jettisoning in Flight

- | | | |
|----|------------------------------------------------------------------------|---------------------------------------|
| 1) | Emergency canopy release handle
(on the cockpit left or right side) | - PULL |
| 2) | Sliding part of canopy | - REMOVE
(handle pressure upwards) |

WARNING

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

3.8.2. Canopy Emergency Jettisoning on the Ground

- | | | |
|----|------------------------------------------------------------------------|----------|
| 1) | Sliding canopy lock | - OPEN |
| 2) | Emergency canopy release handle
(on the cockpit left or right side) | - PULL |
| 3) | Sliding canopy | - REMOVE |

3.9. BAIL OUT

- | | | |
|-----|------------------------------------------------------------------------|------------------------------------------------|
| 1) | Direction of airplane | - UNSETTLED AREA |
| 2) | Mixture | - PULL - "MAX. WEAK" |
| 3) | Fuel valve | - "OFF" |
| 4) | "MASTER SWITCH" | - "OFF" |
| 5) | Ignition switch | - "OFF" |
| 6) | Emergency canopy release handle
(on the cockpit left or right side) | - PULL |
| 7) | Canopy emergency jettisoning | - REMOVE (handle pressure upwards) |
| 8) | Headset | - THROW OUT THE COCKPIT |
| 9) | Safety belts | - RELEASE (throw the shoulder belts backwards) |
| 10) | Cockpit | - BAIL OUT |

WARNING

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

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

NOTE

Actions 1) ÷ 5) may be deleted in case of increased emergency and lack of time.

It is the pilot's decision to choose different procedure according to the actual situation and conditions.

3.10. UNINTENTIONAL SPIN RECOVERY

- | | | |
|----|---------------------|------------------------------------------------------------|
| 1) | Throttle control | - PULL - IDLE |
| 2) | Flaps - if extended | - RETRACT |
| 3) | Rudder | - FULL DEFLECTION OPPOSITE TO THE
DIRECTION OF ROTATION |
| 4) | Elevator | |
| | a) at normal spin | - PUSH |
| | b) at inverted spin | - PULL |

After rotation has stopped:

- | | | |
|----|----------|----------------------------|
| 5) | Rudder | - NEUTRAL |
| 6) | Airplane | - RECOVER FROM DIVE FLIGHT |
| 7) | Mixture | - 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.

3.11. ANNUNCIATOR LIGHTS WARNING - PROCEDURES**3.11.1. Oil Pressure Loss**

Red light "**OIL PRESS LOSS**" - **ON** informs the pilot, that oil pressure is below minimum operating limit 170 kPa (25 p.s.i.).

In case of red light "**OIL PRESS LOSS**" - "**ON**":

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

WARNING

IF THE OIL PRESSURE INDICATED ON THE OIL PRESSURE GAUGE REMAINS UNDER LOWER LIMIT AFTER AN ENGINE SPEED INCREASE, PERFORM 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).

3.11.2. Stall Warning Inactive**WARNING**

THE YELLOW "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 LOW SPEED MANEUVRRES.

3.11.3. Fuel Low Level (left, right tank)

For aircrafts up to S/N 0052 incl.:

If the yellow "**L FUEL LOW LEVEL**" or "**R FUEL LOW LEVEL**" warning light is "ON", then remaining usable fuel quantity in appropriate tank is about 3 litres (0,8 US.gal) of usable fuel (cca approximately 4 minutes of flight in economical power setting).

For aircrafts from S/N 0053 incl.:

If the yellow "**L FUEL LOW LEVEL**" or "**R FUEL LOW LEVEL**" warning light is "ON", then remaining usable fuel quantity in appropriate tank is about 8 litres (1,9 US.gal) of usable fuel (cca approximately 10 minutes of flight in economical power setting).

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

CAUTION

THE "L FUEL LOW LEVEL" or "R FUEL LOW LEVEL" LIGHT IN ANNUNCIATOR LIGHTS IS OUT IN CASE OF "**FLIGHT INSTR**" SWITCH IS "OFF" OR FLIGHT INSTRUMENT CIRCUIT FAILURE (ATTITUDE GYRO AND DIRECTIONAL GYRO).

For aircrafts from S/N 0053 incl.

IN CASE OF OF THE ENGINE INSTRUMENTS CIRCUIT FAILURE OR AT SWITCHING-OFF THE “**ENGINE INSTR.**” SWITCH, THE ANNUNCIATORLIGHTS “**L FUEL LOW LEVEL**” AND “**R FUEL LOW LEVEL**” ARE ON, WITHOUT REFERENCE TO ACTUAL MAIN TANKS FUEL QUANTITY.

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**” IS ON, WITHOUT REFERENCE TO ACTUAL FUEL QUANTITY OF RELEVANT MAIN TANK.

3.11.4. 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 ÷ 1500 RPM (acc. to the load a network) and yellow annunciator light “**GENERATOR**” is “ON” proceed subsequently:

WARNING

DO NOT SWITCH “OFF” THE MASTER SWITCH!

- | | |
|--------------|-----------------------|
| 1) V-A meter | - CHECK CURRENT LEVEL |
|--------------|-----------------------|

If V-A meter indicates the current drain from battery to the network (the V-A meter pointer indicates “upwards” from zero „-“):

- | | |
|-------------------------------------------------------------------|-----------------------------------------------------------|
| 2) “ GENERATOR ” circuit switch | - “OFF” |
| 3) Electrical appliances nor absolutely necessary for safe flight | - SWITCH “OFF” |
| 4) Landing maneuvers | - LAND WITHIN 30 MINUTES AT THE NEAREST SUITABLE AIRPORT. |

CAUTION

AFTER THE FLIGHT WITH FAILURE OF GENERATOR BATTERY MUST BE CHECKED AND MAINTAINED BEFORE NEXT FLIGHT.

NOTE

If there is an indicator of current outflow from electric network to the battery (the needle reads less than zero), turn off the **BATTERY** switch and finish the flight or land on the nearest suitable airport.

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.

Turn-and Bank Indicator a Map Lamp (feeding from the emergency power source) will be after re-switching the “**MASTER SWITCH**” “ON”

In case of excessive network loading with low engine speed, the **GENERATOR** signalling element can glimmer. This is not considered a failure.

3.12. **ELECTRIC POWER SUPPLY FAILURE**

3.12.1. **Failure of One Electrical Circuit only**

For aircrafts up to S/N 0045 incl.:

- | | |
|---------------------------------|--------------------------------|
| 1) The pertinent circuit switch | - SWITCH “OFF” AND SWITCH “ON” |
|---------------------------------|--------------------------------|

If the circuit is not activated:

- | | |
|-------------------------|-----------|
| 2) The appropriate fuse | - REPLACE |
|-------------------------|-----------|

For aircrafts from S/N 0046 incl.

- | | |
|----------------------------------|--------------------------------|
| 1) The pertinent circuit breaker | - SWITCH “OFF” AND SWITCH “ON” |
|----------------------------------|--------------------------------|

If the circuit is not activated:

- | | |
|-------------------------|-----------|
| 2) The appropriate fuse | - REPLACE |
|-------------------------|-----------|

NOTE

If the device is still not working, the flight termination depends on general rules, flight conditions and pilot’s decision.

3.12.2. **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 Auxiliary “Map” light, is activated automatically. The activation and correct turn-bank indicator function is indicated by the green signalling light adjacent to the Indicator, marked by "EMERG. SOURCE" placard.

NOTE

The emergency power source can be switched “OFF” with the “**MASTER SWITCH**”.

When the emergency battery is charged to optimal capacity and maintained properly, operating time of the turn-and-bank indicator(s) and the auxiliary “map” light, fed from this emergency power source should be as of 1 hour.

3.12.3. Audio Control Console Failure

If the Audio Control Console fail, it may be alternative method switched "ON" by COMM/NAV Transceiver I and "ON" monitoring NAV 1 and ADF:

- 1) Audio Control Console - SELECT "**COMM 1**"
- 2) **EMERGENCY SWITCH "COMM 1"** - "ON"

If NAV 1 and ADF signals should be monitored:

- 3) **EMERGENCY SWITCH "ADF/NAV"** - "ON"

3.13. FLIGHT IN ICING CONDITIONS

CAUTION

FLIGHT INTO KNOWN ICING CONDITIONS IS PROHIBITED!

If icing conditions occur in flight, then:

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

Recommendation for landing with ice:

- Avoid steep turns.
- Wing flaps leave in the **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.
- In the course of flare-out avoid quick changes in pitch.
- Landing distance with icing may be increased.

CAUTION

IF THE TOTAL PRESSURE PROBE HEATING IS NOT FUNCTIONING (AT ICING CONDITIONS OCCURRENCE) (I.E. THE GREEN LIGHT "PITOT HEATING" OF 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.

IF THE STATIC PRESSURE SOURCE HEATING IS NOT FUNCTIONING (AT ICING CONDITIONS OCCURRENCE) (I.E. THE GREEN LIGHT "STATIC HEATING" OF THE ANNUNCIATOR PANEL IS "OFF") - SWITCH OVER TO ALTERNATE STATIC PRESSURE SOURCE.

3.14. MAIN SPAR FLANGE NITROGEN PRESSURE LOSS

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

- | | |
|--------------------------------------|----------------------------------------|
| 1) Airspeed | - DECREASE TO 86 knots (160 km/h) |
| 2) Flight with high "g" maneuvers | - DO NOT PERFORMED |
| 3) Landing maneuvers | - LAND AT THE NEAREST SUITABLE AIRPORT |

3.15. BURNED OUT HEAT EXCHANGER

If smell of the exhaust gas appears in the cockpit:

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

3.16. LATERAL CONTROL FAILURE

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

CAUTION

AVOID STEEP TURNS, MORE THAN 15° OF BANK.

INCREASE AIRSPEED TO 86 knots (160 km/h) DURING LANDING.

DO NOT EXTEND WING FLAPS.

NOTE

When landing with a lateral control failure, use the longest accessible runway.

3.17. LONGITUDINAL CONTROL FAILURE

Use the longitudinal trim and the engine power to flight, approach and landing.

CAUTION

AVOID ALL ACCIDENTAL AND ABRUPT MANEUVRRES AND PITCH CHANGES.

NOTE

When landing with a longitudinal control failure, use the longest accessible runway.

3.18. STATIC PRESSURE SOURCE FAILURE

In case that the altimeter and vertical speed indicator indicate incorrectly - the instruments do not respond to an altitude change or respond with considerable delay:

- | | |
|--------------------------|---------------------------------|
| 1) ASPS valve switch | - OVERSWITCH TO "ASPS" POSITION |
| 2) Altimeter, Variometer | - CHECK CORRECT RESPONSE |

WARNING

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.

3.19. LOSS OF THE AUXILIARY TANK CAP

When the tank cap of the full auxiliary fuel tank is unintentionally loss, occur of fuel is lost may be during flight.

- 1) Switch "**STROBE LIGHT**" - "OFF"

CAUTION

WING FLAPS - DO NOT RETRACT.

AVOID ANY UNNECESSARY MANEUVRRES, HIGH-SPEED FLIGHTS AND STEEP DESCENT.

INTENTIONALLY LEFT BLANK