

EMERGENCY PROCEDURES C-150

Engine failure after take-off.

- 1. Airspeed-70MPH.**
- 2. Mixture-Idle cut-off.**
- 3. Fuel shutoff valve-Off.**
- 4. Ignition switch-Off.**
- 5. Wing Flaps-As required (40° recommended).**
- 6. Master Switch-Off.**

Engine failure during flight.

- 1. Airspeed-75 MPH.**
- 2. Carburetor heat-On.**
- 3. Primer- in and locked.**
- 4. Fuel shutoff valve-On.**
- 5. Mixture-Rich.**
- 6. Ignition Switch-Both (or start if propeller is not wind milling).**

Emergency landing without engine power

- 1. Airspeed-75 MPH (flaps up)**
- 2. 65 MPH (flaps down).**
- 3. Mixture-Idle cut off.**
- 4. Fuel shutoff valve-Off.**
- 5. Ignition Switch-Off.**
- 6. Wing Flaps-As required (40° recommended).**
- 7. Master switch-Off.**
- 8. Doors-Unlatch prior to touchdown.**
- 9. Touchdown-Slightly tail low.**
- 10. Brakes-Apply heavily.**

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Precautionary Landing with engine power.

- 1. Drag over selected field with flaps 20 ° and 70 MPH airspeed, noting the preferred area for touchdown for the next landing approach.**
- 2. Radio, Electrical switches-Off.**
- 3. Wing flaps-40°**
- 4. Airspeed-65 Mph.**
- 5. Master Switch-Off.**
- 6. Doors-Unlatch prior to touchdown.**
- 7. Touchdown-Slightly tail low.**
- 8. Ignition switch-Off.**
- 9. Brakes-Apply heavily.**

DITCHING

- 1. Plan approach into wind if winds are high and seas are heavy. With heavy swells and light wind, land parallel to swells.**
- 2. Approach with flaps 40° and sufficient power for a 300 ft. / min. rate of descent at 65 Mph.**
- 3. Unlatch the cabin doors.**
- 4. Maintain a continuous descent until touchdown in level attitude. Avoid a landing flare because of difficulty in judging airplane height over a water surface.**
- 5. Place folded coat or cushion in front of face at time of touchdown.**
- 6. Evacuate airplane through cabin doors. If necessary, open window to flood cabin compartment for equalizing pressure so that door can be opened.**
- 7. Inflate life vests and raft (if available) after evacuation of cabin. The aircraft cannot be depended on for flotation for more than a few minutes.**

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FIRES

ENGINE FIRE DURING START ON GROUND.

Improper starting procedures during a difficult cold weather start can cause a backfire, which could ignite fuel that has accumulated in the intake duct. In this event, proceed as follows:

1. Continue cranking in an attempt to get a start, which would suck the flames and accumulated fuel through the carburetor and into the engine.
2. If start is successful, run the engine at 1700 rpm for a few minutes before shutting it down to inspect the damage.
3. If engine start is unsuccessful, continue cranking for two or three minutes with throttle full open while ground attendants obtain fire extinguishers.
4. When ready to extinguish fire, discontinue cranking and turn off master switch, ignition switch, and fuel shutoff valve.
5. Smother flames with fire extinguisher, seat cushion, wool blanket, or loose dirt. If practical, try to remove carburetor air filter if it is ablaze.
6. Make a thorough inspection of fire damage, and repair or replace damaged components before conducting another flight.

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ENGINE FIRE IN FLIGHT.

1. Mixture-Idle cut off.
2. Fuel shutoff valve-Off.
3. Master Switch-Off.
4. Cabin heat and air-Off (except overhead vents).
5. Airspeed-100Mph. If fire is not extinguished, increases glide speed to find an airspeed which will provide an incombustible mixture.
6. Execute a forced landing as outlined in preceding paragraphs.

ELECTRICAL FIRE IN FLIGHT

The initial indication of an electrical fire is usually the odor of burning insulation. The following procedure should then be used:

1. Master Switch-Off.
2. All radio/Electrical switches-off.
3. Vents/Cabin air/heat-closed.
4. Fire extinguisher-Activate.

If fire appears out and electrical power is necessary for continuance of flight:

5. Master switch-on.
6. Fuses and circuit Breaker-Check for faulty circuit, do not reset.
7. Radio/electrical switches-On one at a time, with delay after each until short circuit is localized.
8. Vents/cabin air/heat-Open when it is ascertained that fire is completely extinguished.

