



Robin DR401 CDI 155

EMERGENCY Checklist for X-PLANE



FOR SIMULATION ONLY!
NOT FOR REAL OPERATION!

ICING

▲ **WARNING:** It is prohibited to fly in known icing conditions. Icing has a very strong negative effect on the aerodynamic characteristics of the aircraft. Stalling speed increases.

Proceed as follows when inadvertently encountering icing:

- 1) Pitot heat switchON (if installed)
If no pitot heat installed, expect airspeed indications to become unreliable
- 2) Immediately leave the region in which the icing occurred. If possible change the altitude to obtain an outside air temperature that is less conducive to icing
- 3) Cabin heat / defrost..... As required
- 4) Alternate induction air OPEN
- 5) Increase power; make quick power changes from time to time to try to clear ice from the propeller blades.

Plan to land at the nearest airfield. If the build-up of ice is extremely fast, execute an off-airfield forced landing.

◆ **Note:** A layer of 0.5 cm (0.2 in) on the leading edge of the wing substantially increases the stalling speed. If needed, use a higher than normal approach speed: (78 KIAS) 145 km/h . Do not use flaps.

FIRE

Engine fire on the ground, during starting

- 1) Engine master switch..... OFF
- 2) Fuel selector..... OFF
- 3) Electric fuel pump..... OFF
- 4) Battery + alternator switch OFF
- 5) Emergency ground egressAs required

Extinguish the flames with a fire extinguisher, wool blankets or sand. Have fire damage thoroughly examined and appropriate repairs made before the next flight.

Engine fire in flight

- 1) Power lever Reduce
- 2) Reduce speed Below (100 KIAS) 185 km/h
- 3) Engine master switch OFF
- 4) Fuel selector OFF
- 5) Electric fuel pump..... OFF (if in use)
- 6) Battery + alternator switch (after radio calls) OFF
- 7) Cabin heat OFF
- 8) Glide speed (78 KIAS) 145 km/h
- 9) Adjust cabin ventilation for lowest smoke in the cabin
- 10) Fire extinguisher (if available) Use as required

◆ **Note:** Proceed with "landing without engine power".

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Restart after engine failure

◆ **Note:** If altitude permits and a restart is possible.

- 1) Airspeed Flaps retracted (78 KIAS) 145 km/h
[max. 100 KIAS, min. 70 KIAS]
- 2) Reliable restart altitude Below 13 000 ft
- 3) Battery and ALT switch Check ON
- 4) Fuel selector OPEN
- 5) Electric fuel pump ON
- 6) Power lever IDLE
- 7) Engine master switch OFF, then ON
if the propeller does not turn, the starter may be used.

■ **CAUTION:** If the propeller is jammed, operate the starter briefly.
If it is obvious that the engine or propeller is blocked (speed has been maintained above 70 KIAS all the time), do not use the starter.

- 8) Engine parameters Check
- 9) Power lever, once engine runs smoothly at idle Adjust
- 10) Engine operation Check available power / engine parameters

◆ **Note:** If the engine still does not start, prepare for "Landing without Engine Power".

LANDING WITHOUT ENGINE POWER

Look for a suitable landing area:

- 1) Airspeed 145 km/h (78 KIAS) flaps retracted
139 km/h (75 KIAS) flaps T/O
- 2) Seat belts and harness Tight

Before landing:

- 3) Electric pump OFF
- 4) Fuel selector OFF
- 5) Engine master switch OFF
- 6) Battery + Alternator switches OFF
- 7) Flaps, when field can easily be reached: T/O or Landing
- 8) Touch down with minimum speed
- 9) Brakes As required
- 10) When aircraft has stopped Emergency ground egress

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