CONNECTICUT WING AIRCRAFT INFORMATION SUMMARY

(As of 21 Feb 2011)

This document is produced by CT Wing Stan/Eval which is responsible for its contents.

WEIGHT AND BALANCE

	601 N771CP C-182T	604 N482CA C-182T	603 N9704E C-182R	602 N978CP C-172R	605 N9344L C-172P
Max Ramp	3110	3110	3110	2558	2558
Max T/O	3100	3100	3100	2550	2550
Empty	2050	2036.63	1895.16	1699.5	1564.15
Useful Load	1060	1063.37	1214.8	858.5	993.8
Useable Fuel	522 (87gal)	522 (87gal)	528 (88 gal)	318 (53 gal)	240 (40 gal)
Fuel to Tab	384 (64 gal)	384 (64 gal)	390 (65 gal)	210 (35 gal)	n/a
Payload(full fuel)	538	541.37	692.4	540.5	753.8
Max ZFW	2588	2588	2582	2240	2317.9
CG (in)	39.5	39.69	38.12	39.8	37.99
MOM (lb-in)	80,967.59	80,832.64	72224.8	67,656.58	59,417.35

Note: This table is for planning and completion of the CAPF-5 questionnaire ***– consult actual Weight and Balance information in the aircraft for the most up to date figures.***

FBO'S WHICH ALLOW CT WING TO CHARGE FUEL:

FBO	Airport	Phone
Business Aircraft Center	DXR	203-748-7000
Curtiss Aero	DXR	203-743-4007
Atlantic Aviation	BDR	203-377-1100
Columbia Air	GON	860-449-1400
Danielson FBO (New England Flight Services, LLC)	LZD (5B3)	860-774-2224
Meriden Aviation Services	MMK	203-238-4400
Atlantic Aviation	HFD	860-548-9334
Windham Aviation	IJD	860-456-4156
Robinson Aviation	HVN	203-467-9535
SAS Maintenance	HFD	860-727-8692
3 Wing Maintenance	BDR	203-375-5795
Executive Flight Service	DXR	203-744-5010

Emergency Procedures Summary

In addition to the boldface items, there are three general rules (think of them as the BIG THREE) that apply to ***all emergencies*** and should be kept in mind at all times:

1. Maintain Aircraft Control
2. Analyze the Situation and take Proper Action
3. Land as soon as conditions permit

Also, there is one additional step which, though again not part of the boldface, should be remembered along with the memory items; as, in a sense, the final boldface step:

"Refer to Checklist"

There are more items to be accomplished on every emergency checklist, and the first thing to do after the boldface have been accomplished is to "Refer to Checklist". That includes the emergency checklist and then any applicable normal checklists – ***provided*** there is time, and you can still accomplish them without putting step one of the BIG THREE in jeopardy! This approach to emergencies is exactly what every Air Force student pilot learns from day one, and applies to all operations across all weapon systems. We do well at CAP to emulate our parent service in this respect!

N771CP – CESSNA 182T NAV III

Capflight 601

	601 N771CP C-182T
Max Ramp	3110
Max T/O	3100
Empty	2050
Useful Load	1060
Useable Fuel	522 (87gal)
Fuel to Tab	384 (64 gal)
Payload(full fuel)	538
Max ZFW	2588
CG (in)	39.5
MOM (lb-in)	80,967.59

EMERGENCY AIRSPEEDS	601 N771CP C-182T
Eng Failure after Takeoff - Flaps Up	75 KIAS
Eng Failure after Takeoff - Flaps 10-Full	70 KIAS
Maneuvering Speed - 3100 lb	110 KIAS
2600 lb	101 KIAS
2100 lb	91 KIAS
Maximum Glide – 3100 lb	76 KIAS
2600 lb	70 KIAS
2100 lb	58 KIAS
Landing without Engine Power – Flaps Up	75 KIAS
Landing without Engine Power – Flaps 10-Full	70 KIAS

***N 771CP* BOLDFACE** procedures (to be committed to memory)

Engine Failure during Takeoff Roll:

1. **THROTTLE CONTROL – IDLE (PULL FULL OUT)**
2. **BRAKES – APPLY**

Engine Failure immediately after Takeoff:

1. **AIRSPEED – 75 KIAS – FLAPS UP**

   70 KIAS – FLAPS 10 DEG – FULL

Engine Failure during Flight (restart procedure):

1. **AIRSPEED 75 KIAS (BEST GLIDE SPEED)**
2. **FUEL SELECTOR VALVE – BOTH**
3. **FUEL PUMP SWITCH – ON**
4. **MIXTURE CONTROL – RICH (IF RESTART HAS NOT OCCURRED)**

Fire during Start on Ground:

1. **MAGNETOS SWITCH – START**
   IF ENGINE FAILLS TO START:
2. **THROTTLE CONTROL – FULL (PUSH FULL IN)**
3. **MIXTURE CONTROL – IDLE CUT OFF (PULL FULL OUT)**
4. **MAGNETOS SWITCH – START (CONTINUE CRANKING)**
5. **FUEL SELECTOR VALVE – PUSH DOWN AND ROTATE TO OFF**
6. **FUEL PUMP SWITCH – OFF**
7. **MAGNETOS SWITCH – OFF**
8. **STBY BATT SWITCH – LFF**
9. **MASTER SWITCH (ALT AND BAT) – OFF**

Engine Fire in Flight:

1. **MIXTURE CONTROL – IDLE CUT OFF (PULL FULL OUT)**
2. **FUEL SELECTOR VALVE – PUSH DOWN AND ROTATE TO OFF**
3. **FUEL PUMP SWITCH – OFF**
4. **MASTER SWITCH (ALT AND BAT) – OFF**

Electrical Fire in Flight:

1. **SBY BATT SWITCH – OFF**
2. **MASTER SWITCH (ALT AND BAT) – OFF**
3. **VENTS/CABIN AIR/HEAT – CLOSED**
4. **FIRE EXTINGUISHER – ACTIVATE (IF AVAILABLE)**

Cabin Fire:

1. **SBY BATT SWITCH – OFF**
2. **MASTER SWITCH (ALT AND BAT) – OFF**
3. **VENTS/CABIN AIR/HEAT – CLOSED (to avoid drafts)**
4. **FIRE EXTINGUISHER – ACTIVATE (IF AVAILABLE)**

Wing Fire:

1. **LAND AND TAXI LIGHT SWITCHES – OFF**
2. **NAV LIGHT SWITCH – OFF**
3. **STROBE LIGHT SWITCH – OFF**
4. **PITOT HEAT SWITCH – OFF**

Icing:

1. **PITOT HEAT SWITCH – ON**
2. **TURN BACK OR CHANGE ALTITUDE**
3. **PULL CABIN HEAT CONTROL FULL OUT AND ROTATE DEFROSTER CONTROL CLOCKWISE**

Static source blockage (erroneous instrument reading suspected):

1. **ALT STATIC AIR VALVE – PULL ON**

Low Vacuum Annunciator comes on:

1. **VACUUM INDICATOR (VAC) – CHECK**

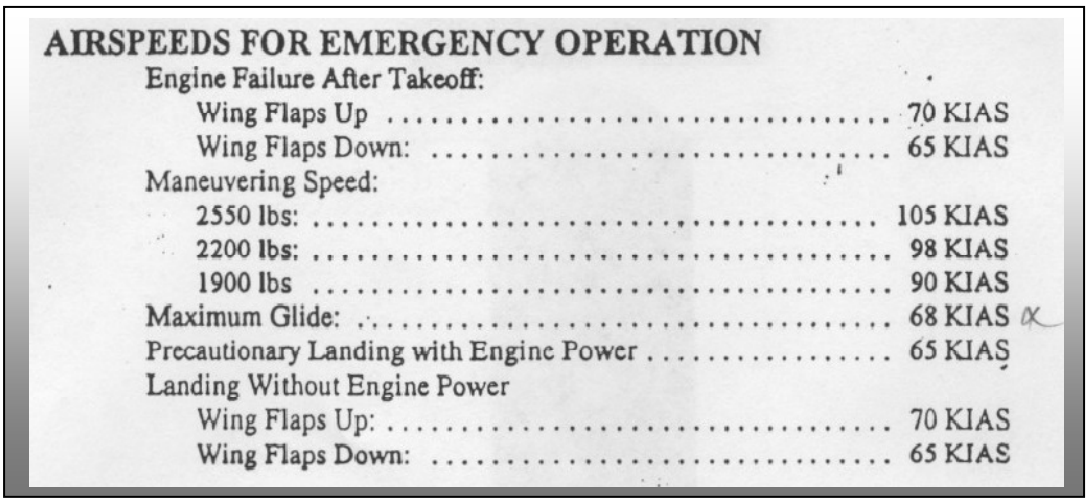
CO LVL High annunciator comes on:

1. **CABIN HEAT KNOB – OFF (PUSH FULL IN)**
2. **CABIN AIR KNOW – ON (PULL FULL OUT)**
3. **CABIN VENTS – OPEN**

N978CP – CESSNA 172R (180 HP)

Capflight 602

	602 N978CP C-172R
Max Ramp	2558
Max T/O	2550
Empty	1699.5
Useful Load	858.5
Useable Fuel	318 (53 gal)
Fuel to Tab	210 (35 gal)
Payload(full fuel)	540.5
Max ZFW	2240
CG (in)	39.8
MOM (lb-in)	67,656.58



AIRSPEEDS FOR EMERGENCY OPERATION

Engine Failure After Takeoff:
- Wing Flaps Up ..... 70 KIAS
- Wing Flaps Down: ..... 65 KIAS

Maneuvering Speed:
- 2550 lbs: ..... 105 KIAS
- 2200 lbs: ..... 98 KIAS
- 1900 lbs ..... 90 KIAS

Maximum Glide: ..... 68 KIAS

Precautionary Landing with Engine Power ..... 65 KIAS

Landing Without Engine Power
- Wing Flaps Up: ..... 70 KIAS
- Wing Flaps Down: ..... 65 KIAS

***N 978CP* BOLDFACE** procedures (to be committed to memory)

ENGINE FAILURE DURING TAKEOFF ROLL

1. **Throttle - IDLE.**
2. **Brakes- APPLY.**

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

1. **Airspeed - 70 KIAS (flaps UP).**
   -65 KIAS (flaps DOWN).

ENGINE FAILURE DURING FLIGHT (Restart Procedures)

1. **Airspeed - 68 KIAS.**
2. **Alternate Air –On (Pull full out)**
3. **Fuel Shutoff Valve - ON (push full in).**
4. **Fuel Selector Valve - B0TH.**
5. **Auxiliary Fuel Pump Switch - ON.**
6. **Mixture - RICH (if restart has not occurred).**

FIRES - DURING START ON GROUND

1. **Cranking - CONTINUE**
   If engine fails to start:
2. **Throttle - FULL OPEN.**
3. **Mixture - IDLE CUT OFF.**
4. **Cranking - CONTINUE.**
5. **Fuel Shutoff Valve - OFF (Pull Full Out).**
6. **Auxiliary Fuel Pump - OFF.**

ENGINE FIRE IN FLIGHT

1. **Mixture - IDLE CUT OFF.**
2. **Fuel Shutoff Valve – OFF (Pull Full Out).**
3. **Auxiliary Fuel Pump Switch - OFF.**
4. **Master Switch – OFF**

ELECTRLCAL FIRE IN FLIGHT

1. **Master Switch - OFF.**
2. **Vents, Cabin Air, Heat - CLOSED.**
3. **Fire Extinguisher - ACTIVATE (if available)**

CABIN FIRE

1. **Master Switch - OFF.**
2. **Vents/Cabin Air/Heat - CLOSED (to avoid drafts).**
3. **Fire Extinguisher - ACTIVATE (if available).**

WING FIRE

1. **Landing/Taxi Light Switches - OFF.**
2. **Navigation Light Switch - OFF.**
3. **Strobe Light Switch - OFF.**
4. **Pitot Heat Switch - OFF.**

INADVERTENT ICING ENCOUNTER

1. **Turn pitot heat switch ON.**
2. **Turn back or change altitude to obtain an outside air temperature that is less conducive to icing.**
3. **Pull cabin heat control full out and open defroster outlets to obtain maximum windshield defroster airflow.**

STATIC SOURCE BLOCKAGE (Erroneous Instrument Reading Suspected)

1. **Static Pressure Alternate Source Valve - PULL ON.**

VACUUM SYSTEM FAILURE
Left Vacuum or Right Vacuum Annunciator Light (L VAC R) Illuminates.

1. **Vacuum Gage - CHECK**

N9344L – CESSNA 172P (180 HP)

Capflight 605

	605 N9344L C-172P
Max Ramp	2558
Max T/O	2550
Empty	1564.15
Useful Load	993.8
Useable Fuel	240 (40 gal)
Fuel to Tab	n/a
Payload(full fuel)	753.8
Max ZFW	2317.9
CG (in)	37.99
MOM (lb-in)	59,417.35

EMERGENCY AIRSPEEDS	605 **N9344L** C-172P
Eng Failure after Takeoff - Flaps Up	70 KIAS
Eng Failure after Takeoff - Flaps Down	65 KIAS
Maneuvering Speed - 2550 lb	105 KIAS
2150lb	95 KIAS
1750 lb	85 KIAS
Maximum Glide	75 KIAS
Landing without Engine Power – Flaps Up	70 KIAS
Landing without Engine Power – Flaps Down	65 KIAS

N 9344L **BOLDFACE** procedures (to be committed to memory):

ENGINE FAILURE DURING TAKEOFF ROLL

1. **Throttle - IDLE.**
2. **Brakes- APPLY.**

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

1. **Airspeed - 70 KIAS (flaps UP).**
   -65 KIAS (flaps DOWN).

ENGINE FAILURE DURING FLIGHT (Restart Procedures)

1. **Airspeed - 75 KIAS.**
2. **Carburetor Heat - ON.**
3. **Fuel Selector Valve - B0TH**

FIRES - DURING START ON GROUND

1. **Cranking - CONTINUE**
   If engine fails to start:
2. **Throttle - FULL OPEN.**
3. **Mixture - IDLE CUT OFF.**
4. **Cranking - CONTINUE.**

ENGINE FIRE IN FLIGHT

1. **Mixture - IDLE CUT OFF.**
2. **Fuel Shutoff Valve – PUSH DOWN AND ROTATE TO OFF.**

ELECTRLCAL FIRE IN FLIGHT

1. **Master Switch - OFF.**
2. **Vents, Cabin Air, Heat - CLOSED.**
3. **Fire Extinguisher - ACTIVATE (if available)**

CABIN FIRE

1. **Master Switch - OFF.**
2. **Vents/Cabin Air/Heat - CLOSED (to avoid drafts).**
3. **Fire Extinguisher - ACTIVATE (if available).**

WING FIRE

1. **Landing/Taxi Light Switches - OFF.**
2. **Pitot Heat Switch(if installed) - OFF.**
3. **Navigation Light Switch - OFF.**
4. **Strobe Light Switch (if installed)- OFF.**

INADVERTENT ICING ENCOUNTER

1. **Turn pitot heat switch ON.**
2. **Turn back or change altitude** to obtain an outside air temperature that is less conducive to icing.
3. **Pull cabin heat control full out and open defroster outlets** to obtain maximum windshield defroster airflow.

N9704E – CESSNA 182R

Capflight 603

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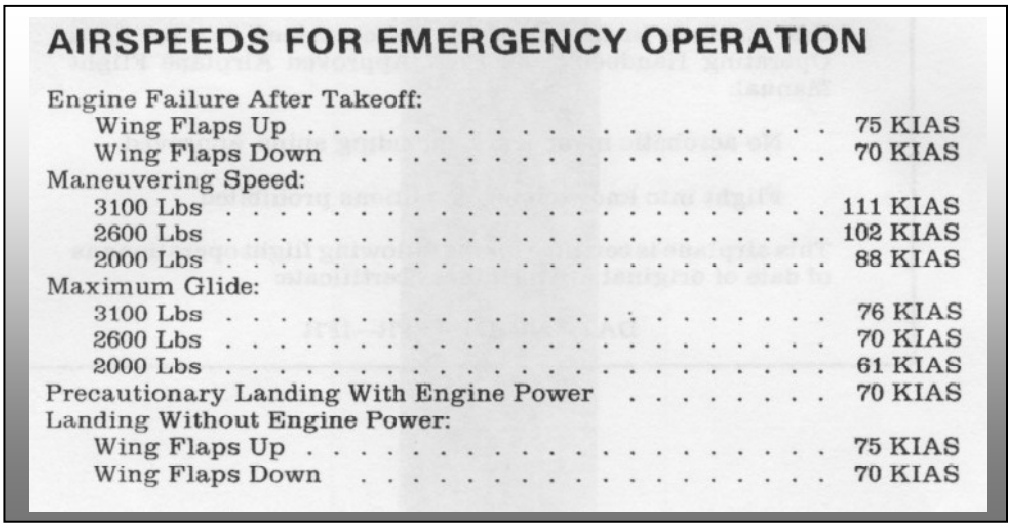
	603 N9704E C-182R
Max Ramp	3110
Max T/O	3100
Empty	1895.16
Useful Load	1214.8
Useable Fuel	528 (88 gal)
Fuel to Tab	390 (65 gal)
Payload(full fuel)	692.4
Max ZFW	2582
CG (in)	38.12
MOM (lb-in)	72,224.8



AIRSPEEDS FOR EMERGENCY OPERATION

Engine Failure After Takeoff:	
Wing Flaps Up	75 KIAS
Wing Flaps Down	70 KIAS
Maneuvering Speed:	
3100 Lbs	111 KIAS
2600 Lbs	102 KIAS
2000 Lbs	88 KIAS
Maximum Glide:	
3100 Lbs	76 KIAS
2600 Lbs	70 KIAS
2000 Lbs	61 KIAS
Precautionary Landing With Engine Power	70 KIAS
Landing Without Engine Power:	
Wing Flaps Up	75 KIAS
Wing Flaps Down	70 KIAS

N 9704E **BOLDFACE** procedures (to be committed to memory):

ENGINE FAILURE DURING TAKEOFF ROLL

1. **Throttle - IDLE**
2. **Brakes- APPLY**

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

1. **Airspeed - 75 KIAS (flaps UP)**
   -70 KIAS (flaps DOWN)

ENGINE FAILURE DURING FLIGHT (Restart Procedures)

1. **Airspeed - 75 KIAS**
2. **Carburetor Heat - ON**
3. **Fuel Selector Valve - B0TH**
4. **Mixture - RICH**

FIRES - DURING START ON GROUND

1. **Cranking - CONTINUE**
   If engine fails to start:
2. **Throttle - FULL OPEN**
3. **Mixture - IDLE CUT OFF**
4. **Cranking - CONTINUE**

ENGINE FIRE IN FLIGHT

1. **Mixture - IDLE CUT OFF**
2. **Fuel Selector Valve – Push down and rotate to off**
3. **Master Switch – OFF**

ELECTRLCAL FIRE IN FLIGHT

1. **Master Switch - OFF**
2. **Vents, Cabin Air, Heat - CLOSED.**
3. **Fire Extinguisher - ACTIVATE (if available)**

CABIN FIRE

1. **Master Switch - OFF**
2. **Vents/Cabin Air/Heat - CLOSED (to avoid drafts).**
3. **Fire Extinguisher - ACTIVATE (if available).**

WING FIRE

1. **Pitot Heat Switch (if installed) - OFF**
2. **Navigation Light Switch - OFF**
3. **Strobe Light Switch (if installed) – OFF**

INADVERTENT ICING ENCOUNTER

1. **Turn pitot heat switch ON**
2. **Turn back or change altitude to obtain an outside air temperature that is less conducive to icing.**
3. **Pull cabin heat control full out and rotate defroster control clockwise to obtain maximum windshield defroster airflow.**

STATIC SOURCE BLOCKAGE (Erroneous Instrument Reading Suspected)

1. Static Pressure Alternate Source Valve (if installed) **- PULL ON**

N482CA – CESSNA 182T(GFC-700)

Capflight 604

	604 N482CA C-182T
Max Ramp	3110
Max T/O	3100
Empty	2036.63
Useful Load	1063.37
Useable Fuel	522 (87gal)
Fuel to Tab	384 (64 gal)
Payload(full fuel)	541.37
Max ZFW	2588
CG (in)	39.69
MOM (lb-in)	80,832.64

EMERGENCY AIRSPEEDS	604 N482CA C-182T
Eng Failure after Takeoff - Flaps Up	75 KIAS
Eng Failure after Takeoff - Flaps 10-Full	70 KIAS
Maneuvering Speed - 3100 lb	110 KIAS
2600 lb	101 KIAS
2100 lb	91 KIAS
Maximum Glide – 3100 lb	76 KIAS
2600 lb	70 KIAS
2100 lb	58 KIAS
Landing without Engine Power – Flaps Up	75 KIAS
Landing without Engine Power – Flaps 10-Full	70 KIAS

***N 482CA* BOLDFACE** procedures (to be committed to memory)

Engine Failure during Takeoff Roll:

1. **THROTTLE CONTROL – IDLE (PULL FULL OUT)**
2. **BRAKES – APPLY**

Engine Failure immediately after Takeoff:

1. **AIRSPEED – 75 KIAS – FLAPS UP**

   -70 KIAS – FLAPS 10 DEG – FULL

Engine Failure during Flight (restart procedure):

1. **AIRSPEED 75 KIAS (BEST GLIDE SPEED)**
2. **FUEL SELECTOR VALVE – BOTH**
3. **FUEL PUMP SWITCH – ON**
4. **MIXTURE CONTROL – RICH (IF RESTART HAS NOT OCCURRED)**

Fire during Start on Ground:

1. **MAGNETOS SWITCH – START (Continue Cranking)**
   a. ***IF ENGINE FAILLS TO START:***
2. **THROTTLE CONTROL – FULL (PUSH FULL IN)**
3. **MIXTURE CONTROL – IDLE CUT OFF (PULL FULL OUT)**
4. **MAGNETOS SWITCH – START (CONTINUE CRANKING)**
5. **FUEL SELECTOR VALVE – PUSH DOWN AND ROTATE TO OFF**
6. **FUEL PUMP SWITCH – OFF**
7. **MAGNETOS SWITCH – OFF**
8. **STBY BATT SWITCH – OFF**
9. **MASTER SWITCH (ALT AND BAT) – OFF**

Engine Fire in Flight:

1. **MIXTURE CONTROL – IDLE CUT OFF (PULL FULL OUT)**
2. **FUEL SELECTOR VALVE – PUSH DOWN AND ROTATE TO OFF**
3. **FUEL PUMP SWITCH – OFF**
4. **MASTER SWITCH (ALT AND BAT) – OFF**

Electrical Fire in Flight:

1. **SBY BATT SWITCH – OFF**
2. **MASTER SWITCH (ALT AND BAT) – OFF**
3. **VENTS/CABIN AIR/HEAT – CLOSED**
4. **FIRE EXTINGUISHER – ACTIVATE (IF AVAILABLE)**

Cabin Fire:

1. **SBY BATT SWITCH – OFF**
2. **MASTER SWITCH (ALT AND BAT) – OFF**
3. **VENTS/CABIN AIR/HEAT – CLOSED (to avoid drafts)**
4. **FIRE EXTINGUISHER – ACTIVATE (IF AVAILABLE)**

Wing Fire:

1. **LAND AND TAXI LIGHT SWITCHES – OFF**
2. **NAV LIGHT SWITCH – OFF**
3. **STROBE LIGHT SWITCH – OFF**
4. **PITOT HEAT SWITCH – OFF**

Icing:

1. **PITOT HEAT SWITCH – ON**
2. **TURN BACK OR CHANGE ALTITUDE**
3. **PULL CABIN HEAT CONTROL FULL OUT AND ROTATE DEFROSTER CONTROL CLOCKWISE**

Static source blockage (erroneous instrument reading suspected):

1. **ALT STATIC AIR VALVE – PULL ON**

Low Vacuum Annunciator comes on:

1. **VACUUM INDICATOR (VAC) – CHECK**

CO LVL High annunciator comes on:

1. **CABIN HEAT KNOB – OFF (PUSH FULL IN)**
2. **CABIN AIR KNOB – ON (PULL FULL OUT)**
3. **CABIN VENTS – OPEN**

AP or PTRM Annunciator(s) come on

1. **CONTROL WHEEL – GRASP FIRMLY (Regain Control Of Airplane)**
2. **A/P TRIM DISC BUTTON – PRESS AND HOLD (throughout recovery)**
3. **ELEVATOR AND RUDDER TRIM CONTROLS – ADJUST MANUALLY (as necessary)**
4. **AUTOPILOT CIRCUIT BREAKER – OPEN (pull out)**

N473CP & N613CP – GIPSLAND GA-8 AIRVAN

N613CP
CPF9113
CAUTION
FAN
FRESH AIR
HEATER
DEMISTER
ALTERNATE
STATIC
SOURCE
Satellite phone Comm #3
WIND 15 KTS MAX

WIND 15 KTS MAX
THROT
PITCH
MIXTURE
OPEN
CLOSED
FINE
COARSE
RICH
LEAN
NO SMOKING
ALTERNATE
AIR
PULL - ON

BUS
2
MASTERS
AVIONICS
FUEL
PUMP

AIRSPEEDS FOR EMERGENCY OPERATIONS

Manoeuvring Speed (4000 lbs)..... 121 KIAS

Maximum Glide

- 4000 lbs ..... 78 KIAS
- 3600 lbs ..... 74 KIAS
- 3000 lbs ..... 68 KIAS

Landing Without Engine Power (Flaps 38°)

- 4000 lbs ..... 71 KIAS
- 3600 lbs ..... 68 KIAS
- 3000 lbs ..... 64 KIAS

4.2 SPEEDS FOR NORMAL OPERATION

Unless otherwise noted, the following speeds are based on a maximum weight of 4000 lbs (1814 kg) and may be used for any lesser weight. However, to achieve the take-off and landing performance specified in section 5, the weight specific take-off safety speeds (T.O.S.S.) and landing approach speeds (V_{REF}) stated on the take-off and landing charts must be used.

Take-Off:

T.O.S.S. (Speed @ 50 ft)..... 71 KIAS
Normal Climb Out ..... 76-80 KIAS

Climb, Flaps Up:

Initial (scheduled climb) ..... 78 KIAS
Enroute ..... 80-90 KIAS

Landing Approach:

V_{REF} (Speed @ 50 ft)..... 71 KIAS
Baulked Landing ..... 71 KIAS Initially

Maximum Recommended in Turbulence:

All Weights..... 121 KIAS

Maximum Demonstrated Crosswind Velocity:..... 15 knots

2.6 WEIGHT LIMITS

Maximum Take-Off and Landing Weight: ..... 4000 lb (1814 kg)

Maximum Weight on Main Cargo Area: ..... 1500 lb (680 kg)

Maximum Weight on Cabin Baggage Shelf: ..... 250 lb (113 kg)

Maximum Weight in Aft Luggage Bin: ..... 50 lb (22 kg)

2.2 AIRSPEED LIMITATIONS

The indicated airspeeds in the table below are based on airspeed calibration data from Section 5.

SPEED	KCAS	KIAS	REMARKS
Max Manoeuvring Speed (V_A)	124	121	Do not make full or abrupt control movements above this speed.
Never Exceed Speed (V_{NE})	183	185	Do not exceed this speed in any operation.
Max Structural Cruising Speed (V_{NO})	145	143	Do not exceed this speed except in smooth air and then with caution.

2.3 AIRSPEED INDICATOR MARKINGS

The airspeed indicator markings in the table below are based on airspeed calibration data from Section 5.

MARKING	IAS VALUE or RANGE	SIGNIFICANCE
White Arc	57 - 97	Full Flap Operating Range. Lower limit is the maximum weight stalling speed in the landing configuration. Upper limit is the maximum speed with flaps fully extended.
Green Arc	64 - 143	Normal Operating Range. Lower limit is the maximum weight stalling speed with flaps retracted. Upper limit is the maximum structural cruising speed.
Yellow Arc	143 - 185	Operations must be conducted with caution and only in smooth air.
Red Line	185	Maximum speed for all operations (V_{NE}).

2.4.2 Engine Limitations

POWER	RPM	MANIFOLD PRESSURE	MAXIMUM TEMPERATURES		PRESSURE LIMITS (See Notes)			
					FUEL		OIL	
			Cyl Head	Oil	Min	Max	Min	Max
Maximum Take-Off (300 BHP)	2700 (max. 2 minutes)	Full Throttle	260°C (500°F)	118°C (245°F)	18 psi (124 kPa)	55 psi (379 kPa)	55 psi (379 kPa)	95 psi (654 kPa)
Maximum Continuous (275 BHP)	2500	Full Throttle	260°C (500°F)	118°C (245°F)	18 psi (124 kPa)	55 psi (379 kPa)	55 psi (379 kPa)	95 psi (654 kPa)

NOTE

2700 RPM may only be used for take-off to a safe height as required to clear obstacles or reach 250ft AGL. Operations at 2700 RPM are limited to a maximum period of two minutes. For all other operations maximum power is to be limited to MCP at 2500 RPM.

NOTE

Other limits are as follows:

1. *Minimum fuel pressure at idle: 12 psi (83 kPa)*
2. *Minimum oil pressure at idle: 25 psi (173 kPa)*
3. *Maximum oil pressure at start: 115 psi (793 kPa)*

EMERGENCY PROCEDURES

The GA-8 does **not** have boldface procedures per se, but the following steps of the appropriate checklists approximate what would be boldface steps in the equivalent Cessna checklist, and are included here for your information. Familiarity with the emergency procedures should be our goal.

Engine Failure During Take-off Run

1. Throttle..... CLOSED

2. Brakes..... APPLY

Engine Failure Immediately After Take-off

1. Airspeed..... 64 – 71 KIAS. Refer section 3.2 for weight specific speed
2. Ignition ..... OFF (As time permits)
3. Fuel Shutoff Valve ..... OFF (As time permits)
4. Master Switches Bus 1 & Bus 2..... OFF

Engine Failure During Flight

Airspeed..... 69 – 78 KIAS.

Emergency Landing Without Engine Power

Airspeed .....64 – 71 KIAS

Fire During Start On Ground

Cranking .....CONTINUE
If engine fails to start:
2. Cranking .....CONTINUE
3. Throttle.....FULL OPEN
4. Mixture .....Idle Cut Off

Engine Fire In Flight

1. Fuel Shutoff Valve .....OFF
2. Fuel Pump .....OFF
3. Throttle.....CLOSED
4. Propeller .....COARSE
5. Mixture .....Idle Cut Off

Electrical Fire In Flight
1. Master Switches Bus 1 & Bus 2.....OFF
2. Electrical Switches.....OFF
3. Extinguisher .....ACTIVATE

Cabin Fire
1. Master Switches Bus 1 & Bus 2.....OFF
2. Vents.....CLOSE HEATER AND AIR VENTS
3. Extinguisher .....ACTIVATE