

Emergency Briefing

Emergency Briefing (SEP)

- In case of any malfunction before lift-off; I call „STOP“; close the throttle and apply brakes as necessary to stop on the RWY
- with any malfunction after liftoff, I push for a safe speed of 80 kt
- If engine has failed; I look for a suitable landing field in the departure sector; prepare the aircraft for an emergency landing and time permitting will inform ATC CAPS deploy above 500 ft AGL
- with any other malfunction – no action below 500 ft AGL
after 500 ft AGL I identify the malfunction; take appropriate actions and inform ATC (If in IMC climb to the MSA / If in VMC return to MGL via Traffic pattern)
- In any case the highest priority will always be to **FLY THE AIRCRAFT!**

Emergency Briefing (MEP)

- In case of any malfunction before lift-off; I call „STOP“; close the throttles and apply brakes as necessary to stop on the RWY
- With any malfunction after liftoff and gear still down, I push for a safe speed of 80 kt, close throttles, mixtures cut-off and land straight ahead.
- If engine has failed after lift-off and gear retracted (after „GO“ call); I perform memory items
 - **Pitch** for Blue Line Speed
 - Mixtures + Propellers + Throttles **Full Forward**
 - **Identify** (Dead foot dead engine)
 - **Verify** (Throttle affected engine)
 - **Feather** Prop lever (affected engine)
 - **Cut Off** Mixture (affected engine)

and follow standard or engine out departure route, which ensures obstacle clearance.

- Above MSA perform the NNC followed by After Takeoff checklist and decide about further actions.
- In any case the highest priority will always be to **FLY THE AIRCRAFT!**