

ERCOUPE 415-E EMERGENCY PROCEDURES

TAKEOFF

ENGINE FAILURE ON TAKEOFF ROLL (OR PAST ROTATE POINT)

1. **Throttle - POWER IDLE**
2. **Brakes - APPLY**
3. Mixture - IDLE CUTOFF (pull full out)
4. FUEL Pump Switch - OFF
5. Magnetos Switch - OFF
6. Master Switch - OFF
7. Exit runway onto Taxiway

ENGINE FAILURE AFTER ROTATE (REMAINING RUNWAY AHEAD)

1. **Airspeed - 75 MPH (best glide speed)**
2. Mixture - IDLE CUTOFF (pull full out)
3. FUEL Valve - OFF (push forward under left side instrument panel)
4. FUEL Pump Switch - OFF
5. Magnetos Switch - OFF
6. Master Switch - OFF
7. Seatbelts - SECURE
8. Canopy - OPEN
9. Land on remaining runway
10. Exit runway onto Taxiway

ENGINE FAILURE ON CLIMBOUT (NO REMAINING RUNWAY AHEAD)

1. **Airspeed - 75 MPH (best glide speed)**
2. Mixture - IDLE CUTOFF (pull full out)
3. FUEL Pump Switch - OFF
4. FUEL Valve - OFF (push forward under left side instrument panel)
5. Magnetos Switch - OFF
6. MAYDAY call on 121.5 and SQUAWK 7700
7. Master Switch - OFF
8. Seatbelts - SECURE
9. Canopy - OPEN
10. Land straight ahead

IN-FLIGHT

ENGINE FAILURE ENROUTE

- 1. Airspeed - 75 MPH (best glide speed)**
- 2. FUEL Valve - ON (pull down vertical under left side instrument panel)**
- 3. FUEL PUMP Switch - ON**
- 5. Mixture Control - RICH (if restart has not occurred)**
- 6. MAGNETOS Switch - BOTH (hold PUSH TO START button if propeller is stopped)**
- 7. IF RESTART FAIL - MAYDAY call on 121.5 and SQUAWK 7700**

NOTE

If the propeller is windmilling, engine will restart automatically within a few seconds. If propeller has stopped (possible at low speeds), press and hold PUSH TO START button, advance throttle slowly from idle and lean the mixture from full rich as required to obtain smooth operation.

FORCED LANDINGS

EMERGENCY LANDING WITHOUT ENGINE POWER

- 1. Seat Belts - SECURE**
- 2. Airspeed - 75 MPH**
- 3. Mixture Control - IDLE CUTOFF (pull full out)**
- 4. FUEL Pump Switch - OFF**
- 5. FUEL Valve - OFF (push forward under left side instrument panel)**
- 6. MAGNETOS Switch - OFF**
- 7. MASTER Switch - OFF (when landing is assured)**
- 8. Canopy - OPEN PRIOR TO TOUCHDOWN**
- 9. Touchdown - SLIGHTLY TAIL LOW**
- 10. Brakes - APPLY HEAVILY**

FORCED LANDINGS (Continued)

PRECAUTIONARY LANDING WITH ENGINE POWER

1. Seat Belts - SECURE
3. Airspeed - 75 MPH
4. Selected Field - FLY OVER (noting terrain and obstructions)
5. Airspeed - 75 MPH
6. MASTER Switch - OFF (when landing assured)
7. Canopy - OPEN PRIOR TO TOUCHDOWN
8. Touchdown - SLIGHTLY TAIL LOW
9. Mixture Control - IDLE CUTOFF (pull full out)
10. FUEL Pump Switch - OFF
11. MAGNETOS Switch - OFF
12. Brakes - APPLY HEAVILY

FIRES

DURING START ON GROUND

1. MAGNETOS Switch - START (continue cranking to start the engine)

IF ENGINE STARTS

2. Power - 1700 RPM (for a few minutes)
3. Engine - SHUTDOWN (inspect for damage)

IF ENGINE FAILS TO START

1. Throttle Control - FULL (push full in)
2. Mixture Control - IDLE CUTOFF (pull full out)
3. PUSH TO START Button - PRESS AND HOLD (continue cranking)
4. FUEL Valve - OFF (push forward under left side instrument panel)
5. FUEL PUMP Switch - OFF
6. MAGNETOS Switch - OFF
7. MASTER Switch - OFF
8. Engine - SECURE
9. Parking Brake - RELEASE
10. Fire Extinguisher - OBTAIN (have ground attendants obtain)
11. Airplane - EVACUATE Fire - EXTINGUISH (using fire extinguisher, wool blanket, or dirt)
12. Fire Damage - INSPECT (replace damaged components)

FIRES (Continued)

ENGINE FIRE IN FLIGHT

- 1. Mixture Control - IDLE CUTOFF (pull full out)**
- 2. FUEL Valve - OFF (pull forward under left side instrument panel)**
- 3. FUEL PUMP Switch - OFF**
- 4. MASTER Switch - OFF**
5. Canopy - CLOSED (as needed)
6. CABIN HT Control Knob - OFF (push full in) (to avoid drafts)
7. Airspeed - 100 MPH (If fire is not extinguished, increase glide speed to find an airspeed, within airspeed limitations, which will provide an incombustible mixture)
8. Forced Landing - EXECUTE (refer to EMERGENCY LANDING)

ELECTRICAL FIRE IN FLIGHT

- 1. MASTER Switch - OFF**
- 2. Canopy - CLOSED (to avoid drafts)**
- 3. CABIN HT Control Knob - OFF (push full in) (to avoid drafts)**
- 4. Fire Extinguisher - ACTIVATE (if available)**
5. AVIONICS Switch - OFF
6. All Other Switches (except MAGNETOS switch) - OFF

WARNING

AFTER THE FIRE EXTINGUISHER HAS BEEN USED, MAKE SURE THAT THE FIRE IS EXTINGUISHED BEFORE EXTERIOR AIR IS USED TO REMOVE SMOKE FROM THE CABIN.

7. Canopy - OPEN (when sure that fire is completely extinguished)
8. CABIN HT Control Knob - ON (pull full out)

IF FIRE HAS BEEN EXTINGUISHED AND ELECTRICAL POWER IS NECESSARY FOR CONTINUED FLIGHT TO NEAREST SUITABLE AIRPORT OR LANDING AREA

9. Circuit Breakers - CHECK (for OPEN circuit(s), do not reset)
10. MASTER Switch - ON
11. AVIONICS Switch - ON

FIRES (Continued)

CABIN FIRE

1. MASTER Switch - OFF
2. Canopy - CLOSED (to avoid drafts)
3. CABIN HT Control Knob - OFF (push full in) (to avoid drafts)
4. Fire Extinguisher - ACTIVATE (if available)

WARNING

AFTER THE FIRE EXTINGUISHER HAS BEEN USED, MAKE SURE THAT THE FIRE IS EXTINGUISHED BEFORE EXTERIOR AIR IS USED TO REMOVE SMOKE FROM THE CABIN

5. Canopy - OPEN (when sure that fire is completely extinguished)
6. CABIN HT Control Knob - ON (pull full out) (when sure that fire is completely extinguished)
7. Land the airplane as soon as possible to inspect for damage.

WING FIRE

1. LAND Light Switch - OFF
2. NAV Light Switch - OFF

ICING

INADVERTENT ICING ENCOUNTER DURING FLIGHT

1. Turn back or change altitude (to obtain an outside air temperature that is less conducive to icing)
2. CABIN HT Control Knob - ON (pull full out)
3. CARB HT Control Knob - ON (pull full out)
4. Watch for signs of induction air filter icing. A loss of engine RPM could be caused by ice blocking the air intake filter. Adjust the throttle as necessary to hold engine RPM. Adjust mixture as necessary for any change in power settings.
5. Plan a landing at the nearest airport. With an extremely rapid ice build-up, select a suitable off airport landing site.
6. With an ice accumulation of 0.25 inch or more on the wing leading edges, be prepared for significantly higher power requirements, higher approach and stall speeds, and a longer landing roll.
7. Open canopy and, if practical, scrape ice from a portion of the windshield for visibility in the landing approach.
8. Approach at 75 to 80 MPH depending upon the amount of ice accumulation.
9. Perform landing in level attitude. (higher stall speed)
10. Missed approaches should be avoided whenever possible because of severely reduced climb capability.

ELECTRICAL

AMMETER SHOWS EXCESSIVE HIGH RATE OF CHARGE OR DISCHARGE

1. MASTER Switch - OFF
2. FLIGHT - LAND as soon as practical

INADVERTENT IFR

INADVERTENT FLIGHT INTO IFR CONDITIONS

1. DIRECTION - Note heading
2. FLIGHT - Turn 180 from current heading

HIGH CARBON MONOXIDE (CO) LEVEL ADVISORY

CO LVL HIGH ANNUNCIATOR COMES ON

- 1. CABIN HT Control Knot - OFF (push full in)**
- 2. Canopy - OPEN**

CO LVL HIGH ANNUNCIATOR REMAINS ON

- 3. Land as soon as practical.**