**Emergency Procedures**

**Gippsland: GA-8**

**Engine Failure During Flight**

1. Throttle ............... Closed
2. Brakes .................. Apply
3. Wing flaps ............... Up
4. Master switches bus 1&2 Off
5. Ignition ..................... Off
6. Fuel shutoff valve ............ Off

**Engine Failure Immediately After Takeoff**

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&2 . .Off
5. Wing flaps Full recommend
6. Braking ........ Heavy after touchdown

**Emergency Landing W/O Engine Power**

1. Airspeed .......... 64 – 71 KIAS (Refer section 3.2 for weight specific speed)
2. Ignition ....................... Off
3. Fuel shutoff valve ............. Off
4. Master switches bus 1&2 ... Off
5. Throttle ....................... Closed
6. Mixture .................... Idle cut off
7. Propeller ............... Course (low RPM)
8. Wing flaps ........ Full prior to touchdown
9. Braking ................ Heavy after touchdown

**Notes:**

a) If engine does not restart commence forced landing procedures.
b) If clear symptoms of a mechanical failure exist, or if the engine has seized due to the loss of oil pressure, do not attempt a restart.
c) If engine operates with only L or R magneto selected, leave the ignition switch in this position while a suitable landing area is selected.
d) At high altitudes or altitudes roughness or loss of power may result from over-richness. In these cases the mixture should only be adjusted sufficiently to obtain smooth running. Observe instruments for temperature rise. Rough engine operation due to over-richness is most usually encountered at altitudes above 5000 feet.

**Precautionary Landing With Engine Power**

1. Airspeed ............... 75 KIAS
2. Wing Flaps ............... Takeoff
3. Selected Flaps .... Overfly and inspect
4. Wing flap ........ Full on final
5. Braking . Heavy after touchdown
6. Mixture .......... Idle cut off
7. Ignition ....................... Off
8. Fuel shutoff valve .......... Off
9. Master switches Bus 1&2 . .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
6. Master switches bus 1&2 ...... Off
7. Vents . Close heater & air vents
8. Airspeed ... 140 KIAS to try to blow fire out. Increase up to VNE if required.

**Electrical Fire in Flight**

1. Master Switches Bus 1&2 ... Off
2. Electrical switches .......... Off
3. Extinguisher ................. Activate
4. Smoke . Use oxygen if available.
5. Precautionary landing .......... As soon as practical
6. Land ........ Execute immediately

**Warning**

Do not take the alternator off line (either by turning off the Bus 2 Master or by pulling the alternator field circuit breaker) in flight except in an emergency.
**Cabin Fire**
1. Master Switches Bus 1&2 .... Off
2. Vents ...Close heater & air vents
3. Extinguisher.................Activate
4. Land...........As soon as practical

**Smoke/Fume Evacuation**
Once fire is extinguished:
1. Vents ............Open heater and air vents
2. Power ..............Reduce
3. Airspeed .......... Approx 80 KIAS
4. Cockpit doors.......Open ensure seat belts secure
5. Cabin door ......Open approx. 6 inches
6. Power ...Adjust to maintain 80 KIAS
7. Doors....Close when cabin clear

**Smoke/Fume Evacuation**
Once fire is extinguished:
1. Vents ............Open heater and air vents
2. Power ..............Reduce
3. Airspeed .......... Approx 80 KIAS
4. Cockpit doors.......Open ensure seat belts secure
5. Cabin door ......Open approx. 6 inches
6. Power ...Adjust to maintain 80 KIAS
7. Doors....Close when cabin clear

**Inadvertent Icing Encounter**
Flight into known icing conditions is prohibited, however, if icing is inadvertently encountered
1. Pitot heat...............On
2. Altitude ......Change level or turn back to obtain an outside temperature less conducive to icing
3. Window Demist ..........On

**Excessive Rate of Electrical Charge**
1. Bus 2 Master switch ............. Off
2. Non-essential electrical equipment.................Off
3. Land ....... As soon as practical

**Alternator Failure**
To check for tripping of over-volt relay:
1. Bus 2 Master switch ............. Off
2. Bus 2 Master switch ............. On
3. Alternator warning light...Check Off
4. Ammeter...........Check for charge

To check for opened circuit breaker:
1. Alternator field circuit breaker. Check & reset if required
2. Alternator warning light...Check Off
3. Ammeter...........Check for charge
If condition not corrected:
1. Bus 2 Master switch ............. Off
2. Non-essential electrical equipment.................Off
3. Land ....... As soon as practical

**Pitot Static Malfunction**
1. Pitot Heat (if fitted)............On
2. Vents...Open Heater & Air Vents
3. Alternate Static..................
   ALTERNATE SOURCE

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**Airspeeds for Emergency Ops**
Maneuvering Speed (4000 lbs)…121 KIAS

Maximum Glide
4000 lbs...78 KIAS
3600 lbs...74 KIAS
3000 lbs...68 KIAS

Landing Without Eng. Pwr. (Flaps 38°)
4000 lbs...71 KIAS
3600 lbs...68 KIAS
3000 lbs...64 KIAS

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This checklist is a guide to coordinate Pilot Operating Handbook and STC data applicable to this particular aircraft only. The applicable Pilot Operating Handbook and STC installations remain the official documentation for this aircraft. The pilot in command is responsible for complying with all items in the Pilot Operating Handbook and applicable STCs.

For all other Emergency/Abnormal Procedures. See the POH – Section 3.