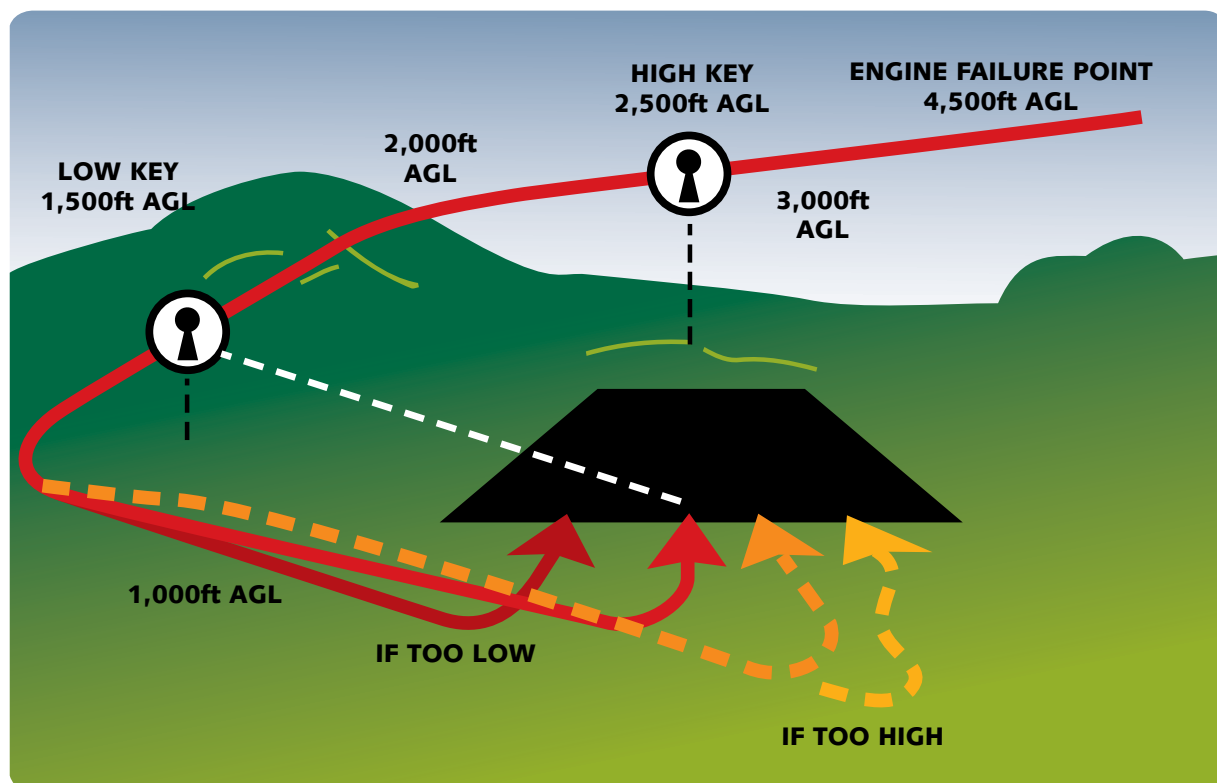


## EMERGENCY LANDING PROCEDURES



### INITIAL CHECK

<b>Hold altitude</b>	Aim for best glide speed
<b>Mixture</b>	Rich
<b>Carburettor</b>	Full hot
<b>Fuel</b>	On
<b>Pump</b>	On
<b>Change Tanks Trim</b>	To best glide speed

### FIELD SELECTION

**Wind** - determine direction  
**Surroundings**: power lines, trees, etc.  
**Size & shape** - in relation to wind  
**Surface and slope**  
**S(c)ivilisation** - close proximity if possible.

### FMOST CHECK

<b>Fuel</b>	Contents, pump on, primer locked
<b>Mixture</b>	Up & down range, leave rich
<b>Oil</b>	Temps & pressures green range.
<b>Mag switches</b>	Left, then right back to both
<b>Throttle</b>	Up & down range then close

### MAYDAY CALL & SQUAWK 7700

'Mayday Mayday Mayday: Perth Radar, Piper ZFR, engine failure, 8nm east of Serpentine 4500ft, attempting to land in a paddock.'

**Any other useful information such as number of persons on board, (POB) dangerous cargo, fuel remaining etc (if time permits)**

### BRIEF YOUR PASSENGERS

### FINAL ACTIONS

<b>Fuel</b>	Off
<b>Mixture</b>	Idle cut-off
<b>Mags</b>	Off
<b>Harness</b>	Tight
<b>Door</b>	As required
<b>Master Switch</b>	Off
<b>Caution</b> if flaps are electrically operated set flaps before master switch is switched off.	