



CIRRUS SR-20 EMERGENCY PROCEDURES & PREFLIGHT CHECKLIST

*This is to be used as a REFERENCE ONLY, it is not a substitute for the Airplane Flight Manual.

*Refer to AFM/POH for amplified procedures. User assumes all risk of use in using this product. User consents to and understands that American Flight Schools bears no liability for the use of this product.

ENGINE FIRE DURING START

1. Mixture CUTOFF
2. Fuel Pump.....OFF
3. Fuel Selector.....OFF
4. Power Lever..... FORWARD
5. Starter CRANK

ENGINE POWER LOSS DURING TAKEOFF

1. Best Glide.....ESTABLISH
2. MixtureCUTOFF
3. Fuel Selector.....OFF
4. Ignition Switch.....OFF
5. Flaps AS REQUIRED

If time permits:

6. Power Lever..... IDLE
7. Fuel PumpOFF
8. Bat-Alt Master Switches.....OFF
9. Seat Belts..... ENSURE SECURED

ENGINE POWER LOSS IN FLIGHT

1. Best Glide Speed ESTABLISH
2. MixtureAS REQUIRED
3. Fuel Selector.....SWITCH TANKS
4. Fuel Pump..... BOOST
5. Alternate Induction Air..... ON
6. Air Conditioner (if installed).....OFF

7. Ignition Switch..... CHECK, BOTH
If engine does not start:
8. Perform Engine Airstart or Emergency Landing Without Engine Power checklist, as required.

POWER OFF LANDING

1. Best Glide Speed ESTABLISH
2. Radio MAYDAY
3. Transponder..... SQUAWK 7700
4. If off airport, ELTACTIVATE
5. Power Lever..... IDLE
6. MixtureCUTOFF
7. Fuel Selector.....OFF
8. Ignition Switch.....OFF
9. Fuel PumpOFF
10. Flaps (when landing is assure.....100%
11. Master SwitchesOFF
12. Seat Belt(s) SECURED

FIRE IN FLIGHT

1. MixtureCUTOFF
2. Fuel PumpOFF
3. Fuel Selector.....OFF
4. Airflow Selector.....OFF
5. Power Lever IDLE
6. Ignition Switch.....OFF
7. Cabin Doors.....PARTIALLY OPEN
8. Land as soon as possible.

LOSS OF OIL PRESSURE

1. Oil Pressure CHECK
2. If pressure low:
 - a. Power REDUCE to minimum for sustained flight
 - b. Land as soon as possible.
(1) Prepare for potential engine failure.
3. If pressure high:
 - a. Power REDUCE to minimum for sustained flight
 - b. Land as soon as possible.
(1) Prepare for potential engine failure.

LOSS OF FUEL PRESSURE

1. Electrical fuel pump.....ON
2. Fuel pressure.....check after 10 - 15 sec

CAPS DEPLOYMENT

Maximum deployment speed is 133 KIAS.

1. Activation Handle Cover REMOVE
2. Activation Handle.....
.....PULL STRAIGHT DOWN
After deployment, as time permits:
3. MixtureCUTOFF
4. Fuel Selector.....OFF
5. Fuel PumpOFF
6. Bat-Alt Master Switches.....OFF
Turn the Bat-Alt Master Switches off after completing any necessary radio communications.
7. Ignition Switch.....OFF
8. ELT.....ON
9. Seat Belts and Harnesses..... TIGHTEN
10. Loose Items SECURE
11. Assume emergency landing body position.
12. After the airplane comes to a complete stop, evacuate quickly and move upwind.

PROPELLER OVERSPEED

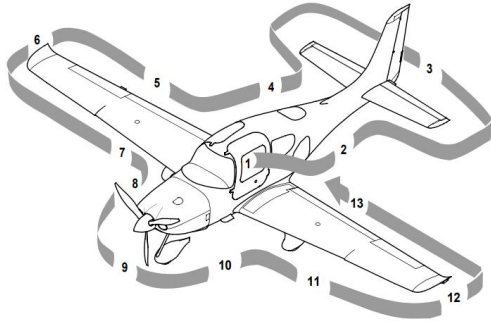
Propeller RPM will not increase:

1. Oil Pressure CHECK
 2. Land as soon as practical.
- Propeller overspeeds or will not decrease:*
3. Power Lever.....ADJUST (to keep RPM in limits)
 4. Airspeed.....REDUCE to 90 KIAS
 5. Land as soon as practical.

SPIN RECOVERY

1. CAPSACTIVATE

PREFLIGHT CHECK



COCKPIT

- a) Required Documents.....On Board
- b) Avionics Power SwitchOFF
- c) Bat 2 Master SwitchON
- d) PFD Verify On
- e) Essential Bus Voltage..... 23-25 Volts
- f) Flap Position Light OUT
- g) Bat 1 Master SwitchON
- h) Avionics Cooling Fan..... Audible
- i) Lights..... Check Operation
- j) Stall Warning..... Test
- k) Fuel QuantityCheck
- l) Fuel SelectorSelect Fullest Tank
- m) Flaps..... 100%, Check Light ON
- n) Bat 1 and 2 Master Switches.....OFF
- o) Alternate Static Source.....NORMAL
- p) Circuit Breakers..... IN
- q) Fire ExtinguisherCharged and Available
- r) Emergency Egress HammerAvailable
- s) CAPS Handle..... Pin Removed

Left Fuselage

- a) Door Lock Unlock
- b) COM 1 Antenna (top)Condition and Attachment
- c) Wing/Fuselage FairingCheck
- d) COM 2 Antenna (underside)...Condition and Attachment
- e) Baggage Door Closed and Secure
- f) Static ButtonCheck for Blockage
- g) Parachute Cover Sealed and Secure

Empennage

- a) Tiedown Rope..... Remove
- b) Horizontal and Vertical StabilizersCondition
- c) Elevator and Tab..Condition and Movement
- d) Rudder.....Freedom of Movement
- e) Rudder Trim Tab.....Condition and Security
- f) Attachment hinges, bolts and cotter pins..... Secure

Right Fuselage

- a. Static ButtonCheck for Blockage
- b. Wing/Fuselage Fairings.....Check
- c. Door LockUnlock

Right Wing Trailing Edge

- a. Flap and Rub Strips (if installed)..Condition and Security
- b. Aileron and Tab.....Condition & Movement Bolt & Safety Wire
- c. Hinges, actuation arm, bolts, and cotter pins Secure

Right Wing Tip

- a. Tip.....Attachment
- b. Strobe, Nav Light and LensCondition and Security
- c. Fuel Vent (underside) Unobstructed

Right Wing Forward and Main Gear

- a. Leading Edge and Stall Strips.....Condition
- b. Fuel CapCheck Quantity and Secure
- c. Fuel Drains (2 underside) Drain and Sample
- d. Wheel Fairings..... Security, Accumulation of Debris
- e. Tire.....Condition, Inflation, and Wear
- f. Wheel and Brakes Fluid Leaks, Evidence of Overheating, General Condition, and Security.
- g. Chocks and Tiedown Ropes.....Remove

Nose, Right Side

- a. Cowling.....Attachments Secure
- b. Exhaust PipeCondition, Security, and Clearance
- c. Gascolator.....Drain for 3 seconds, Sample

Nose gear, Propeller, and Spinner

- a. Tow BarRemove and Stow
- b. Strut.....Condition
- c. Wheel Fairing Security, Accumulation of Debris
- d. Wheel and TireCondition, Inflation, and Wear
- e. Propeller Condition (indentations, nicks, etc.)
- f. Spinner .. Condition, Security, and Oil Leaks
- g. Air InletsUnobstructed
- h. Alternator Belt..... Condition and Tension

Nose, Left Side

- a. Landing Light.....Condition
- b. Engine Oil.....Check 6-8 quarts, Leaks, Cap & Door Secure
- c. Cowling.....Attachments Secure
- d. External Power.....Door Secure
- e. Exhaust Pipe(s)Condition, Security, and Clearance

Left Main Gear and Forward Wing

- a. Wheel fairings..... Security, Accumulation of Debris
- b. Tire.....Condition, Inflation, and Wear
- c. Wheel and Brakes Fluid Leaks, Evidence of Overheating, General Condition, and Security.
- d. Chocks and Tiedown Ropes..... Remove
- e. Fuel Drains (2 underside) Drain and Sample
- f. Fuel CapCheck Quantity and Secure
- g. Leading Edge and Stall Strips.....Condition

Left Wing Tip

- a. Fuel Vent (underside)..... Unobstructed
- b. Pitot Mast (underside) Cover Removed, Tube Clear
- c. Strobe, Nav Light and Lens..... Condition and Security

Left Wing Trailing Edge

- a. Flap And Rub Strips (If installed) Condition and Security
- b. AileronFreedom of movement
- c. Hinges, actuation arm, bolts, and cotter pins Secure