

## EMERGENCY PROCEDURES

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All steps in bold-face CAPITALS are immediate action steps and should be memorized.

## **GROUND OPERATION.**

### **ENGINE FIRE ON GROUND.**

If an induction fire occurs during engine start, discontinue priming, advance the throttle to full OPEN and keep the engine turning with the starter while the following steps are being performed.

1. **MIXTURE - "OFF."** FM
2. **FIRE SELECTOR HANDLE - "ARMED."**  
FM
3. **CO<sub>2</sub> - "DISCHARGE."** FM
4. Fuel tank selectors - OFF. FM
5. Cockpit side windows - "Open." P-CP
6. Fire fighting equipment - "Called." CP
7. All engines - Shut down. FM
8. Ignition - OFF. FM

9. Passengers - Evacuated. FT/FM
10. Engine Fire on Ground checklist -  
"Completed." FM

**FUEL PRESSURE DROP - ENGINE OPERATING NORMALLY.**

1. Mixture - OFF. FM
2. Fire selector handle - Armed. FM
3. Aircraft - "Stopped." P
4. Remaining engines - Shutdown. FM

If engine fire develops:

5. Engine Fire on Ground Checklist -  
Accomplish. FM

**D-2 APU FIRE.**

1. Ignition - "OFF." FM
2. CO<sub>2</sub> - "Discharged." FM
3. Throttle - CLOSE. FM
4. APU Fire checklist - "Completed."  
FM

**GTPU FIRE.**

1. Fire selector - "ARMED." FM
2. CO<sub>2</sub> - "Discharged." FM
3. Fire fighting equipment - "Called." CP
4. Compartment - Inspect. FM
5. GTPU Fire checklist - "Completed." FM

**TAKEOFF.**

**OVERSPEEDING PROPELLER. (AFTER  
TAKEOFF OR CLIMB)**

1. **THROTTLE - "AS REQUIRED" P-FM**
2. **AIRSPEED - "140 KIAS." P**
3. **ENGINE FEATHERING PROCEDURES -  
"AS REQUIRED." P-FM**
4. Overspeeding Propeller checklist -  
"Completed." FM

**OVERSPEED PROPELLER (MODEL 43E60-535  
PITCH-LOCK PROPELLERS, ON SOME  
AIRCRAFT).**

1. **THROTTLE - 2700 RPM.**

**INFLIGHT.**

**ENGINE FAILURE OR FIRE.**

1. **PROPELLER - "FEATHER." FM**
2. **FUEL SELECTORS - MAIN, CROSSFEEDS - OFF, AFFECTED ENGINE - "OFF." FM**
3. **FIRE SELECTOR HANDLE - "AS REQUIRED." FM**
4. **CO<sub>2</sub> - "AS REQUIRED." FM**
5. Oxygen - "As required." P-CP-FM
6. Heaters - "As required." FM
7. Mixture - "OFF." FM
8. Booster pump - OFF. FM
9. Ignition - OFF. FM
10. Propeller master selector - As required. FM
11. Generator - OFF. FM

12. Fuel and oil pressure isolation switches - OFF. FM
13. CO<sub>2</sub> selector - As required. FM
14. Propeller - Toggle to LOW. FM
15. Oil Cooler - Closed and OFF. FM
16. Cowl flaps - Closed and OFF. (After engine has cooled.) FM
17. Throttle - As required. FM
18. Engine Failure or Fire Inflight checklist - "Completed." FM

#### **UNFEATHERING.**

1. Airspeed - "140 KIAS." P
2. Oil cooler door - AUTOMATIC. FM
3. Cowl flap switch - Positioning. FM
4. Fuel and oil pressure warning lights isolation switch - ON. FM
5. Booster pump - LOW. FM

6. Generator - ON. FM
7. Blower - LOW. FM
8. Firewall selector - IN. FM
9. Fuel selector - Set (pressure checked).  
FM
10. Propeller selector switch - Toggle to  
DEC rpm; indicator light - ON. FM
11. Throttle - CLOSED. FM
12. Carburetor air control - COLD. FM
13. Propeller deicer - OFF. FM
14. Liquid lock - "Checked." P/CP/FM  
Turn through nine blades with starter  
(starter selector - OFF).
15. Feathering button - Pull intermittently  
(maximum 2 seconds). FM
16. Rpm stabilized -1200 rpm. FM
17. Oil pressure - "Within limits." FM
18. Ignition - BOTH. FM

19. Mixture - AUTO RICH. FM
20. Engine instruments - Checked. FM
21. Unfeathering checklist - "Completed."  
FM

### **OVERSPEEDING PROPELLER.**

The two most important factors to be considered in the event of propeller overspeeding are the true airspeed of the aircraft and the power to the engine. If overspeeding occurs during cruise proceed as follows:

1. **PROPELLER - "FEATHER". FM**
2. **THROTTLES - "CLOSED". FM**
3. **AIRSPEED - 140 KIAS. P**
4. Overspeeding Propeller checklist -  
"Completed". FM

### **FUEL DUMPING.**

1. APU/GTPU - OFF. FM
2. Maximum airspeed - "185 KIAS." P
3. Gear and flaps - "UP." CP

T.O. 1C-118A-1CL-1

4. Heaters - OFF. FM
5. Fuel selectors - MAIN. FM
6. Crossfeeds - OFF. FM
7. Unnecessary radio/radar equipment -  
"OFF." P-CP-N-RO
8. NO SMOKING light - ON. FM
9. Fuel dump control handles - OPEN. FM
10. Fuel Dumping checklist - "Completed."  
FM

**ELECTRICAL FIRE (UNDETERMINED ORIGIN).**

If the smoke or fire is definitely identified as being of electrical origin, proceed as follows:

1. **EMERGENCY INVERTER - "ON." FM**
2. **BATTERY AND GENERATOR GANG BAR - "OFF." FM**
3. Engine Blowers - LOW. FM
4. Oxygen - "100%!" P-CP-FM

5. Affected units/circuits - Isolate/Fight fire. P-CP-FM
6. Electrical Fire (Undetermined origin) checklist - "Completed." FM

**WING HEATER FIRE.**

1. **HEATERS - "OFF." FM**
2. **AFFECTED CABIN SUPERCHARGER - "DE-CLUTCHED." CP**
3. **FIRE SELECTOR - "ARMED." FM**
4. **CO<sub>2</sub> - "DISCHARGED." FM**
5. Oxygen - "As required." P-CP-FM
6. Wing Heater Fire checklist - "Completed". FM

**LOWER COMPARTMENT, CABIN, TAIL  
HEATER OR GTPU FIRE.**

In case of fire in the lower compartment, cabin, tail heater, or GTPU, the following procedures will be used in their entirety or in part.

1. **HEATERS - "OFF." FM**
2. **HEATER AIR SHUTOFF SWITCH - "EMER." FM**
3. **EMERGENCY DEPRESSURIZATION LEVER - "UP." CP**
4. **FIRE SELECTOR - "ARMED." FM**
5. **CO<sub>2</sub> - "DISCHARGED." FM**
6. Oxygen - "100%." P-CP-M
7. Emergency descent - "As required." P
8. Hydraulic bypass - As required. FM
9. Windshield heat - OFF. FM
10. Cockpit temperature - NORMAL. FM
11. Turbine - OFF. FM

12. Alcohol deicer - OFF. FM
13. Fuel selectors - Set. FM
14. CO<sub>2</sub> selector - As required. FM
15. Compartment - Inspect. FM
16. Lower compartment, Cabin, Tail Heater or GTPU Fire checklist - "Completed." FM

**SMOKE ELIMINATION.**

1. Oxygen - "100%." P-CP-FM
2. Emergency cabin altitude control - "OPEN." CP
3. Cabin to cockpit door - CLOSED. FM
4. Emergency descent - As required. P
5. Smoke Elimination checklist - "Completed". FM

## **DITCHING (C-118) - PILOT.**

### **FIRST ACTIONS.**

1. Warns crew to prepare for ditching, giving approximate time left.
2. Alerts cabin personnel over public address system.
3. Orders radio operator or copilot to start emergency procedures.
4. Dumps fuel if necessary.
5. Checks and dons life vest.
6. Fastens safety belt and shoulder harness, removes tie, and loosens collar.
7. Takes over aircraft controls.
8. Orders copilot to declutch superchargers.
9. If fuel dumped, orders copilot to return dump valve handles to DRAIN position.
10. Turns on radio altimeter.

**WHEN DITCHING IS IMMINENT (10 MINUTES LEFT).**

1. Orders radio operator to send final distress signal and lock key down or actuate the automatic emergency transmitting equipment unless HF contact has been established.
2. Resets altimeter from 29.92 to local area pressure.
3. Orders all heaters turned off.
4. Orders navigator to take charge of cabin; ascertains that preparations for ditching are complete.
5. Orders all personnel to secure themselves in their ditching positions. Has flight mechanic check and report.
6. If at night, turns on wing illumination lights.
7. Orders copilot to return dump valves to OFF and to check that depressurization is complete.

8. Immediately prior to ditching, orders flight mechanic to take ditching station and informs everyone to "Brace for impact."

#### **POSITION.**

Pilot's seat.

#### **AFTER DITCHING.**

1. Makes certain all personnel have left aircraft, boards appropriate liferaft and assumes command.
2. Secures to other liferafts as soon as practicable.

#### **DITCHING (C-118) - COPILOT.**

##### **FIRST ACTIONS.**

1. Takes over controls while pilot adjusts equipment.
2. If radio operator is not aboard, assumes his first action duties, No. 1 and No. 2.
3. Turns AIMS/IFF to EMERGENCY.

4. Takes emergency action on VHF/UHF. (Transmits "MAYDAY" and identification three times, followed by distress message.)
5. Checks and dons life vest, fastens safety belt and shoulder harness, loosens collar, and removes tie.
6. On order of pilot:
  - a. Declutches superchargers.
  - b. Returns dump valve handles to "DRAIN" position.

**WHEN DITCHING IS IMMINENT (10 MINUTES LEFT).**

1. Assists pilot.
2. Returns dump valve handles to OFF position.

**POSITION.**

Copilot's seat.

**AFTER DITCHING.**

1. Leaves aircraft through appropriate exit and boards liferaft.

**DITCHING (C-118) - FLIGHT MECHANIC.**

**FIRST ACTIONS**

1. Procures life vest for pilot, copilot, navigator, and radio operator.
2. Secures all loose objects in crew compartment.
3. Positions first aid kits and emergency radio at appropriate exits.
4. Dons vest containing emergency radio.
5. Dons life vest.

**WHEN DITCHING IS IMMINENT (10 MINUTES LEFT).**

1. Checks and reports that all personnel are at ditching stations.

**POSITION.**

Seat near Exit No. 4.

**AFTER DITCHING.**

1. Launches liferaft through appropriate exit.
2. Assists passengers in boarding liferaft.
3. Enters liferaft with first aid kit and emergency radio.

