EMERGENCY CHECKLIST
BEECHCRAFT
DUCHESS-BE76

LANDING GEAR MANUAL EXTENSION

Reduce airspeed before attempting manual extension of the landing gear.

1. Landing GEAR MOTOR Circuit Breaker - OFF (pull out)
2. Landing Gear Switch Handle - DOWN position
3. Airspeed - 100 KTS. MAXIMUM
4. Emergency extension Valve - OPEN (Use Emergency Extension Wrench - Turn counter clockwise)
5. If electrical system is operative, check landing gear position lights and warning horn. (Check Landing GEAR CONTROL circuit breaker engaged).

WARNING

After emergency landing gear extension, do not move any landing gear controls or reset any switches or circuit breakers until airplane is on jacks, as failure may have been in the gear-up circuit and gear might retract with the airplane on the ground.

EMERGENCY CHECKLIST
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EMERGENCY AIRSPEEDS (3900 LBS.)

One-Engine-Inoperative Best Angle-of-Climb (V_X)	85 kts.
One-Engine-Inoperative Best Rate-of-Climb (V_Y)	85 kts.
Air Minimum Control Speed (V_{MCA})	65 kts.
One-Engine-Inoperative Enroute Climb	85 kts.
Emergency Descent	140 kts.
One-Engine-Inoperative Landing:	
Manoeuvring to Final Approach	90 kts.
Final Approach (Flaps Down)	85 kts.
Intentional One-Engine-Inoperative Speed (V_{SSE})	71 kts.
Maximum Glide Range	95 kts.

ONE-ENGINE-INOPERATIVE PROCEDURES

ENGINE FAILURE DURING GROUND ROLL

1. Throttles - IDLE
2. Braking - MAXIMUM
3. Fuel Selectors - OFF
4. Battery, Alternator, and Magneto/StartSwitches - OFF

ENGINE FAILURE AFTER LIFT-OFF AND IN FLIGHT

1. Landing Gear and Flaps - UP
2. Throttle (inoperative engine) - IDLE
3. Propeller (inoperative engine) - FEATHER
4. Power (operative engine) - AS REQUIRED
5. Airspeed - AT OR ABOVE THE 50 FT. TAKE-OFF SPEED (80 KNOTS)

After positive control of the airplane is established:

6. Secure inoperative engine:
   a. Mixture Control - IDLE CUT-OFF
   b. Fuel Selector - OFF
   c. Aux. Fuel Pump - OFF
   d. Magneto/Start Switch - OFF
   e. Alternator Switch - OFF
   f. Cowl Flap - CLOSE
7. Airspeed - ESTABLISH 85 KTS.
8. Electrical Load - MONITOR (Maximum load of 100% on remaining engine)

ENGINE FIRE (GROUND)

1. Mixture Controls - IDLE CUT-OFF
2. Continue to crank affected engine
3. Fuel Selectors - OFF
4. Battery and Alternator Switches - OFF
5. Extinguish fire with extinguisher

ENGINE FIRE IN FLIGHT

Shut down the affected engine according to the following procedure and land immediately. Follow the applicable single-engine procedures in this section.

1. Fuel Selector - OFF
2. Mixture Control - IDLE CUT-OFF
3. Propeller - FEATHER
4. Aux. Fuel Pump - OFF
5. Magneto/Start Switch - OFF
6. Alternator Switch – OFF

GEAR UP LANDING

1. Cowl Flaps - CLOSE
2. Wing Flaps - FULL DOWN (DN)
3. Throttles - IDLE
4. Mixture Controls - IDLE CUT-OFF
5. Battery, Alternator, and Magneto/Start Switches - OFF
6. Fuel Selectors - OFF
7. Keep wings level during touchdown.
8. Get clear of the airplane as soon as possible after it stops.

ONE-ENGINE-INOPERATIVE LANDING

1. Landing Gear - DOWN
2. Airspeed - 85 KTS
3. Power - AS REQUIRED

EMERGENCY DESCENT

1. Propellers - 2700 RPM
2. Throttles - IDLE
3. Airspeed - 140 KTS
4. Landing Gear - DOWN

MAXIMUM GLIDE CONFIGURATION

1. Propellers - FEATHER
2. Wing Flaps - UP
3. Landing Gear - UP
4. Cowl Flaps - CLOSE
5. Airspeed - 95 KTS

ONE ENGINE INOPERATIVE GO-ROUND

1. Power - MAXIMUM ALLOWABLE
2. Landing Gear - UP
3. Wing Flaps - UP
4. Airspeed - MAINTAIN 85 KTS. MINIMUM

SYSTEM EMERGENCIES

OPERATION ON CROSSFEED

Left Engine Inoperative:

1. Right Aux. Fuel Pump - ON
2. Left Fuel Selector - OFF
3. Right Fuel Selector - CROSSFEED
4. Right Aux Fuel Pump - ON or OFF as required

Right Engine Inoperative:

1. Left Aux. Fuel Pump - ON
2. Right Fuel Selector - OFF
3. Left Fuel Selector - CROSSFEED
4. Left Aux Fuel Pump - On or OFF as required