

BE 76 DUTCHESS EMERGENCY PROCEDURES CHECKLIST
ENGINE FAILURE DURING ENROUTE CLIMB OR CRUISE

1. Maintain directional above 85 KIAS
2. Mixtures full forward
3. Props full forward
4. Throttles full forward
5. Flaps up
6. Gear up
7. Boost fuel pumps & fuel selectors on
8. **IDENTIFY** and **VERIFY** the inoperative engine.
Retard the throttle on that engine to idle. **FEATHER** the inoperative engine
10. Take care of the good engine .

- a. Full power climb (85 KIAS)
- b. Power as required for cruise
- c. Cowl flaps closed on feathered engine
- d. Cowl flaps as required on the operating engine (normally open)
- e. Power as required on the operative engine (normally open)
- f. Bank 2 degrees into operating engine for maximum performance

11. Turn toward the nearest suitable airport
12. Inoperative engine mixture idle cut-off
13. Inoperative engine electric fuel pump off
14. Inoperative engine magnetos off-one at a time
15. Inoperative engine fuel selector off
16. Inoperative engine alternator off
17. Reduce electrical load as required
18. If required, maintain lateral balance with crossfeed
CROSSFEED PROCEDURES (level cruise flight only)

1. Operating engine electric fuel pump on
2. Inoperative engine fuel selector off, fuel pump off
3. Operating engine fuel selector to crossfeed
4. Check fuel pressure
5. Operating engine electric fuel pump on or off as required

RETURN TO OPERATING ENGINE TANK

Operating engine: Boost pump on-- fuel selector to on
Check fuel pressure Operating engine Boost pump off

ENGINE RESTART AFTER SHUTDOWN

1. Inoperative engine fuel selector on
2. Inoperative engine electric fuel pump on
3. Inoperative engine mixture full rich
4. Inoperative engine magneto switches on
5. Inoperative engine alternator on
6. With 100 KIAS minimum, push the propeller control full forward. As soon as propeller starts to windmill, MOVE prop control to midrange
7. Throttle 15" until cylinder head temperature 200 degrees F
8. Fuel pump off
9. Restore normal power when head temperature 200 degrees F
10. Cowl flaps as required
11. **NOTE:** If the propeller does not windmill when propeller control moved forward, use the normal starting procedure.

SINGLE ENGINE CLIMB MAY NOT BE POSSIBLE WITH CERTAIN COMBINATIONS OF WEIGHT, TEMPERATURE, AND DENSITY ALTITUDE. DO NOT ATTEMPT A SINGLE ENGINE GO AROUND AFTER EXTENDING FLAPS