



1. ENGINE FAILURE

PILOT

Ignition switch (Magnetos) OFF

FLIGHT ENGINEER

- Throttle lever CLOSED
- Feathering button light CHECK ON
- IF not onPUSH FEATHERING
- Mixture control lever OFF
- Fuel tank selector of ENG ... OFF
- Auxiliary fuel pump of ENG OFF
- Fuel crossfeed levers CLOSED
- Tank 5 Fuel sle. lever CLOSED
- Cowl Flaps of ENG FAIRED
- Propeller anti icer switch ... OFF
- carburetor anti icer switch ... OFF
- Generator switch OFF
- ENG FIRE extinguisher SET TO ENG
- Cabin heater fire extinguisher handle OFF
- Feathering button (after prop feather) NEUTRAL
- Propeller governor switch FULL DEC RPM
- Light Propeller gov LIGHT ON

- Oil cooler flaps FAIRED
- SET UP NECESSARY THREE-ENGINE POWER
- Oil cooler flaps FAIRED
- Reposition the fuel crossfeed valve levers to equalize fuel load.

2.PROPELLER UNFEATHERING

PILOTS

Airspeed under 139 kts

Ignition (magnetos) BOTH

FLIGHT ENGINEER

- Prop governor full DEC RPM

- Emergency shut-off lever ALL ON
- prop, turn 6 blades with starter (ignition off)
- Throttle lever CLOSED
- Mixture control lever OFF

- Fuel tank selector lever ON
- Auxiliary fuel pump switch ... LOW
- Feathering button ...
- PULL
- Mixture control lever AUTO RICH
- After unfeathering and oil temp and press normal
- Synchronize with ENG 1 or 2
- Generator switch ON
- Cowl flaps and oil flaps AS DESIRED





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3.ENGINE FAILURE DURING TAKE-OFF

If an engine fails during take-off with adequate runway left to stop the aircraft with brakes and propeller reversing, close the throttles and stop.

If an engine fails after the NO GO SPEED (V1), take-off should be continued.

If the automatic feathering system has been turned on, the propeller should feather automatically and the engine should be shut down as described in procedure ON ENCOUNTERING ENGINE FAILURE.

4.ENGINE FAILURE DURING FLIGHT

Shut down the engines as describes in procedure ON ENCOUNTERING ENGINE FAILURE.

5.LANDING WITH ONE OR MORE ENGINES INOPERATIVE

Landing with only one engine inoperative will not seriously affect the normal flight characteristics of the aircraft.

However with engine No.3 or No.4 inoperative, the reduction in output to the secondary hydraulic system may cause the landing gear and wing flap operation to be slower than normal.

After landing, the wing flaps should not be raised until after the full use of the nose wheel steering and full use of the brakes is not critical.

When landing with any two engine feathered, the windmilling drag is reduced by half and the deceleration with the closed throttles is less than normal.

Hence, excessive speed on approach should be anticipated and avoided. However, a slightly high final approach with low power is considered good practice.

6.ENGINE No.1 or No.2 INOPERATIVE

PILOTS

Primary hydraulic system pressure will not be available. However, the surface control booster will be operated by HYD2. Landing gear extension and wing flap ops. may be slower than normal.

Landing gear control lever ... DOWN

Wing flap control lever ... AS REQUIRED

Use propeller reversing with caution and only when nose wheel on ground

FLIGHT ENGINEER

L&R refrigerator cooling fan..... OFF

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7.ENGINE No.2 AND No.3 INOPERATIVE

PILOTS

Vacuum system will not be operative and suction will not be available for any vacuum operated instruments and/or the de-cier boots.

The ENG4 hyd pump will supply HYD2 for landing gear, wing flaps , brakes, tank 2A and 3A fuel dump actuation and nose wheel steering but slower than normal.

Landing gear control lever ... DOWN

Wing flap control lever ... AS REQUIRED

Use propeller reversing with caution and only when nose wheel on ground

8.ENGINE No.3 AND No.4 INOPERATIVE

HYD2 will not be operative

Wing flaps must be operated with the emergency hand crank.

The landing gear must be extended with the emer hyd hand pump.

Once the landing gear has been extended it cannot be retracted.

Nose wheel steering and the normal brake system will be inoperative.

sees EMERTGANCEY BRAKE OPERATION.

It will be impossible to dump tank 2A and 3A

PILOTS

Landing gear use EMERGENCY LANDING GEAR EXTENSION procedure

Wing flaps use EMERGENCY WING FLAP OPERATION procedure

FLIGHT ENGINEER

L&R refrigerator cooling fan..... OFF

9 . INADVERTENT REVERSING INFLIGHT

PILOTS

FLIGHT ENGINEER

pull out the propeller reverse circuit breaker

Feathering button PUSH

and complete feathering procedure

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10 . PROPELLER OVERSPEED IN FLIGHT

PILOTS

Throttle lever CLOSE
and decrease speed

Decrease airspeed to the minimum safe value
if overspeed still cannot be controlled:
Evacuate forward lavatories
Descend to minimum safe altitude

FLIGHT ENGINEER

Propeller selector switch ... toggle DEC RPM
If overspeed cannot be controlled - attempt
feathering

11 ENGINE FIRE DURING START

PILOTS

FLIGHT ENGINEER

Discontinue primings REQUIRED
Continue cranking to draw the fire through the
engine
Smother fire with Co2 extinguisher from ground
Mixture control lever OFF
Auxiliary fuel pump OFF

12 ENGINE FIRE ZONE 2 OR 3 DURING OF AFTER START

PILOTS

FLIGHT ENGINEER

Ignition (magneto) OFF

Throttle lever CLOSED
Mixture control lever OFF
Emergency shut-off lever FULL OFF
Fuel tank selector lever OFF
Auxiliary fuel pump switch OFF
Cowl flaps OPEN

Smother fire with Co2 extinguisher from ground.

13. ENGINE FIRE DURING FLIGHT

PILOTS

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Visually check propeller position after feathering operation and at frequent intervals to see that propeller remains feathered

Ignition switch OFF

Throttle lever CLOSED
Feathering button PUSH
Mixture control lever ... OFF
Emergency shut-off lever ... FULL OFF
Fuel tank selector of good eng ... NORMAL
Fuel tank selector lever fail eng ... OFF
Auxiliary fuel pump switch OFF
Fuel crossfeed lever of failed ENG ... CLOSED
Cowl flaps ... FUEL OPEN
Propeller and carburetor anti-icer switches OFF
Generator switch ... OFF
Engine fire exting. selecto.handle ... SET TO FIRE
Cabin heater fire exting. sel. handle ... OFF
Release one CO2 charge on pilot's order
Stand by to release a second charge.

Feathering button ... NEUTRAL
Propeller governor control switch ... full DEC RPM

Oil cooler flaps ... FAIRED
Cowl flaps (after fire extinguished) ... FAIRED
Fuel crossfeed lever ... AS REQUIRED

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14. FUSELAGE FIRE

Anytime smoke is noticed or a fire occurs in the aircraft, the crew should breath 100% oxygen, shut off the recirculating fans, and block open the curtain and door between the cabin and flight station. These steps will protect the flight crew and help to prevent spread of the fire. If smoke should become dense, follow the SMOKE REMOVAL procedure given in this section.

If an open fire should occur in the cabin or flight station, it can be controlled by smothering with CO2 from one of the portable fire extinguishers. If smoke or fire should originate beneath the floor, attempt to isolate the cause and shut off any fluids that may be feeding the fire. Then proceed as follows:

PILOTS

Close the throttle and start rapid descent, gear and flaps up. Do not exceed placarded airspeeds.

ENGINEER

Aux. vent. control knob- position B (anticipate rapid depressurization).
Fuel tank selector levers NORMAL
All fuel crossfeed levers CLOSED
Fuel tank 5 selector lever CLOSED

15. CABIN HEATER FIRE

PILOTS

ENGINEER

Cabin heater switches OFF
All cabin fans OFF
Engine fire extinguisher selector handle OFF
Cabin heater fire extin. selector handle... SET TO FIRE
Pull either CO2 release handle OFF

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16. ELECTRICAL FIRE

PILOTS

Zero reader master switch OFF

Automatic pilot switch OFF

AFTER THE FIRE IS OUT:

ENGINEER

Gyrosyn compass and emer. radio power EMER.

Generator switch OFF

Battery switch OFF

Generator field circuit breakers OFF

Radio power switches and AC fuses OFF

Smother fire with CO2 portable extinguisher

Identify the affected circuit, if possible, and isolate it from the main bus.

Circuit breakers in affected circuits OFF

Restore electrical power to unaffected circuits as follows:

Battery switch ON

Generator field circuit breakers ON

(one at a time)

Watch for recurrence of trouble during the remainder of the flight.

17. RAPID DESCENT PROCEDURE - CLEAN PROCEDURE

Descent in clean configuration can be made at speed up to V NE. The most rapid rate of descent can be made in this configuration.

PILOTS

Automatic pilot DISENGAGE
Throttle levers CLOSE SMOOTHLY

Propellers set to takeoff RPM

Auxiliary control booster switches ON
Descend at airspeed up to VNE

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18. EMERGENCY RAPID DESCENT PROCEDURE - LANDING GEAR DOWN - FLAPS 60%

Descent with landing gear lowered and wing flaps in TAKE-OFF position may be made at speed up to V LE.

This configuration produces a steeper angle than the clean configuration, but the rate of descent is lower because of the lower airspeed necessitated by the landing gear extended placard limits.

PILOTS

Automatic pilot DISENGAGE
Throttle levers CLOSE SMOOTHLY

Propellers set to takeoff RPM

Wing-flaps TAKE-OFF 60%
Landing gear lever DOWN
Auxiliary control booster switches ON
Descend at airspeed up to V LE

ENGINEER

Engine supercharger control levers LOW.

Cowl flaps 100% OPEN
Oil cooler flaps 100% OPEN

19. SMOKE ELIMINATION - PRESSURIZED FLIGHT

PILOTS

Close throttles and start a rapid descent, gear and flaps UP

2- Slow down to 175 kts or less to facilitate opening emergency exits.

4- Second, open the pilot's windows.

ENGINEER

Depressurize the cabin by dumping both superchargers. (Aux. vent. knob to full OPEN then to position A when cabin differential drops to about 1"Hg).

Turn recirculating and flight station fans OFF
when depressurized, remove smoke as follow:
1-Block open curtain and door to provide a clear path for the air

3- First, open one or more of the emergency exits over the wing.

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20. SMOKE ELIMINATION - UNPRESSURIZED FLIGHT

PILOTS

2- Slow down to 175 kts or less to facilitate opening emergency exits.

4- Second, open the pilot's windows.

ENGINEER

Close auxiliary ventilation valves (Aux. vent. knob to position A).

Turn recirculating and flight station fans OFF
remove smoke as follow:

1-Block open curtain and door to provide a clear path for the air

3- First, open one or more of the emergency exits over the wing.

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21. EMERGENCY LANDING GEAR RETRACTED

PILOTS

The pilot in command should designate a crew member to open all emergency exits prior to touchdown

Notify the crew of intention to make a gear-up landing.
Notify ground stations giving position.

Advise cabin attendants to provide passengers with padding. Show them how to brace when the signal is given.

Order passenger seat belt fastened

Secure or stow loose equipment.

Open all doors; remove and stow all emergency exit covers.

Make a wide enough approach to permit feathering and positioning of inboard propellers before starting the downwind leg.

Ignition to feathered engine OFF

Rudder and elevator auxiliary booster switches ON
Wing flaps ---EXTEND to LANDING position as soon as it is certain landing area can be reached.

Give order to brace, 30 seconds before contact

Ignition switches.. OFF

ENGINEER

Reduce gross weight of aircraft by dumping fuel.

If possible move center of gravity to approximately 25 to 30% MAC.

Feather propellers 2 and 3, positioning them with one blade up. Use engine starters to position blades

Emergency shut-off levers for feathered engines Full OFF position

All auxiliary fuel pumps OFF

Mixture control levers, engine 1 and 4 OFF

Fuel tank selector levers OFF

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