(Continued)

• **NOTE** •

If the airplane is in IMC conditions, turn ALT 1, ALT 2, and BAT 1 switches OFF. Power from battery 2 will keep the Primary Flight Display operational for approximately 30 minutes. If airplane is in day VFR conditions and turning off the master switches eliminated the fire situation, leave the master switches OFF. Do not attempt to isolate the source of the fire by checking each individual electrical component.

If the cause of the fire is readily apparent and accessible, use the fire extinguisher to extinguish flames and land as soon as possible. Opening the vents or doors may feed the fire, but to avoid incapacitating the crew from smoke inhalation, it may be necessary to rid cabin of smoke or fire extinguishant.

If required to re-activate systems, pause several seconds between activating each system to isolate malfunctioning system. Continue flight to earliest possible landing with malfunctioning system off. Activate only the minimum amount of equipment necessary to complete a safe landing.

Engine Fire In Flight

1. Mixture ..... CUTOFF
2. Fuel Pump ..... OFF
3. Fuel Selector ..... OFF
4. Airflow Selector ..... OFF
5. Power Lever ..... IDLE
6. Ignition Switch ..... OFF
7. Land as soon as possible.

Procedure Complete

• **NOTE** •

If an engine fire occurs during flight, do not attempt to restart the engine.

Wing Fire In Flight

1. Pitot Heat Switch.....OFF
2. Navigation Light Switch.....OFF
3. Landing Light.....OFF
4. Strobe Light Switch.....OFF
5. If possible, side slip to keep flames away from fuel tank and cabin.
6. Land as soon as possible.

Procedure Complete

• CAUTION •

Putting the airplane into a dive may blow out the fire. Do not exceed V_{NE} during the dive.

Engine Fire During Start

1. Mixture.....CUTOFF
2. Fuel Pump.....OFF
3. Fuel Selector.....OFF
4. Power Lever.....FORWARD
5. Starter.....CRANK
6. If flames persist, perform Emergency Engine Shutdown On Ground and Emergency Ground Egress Checklists.

Procedure Complete

• NOTE •

A fire during engine start may be caused by fuel igniting in the fuel induction system. If this occurs, attempt to draw the fire back into the engine by continuing to crank the engine.