

EMERGENCY PROCEDURES

1980 Cessna 182Q N4736N

Bold-faced type are immediate action items which should be committed to memory.

Engine Failure During Takeoff Roll

- 1. ThrottleIdle
- 2. Brakes..... Apply
- 3. Flaps Retract
- 4. MixtureIdle Cut Off
- 5. Ignition Switch Off
- 6. Master Switch Off

Engine Failure Immediately After Takeoff

- 1. **Airspeed70 KIAS (Flaps Up)
65 KIAS (Flaps Down)**
- 2. Mixture.....Idle Cut Off
- 3. Fuel Selector Off
- 4. Ignition.....Off
- 5. Flaps..... As Required (40° Recommended)
- 6. Master Switch Off

Engine Failure During Flight (Restart)

- 1. **Airspeed70 KIAS**
- 2. **Carb Heat On**
- 3. **Fuel SelectorBoth**
- 4. Mixture.....Rich
- 5. Ignition..... Both (or START if propeller is stopped)
- 6. Primer..... In & Locked

Forced Landing w/o Engine Power

- 1. Airspeed..... 70 KIAS (Flaps Up)
65 KIAS (Flaps Down)
- 2. Mixture Idle Cut Off
- 3. Fuel SelectorOff
- 4. IgnitionOff
- 5. FlapsAs Required (40° Recommended)
- 6. Master SwitchOff
- 7. DoorsUnlatch
- 8. Touchdown Slightly Tail Low
- 9. Brakes..... Apply Heavily

Precautionary Landing With Engine Power

- 1. Airspeed.....65 KIAS
- 2. Wing Flaps..... 20°
- 3. Select FieldPerform Fly Over Inspection
- 4. Electrical SwitchesOff
- 5. Flaps40° on Final Approach
- 6. Airspeed.....65 KIAS
- 7. Avionics & Master Switches . Off
- 8. DoorsUnlatched Prior To Touchdown
- 9. Touchdown Slightly Tail Low
- 10. Ignition SwitchOff
- 11. Brakes Apply Heavily

Engine Fire During Start

- 1. **Continue Cranking Engine**
- 2. If Engine Starts:Power 1700 RPM for a few minutes
- 3. Engine.....Shutdown and Inspect
- If Engine Fails to Start:
- 4. **Throttle Full Open**
- 5. **Mixture Idle Cut Off**
- 6. **Cranking Continue**
- 7. **Fire Extinguisher Obtain**
- 8. **Master/Ignition/Fuel Off**
- 9. **Fire Extinguish**

- 10. Fire Damage..... Inspect

Engine Fire in Flight

- 1. **Mixture Idle Cut Off**
- 2. **Fuel Selector Off**
- 3. Master SwitchOff
- 4. Cabin Heat & Air Off (Except Overhead Vents)
- 5. Airspeed..... 100 KIAS (If fire is not extinguished, increase glide speed to find an airspeed, which will provide an incombustible mixture.)
- 6. Forced Landing w/o Engine PowerExecute

Electrical Fire in Flight

- 1. **Master Switch..... Off (Leave Ignition On)**
- 2. **Avionics Power Switch.... Off**
- 3. **All Other Switches (Except Ignition) Off**
- 4. **Vents/Cabin Air/Heat..Closed**
- 5. **Fire Extinguisher..... Activate**

Warning
After discharging an extinguisher within a closed cabin, ventilate the cabin.

If fire is extinguished & electrical power is req.

- 6. Master Switch On
- 7. Circuit Breakers Check for Faulty circuit (Do Not Reset)
- 8. Radio Switches Off
- 9. Avionics Power Switch...On
- 10. Radio/Electrical Switches on one at a time w/ delay after each to locate short.

- 11. Vent cabin when assured fire is extinguished

Cabin Fire

- 1. **Master Switch Off (Leave Ignition On)**
- 2. **Vents/Cabin Air/Heat . Closed**
- 3. **Fire ExtinguisherActivate**

Warning
After discharging an extinguisher within a closed cabin, ventilate the cabin.

- 4. Land ..As soon as possible and inspect damage

Wing Fire

- 1. **Navigation Lights Off**
- 2. **Strobe Lights Off**
- 3. **Pitot Heat Off**
- 4. **Landing/Taxi Lights Off**

Note
Sideslip to keep flames away from the fuel tank and cabin, and land as soon as possible using flaps only as required for final approach and touchdown.



Icing

1. Pitot Heat.....On
2. Turn back or change altitude to obtain an outside air temp that is less conducive to icing.
3. Pull cabin heat control to full and rotate defroster control clockwise to obtain maximum defroster airflow.
4. Increase Engine Speed to minimize ice build-up on propeller blades
5. Watch for signs of carburetor air filter ice and apply carburetor heat as required. An unexplained loss of manifold pressure could be caused by carburetor ice or air intake filter ice. Lean the mixture if carb heat is used continuously.
6. Plan a landing at the nearest airport. With an extremely rapid ice build-up, select a suitable "off airport" landing site.
7. With ice accumulation of ¼ inch or more on the wing leading edges, be prepared for significantly higher stall speed.
8. Leave wing flaps retracted. With a severe ice build-up on the horizontal tail, the change in wing wake airflow direction caused by wing flap extension could result in a loss of elevator effectiveness.
9. Open left window and if practical scrape ice from a portion of the windshield for visibility in landing approach.

10. Perform landing approach using a forward slip, if necessary, for improved visibility.
11. Approach at 80 to 90 KIAS depending upon the amount of accumulation.
12. Perform a landing in level attitude.

Ditching

1. RadioTransmit Mayday on 121.5 giving location and intentions and squawk 7700.
2. Heavy Objects..... Secure or Jettison.
3. Flaps 20° to 40°
4. Power..... Est. a 300 FPM descent at 60 KIAS.
5. Approach
High winds, heavy seas.....Into the Wind.
Light winds, heavy swells
Parallel to swells.

Note

- If no power is available, approach at 70 KIAS with flaps up or at 65 KIAS with 10° flaps.
6. Cabin DoorsUnlatch
 7. Touchdown Level attitude at established descent rate.
 8. Face.....Cushion at touchdown with folded coat.
 9. Airplane.....Evacuate through Cabin doors. If necessary, open window and flood cabin to equalize pressure so doors can be opened.
 10. Life vests and raftInflate

Airspeeds for Emergency Operations

Engine Failure After Takeoff:

Wing Flaps Up -- 70 KIAS
Wing Flaps Down -- 65 KIAS

Maneuvering Speed:

2950 Lbs -- 111 KIAS
2450 Lbs – 100 KIAS
1950 Lbs – 89 KIAS

Maximum Glide: – 70 KIAS

Precautionary Landing With

Engine Power – 65 KIAS

Landing Without Engine Power:

Wing Flaps Up – 70 KIAS
Wing Flaps Down – 65 KIAS

**For all other
Emergency
Abnormal
Procedures.
See the
POH
Section 3.**

This checklist is a guide to coordinate Pilot Operating Handbook and STC data applicable to this particular aircraft only. The applicable Pilot Operating Handbook and STC installations remain the official documentation for this aircraft. The pilot in command is responsible for complying with all items in the Pilot Operating Handbook and applicable STCs.

I certify this checklist has been reviewed for accuracy.

Wing Director of Maintenance Date