

EMERGENCY PROCEDURES

Cessna C-182T N354CP (2005) (G1000 equipped)

ENGINE FAILURES

ENGINE FAILURE DURING TAKEOFF ROLL

1. Throttle Control IDLE
2. Brakes APPLY
3. Wing Flaps RETRACT
4. Mixture Control ... IDLE CUTOFF
5. MAGNETOS Switch OFF
6. Stby Batt Switch OFF
7. Master Switch (Alt. & Bat) ... OFF

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

1. **Airspeed 75 KIAS (Flaps Up)
..... 70 KIAS (Flaps down)**
2. Mixture Control... IDLE CUTOFF
3. FUEL SELECTOR valve OFF
(PUSH DOWN and ROTATE to OFF)
4. MAGNETOS Switch OFF
5. Wing Flaps AS REQUIRED
(Full Flaps Recommended)
6. Stby Batt Switch OFF
7. Master Switch (Alt. & Bat) ... OFF
8. Cabin Door UNLATCH
9. Land STRAIGHT AHEAD

ENGINE FAILURE DURING FLIGHT (Restart Procedures)

1. **Airspeed 76 KIAS
..... (best glide speed)**
2. **Fuel Selector Valve BOTH**
3. **Fuel Pump Switch ON**
4. **Mixture RICH**
5. MAGNETOS Switch BOTH
(or START if propeller is stopped)

Note

If propeller is windmilling, engine will restart automatically within a few seconds. If propeller has stopped (possible at low speeds), turn MAGNETOS switch to START, advance throttle slowly from idle, and lean the mixture from full rich, as required to obtain smooth operation.

6. Fuel Pump Switch OFF

FORCED LANDINGS

EMERGENCY LANDING WITHOUT ENGINE POWER

1. Pilot & Passenger Seat Back ...
... MOST UPRIGHT POSITION
2. Seats and Seat Belts. SECURE
3. Airspeed ... 75 KIAS (Flaps UP)
70 KIAS (Flaps DOWN)
4. Mixture Control. IDLE CUTOFF
5. FUEL SELECTOR Valve... OFF
(Push Down and rotate OFF)
6. MAGNETO Switch OFF
7. Wing Flaps AS REQUIRED
(Full Recommended)
8. Stby Batt Switch OFF
9. Master Switch (Alt & Bat). OFF
(when landing is assured)
10. Doors UNLATCHED
PRIOR TO TOUCHDOWN
11. Touchdown Slightly TAIL LOW
12. Brakes APPLY HEAVILY

PRECAUTIONARY LANDING WITH ENGINE POWER

1. Pilot & Passenger Seats
MOST UPRIGHT POSITION
2. Seats and Seat Belts.... SECURE
3. Airspeed 75 KIAS
4. Wing Flaps 20°.
5. Selected Field FLY OVER
noting terrain and obstructions,
then retract flaps upon reaching
a safe altitude and airspeed.

6. Avionics Switch (Bus 1 & 2) OFF
7. Electrical Equipment Switches OFF
8. Wing Flaps FULL (on final
approach)
9. Airspeed 70 KIAS
10. Stby Batt Switch OFF
11. Master Switch (Alt and Bat) OFF
12. Doors UNLATCH
PRIOR TO TOUCHDOWN
13. Touchdown . Slightly TAIL LOW
14. Mixture Control . IDLE CUTOFF
15. MAGNETOS Switch OFF
16. Brakes APPLY HEAVILY

DITCHING

1. Radio TRANSMIT MAYDAY
on 121.5, giving location and
intentions and Squawk 7700
2. Heavy Objects (in baggage area)
SECURE or JETTISON (if possible)
3. Pilot & Passenger Seat Backs ...
MOST UPRIGHT POSITION
4. Seats and Seat Belts... SECURE
5. Wing Flaps 20° to Full
6. Power . ESTABLISH 300 FT/MIN
DESCENT AT 65 KIAS.

Note

If no power is available, approach at 70 KIAS with flaps up or at 65 KIAS with 10° of Flaps.

7. Approach:
High winds, Heavy Seas
INTO the WIND
Light winds, Heavy Swells
PARALLEL to SWELLS
8. Cabin Doors UNLATCH
9. Touchdown Level Attitude At
Established Rate-Of-Descent

10. Face CUSHION
at touchdown with folded coat
11. ELT ACTIVATE
12. Airplane EVACUATE
through cabin doors. If necessary,
open window and flood cabin to
equalize pressure so doors can be
opened
13. Life Vests and Raft .. INFLATE
When Clear Of Airplane

FIRES

During START On Ground

1. **MAGNETO Switch START**
(continue cranking about 1 minute)
- IF ENGINE STARTS**
2. Power 1800 RPM for a few
minutes
3. Engine SHUTDOWN
Inspect for damage
- IF ENGINE FAILS TO START**
1. **Throttle Control .. FULL OPEN**
2. **Mixture Control ... IDLE CUTOFF**
3. **Magnetos Switch START**
(continue cranking)
4. **Fuel Selector OFF**
PUSH DOWN and ROTATE
5. **Fuel Pump Switch OFF**
6. **MAGNETOS Switch OFF**
7. **Stby Batt Switch OFF**
8. **MASTER Switch (Alt & Bat) OFF**
9. Engine SECURE
10. Parking Brake RELEASE
11. Fire Extinguisher OBTAIN
12. Airplane EVACUATE
13. Fire ... EXTINGUISH using fire
extinguisher, wool blanket, or dirt
14. Fire Damage INSPECT

ENGINE FIRE IN FLIGHT

1. Mixture Control.... IDLE CUTOFF
2. Fuel Selector.....OFF
PUSH DOWN and ROTATE
3. Fuel Pump Switch OFF
4. Stby Batt Switch..... OFF
5. Master Switch (Alt & Bat).... OFF
6. Cabin Heat and Air OFF
(except overhead vents)
7. Airspeed 100 KIAS
(if fire is not extinguished increase glide speed to find an airspeed, within airspeed limitations, which will provide an incombustible mixture)
8. Forced Landing EXECUTE
Refer to EMERGENCY LANDING WITHOUT ENGINE POWER

ELECTRICAL FIRE IN FLIGHT

1. Stby Batt Switch..... OFF
2. MASTER Switch (Alt & Bat)..... OFF
3. Vents/Cabin Air/Heat.. CLOSED
4. Fire Extinguisher ... ACTIVATE
5. Avionics Switch (Bus 1&2) . OFF
6. All other switches (except

Warning

After The Fire Extinguisher Has Been Used, Make Sure That The Fire Is Extinguished Before Exterior Air Is Used To Remove Smoke From Cabin.

- magneto switch)..... OFF
7. Vents/Cabin Air/Heat..... OPEN
when it is ascertained that fire is completely extinguished.
- IF FIRE HAS BEEN EXTINGUISHED AND ELECTRICAL POWER IS NECESSARY FOR CONTINUED FLIGHT TO NEAREST SUITABLE AIRPORT OR LANDING AREA
8. Circuit BreakerCHECK
for Open circuit(s) Do Not Reset
 9. MASTER Switch (Alt & Bat)... ON
 10. AVIONICS Master Bus 1 ON
 11. AVIONICS Master Bus 2 ON

CABIN FIRE

1. Stby Bat. Switch OFF
2. Master Switch (Alt & Bat)..... OFF
3. Vents/Cabin Air/Heat.....
CLOSED (to avoid drafts)
4. Fire Extinguisher ... ACTIVATE
5. Vents/Cabin Air/Heat..... OPEN

Warning

After The Fire Extinguisher Has Been Used, Make Sure That The Fire Is Extinguished Before Exterior Air Is Used To Remove Smoke From Cabin.

- when fire is extinguished
6. Land the Airplane as soon as possible to inspect for damage

WING FIRE

1. LAND & TAXI Lights OFF
2. NAV Light Switch..... OFF
3. STROBE Light Switch OFF
4. PITOT HEAT Switch..... OFF
Note : Perform a sideslip to keep the flames away from the fuel tank and cabin. Land as soon as possible using flaps only as required

High Main Battery Charge

Current (M Bat Amps More Than 40)

1. Master Switch (Alt & Bat) ..OFF
2. Non Essential Elec Equip..OFF
3. Avionics Switch (Bus1 & 2) OFF
4. Flight Terminate as soon as practical

Air Data System FAILURES

Red X – PFD Airspeed Indicator

1. ADC/AHRS Circuit
Breaker....check IN (ESS Bus and AVN Bus)
If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Standby Airspeed Indicator USE

Red X – PFD Altimeter

1. ADC/AHRS Circuit
Breaker....check IN (ESS Bus and AVN Bus)
If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Standby Altimeter USE

Attitude And Heading Reference System (AHRS) Failure

Red X – PFD Attitude Indicator

1. ADC/AHRS Circuit
Breaker....check IN (ESS Bus and AVN Bus)
If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Standby Attitude Indicator .. USE

Red X – PFD Horizontal Situation Indicator (HSI)

1. ADC/AHRS Circuit
Breaker....check IN (ESS Bus and AVN Bus)
2. If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
3. Magnetic Compass USE

Display Cooling Advisory

PFD1 Cooling of MFD1 Cooling Annunciator(s)

1. Cabin HeatReduce to min
2. Fwd Avionics fan...Check airflow
If Forward Avionics Fan has Failed
3. Stby Batt SwitchOFF
(Unless needed for emerg. power)
If PFD1 Cooling or MFD1 Cooling Annunciator does not go off within 3 minutes OR if Both PFD1 Cooling and MFD1 Cooling Annunciators come on
4. Stby Batt SwitchOFF
(Land as soon as practical)

LOW VACUUM Annunciator

1. Vacuum Gauge.....CHECK
If Vacuum gage is out of the green arc during flight or the Gyro flag is shown on the Standby Attitude Indicator the standby Attitude Indicator must not be used for Attitude information


FOR ALL OTHER EMERGENCY/ABNORMAL PROCEDURES. SEE THE POH – SECTION 3.


General

- > Guard Frequency.....121.5
- > Flight Service (FSS) common...122.2
- > Flight Watch.....122.0
- > VFR Transponder.....1200
- > Lost Comm.....7600
- > Emergency.....7700

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

I certify this checklist has been reviewed for accuracy.


James H. Moore Lt Col CAP
OH Wing Maintenance Officer


Theodore L. Shaffer Col CAP
OH Wing Commander

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