

T-CRAFT AERO CLUB

Nampa, ID (KMAN)

Cessna 182 Checklist N121M

This checklist is intended to be a supplement to the manufacturer's recommended procedures documented in the Pilot's Operating Handbook (POH) available in the aircraft and for download from the T-Craft website.

This checklist is provided for reference only. Pilots may use this *at their own risk*. Pilots are responsible for safe conduct of flight and use of aircraft. Refer to FAA and manufacturer approved documents for correct information.

Cessna 182Q | N121M
Checklist v1.0
Updated October 17, 2025

Reporting a Mechanical / Safety Issue

If you identify a mechanical or safety issue with the aircraft, it can be "squawked" in several ways. The main question to be asked is whether the plane needs to be grounded.

Squawk in Schedulmaster

Next to each Aircraft in Schedulmaster, select the symbol and then "Add +"

This will allow the option to ground aircraft

Contact Maintenance Officer (or Alternate)

Board members, including the T-Craft maintenance officer can be found on the club website. If the Maintenance officer can't be reached, send a text message / email.

Notify Club Members

As a courtesy, check Schedulmaster to see if another member will be waiting on the plane. If so, please notify that member

Reporting an Accident or Incident

The first priority will be to see to the safety and care of any passengers or individuals on the ground. Contact emergency services if needed.

Aircraft

SECURE

Contain any immediate issues, such as fire or leaking fuel if possible. Master Switch and Ignition should be set to OFF. As much as practical and safe, leave switches in the position they were in at the time of the incident. If able and when time allows - take photos and write down your recollections of the event

Club Contacts

As soon as practical, contact the club board, specifically Safety and Maintenance Officers
Safety Officer

Maintenance Officer

ASRS (Aviation Safety Reporting System)

Consider filing a report with NASA via the ASRS system (<https://asrs.arc.nasa.gov>)

REFERENCE INFORMATION

Cessna 182Q | N121M | v1.0 (10/17/25)

REFERENCE V-SPEEDS

Maneuvering Speeds

2,950 lbs		111 KIAS
2,450 lbs	V_A	100 KIAS
1,950 lbs		89 KIAS

Climb Speeds

Best Rate (Sea Level)	V_Y	78 KIAS
Best Rate (10,000 ft)		72 KIAS
Best Angle (Sea Level)	V_X	54 KIAS
Best Angle (10,000 ft)		62 KIAS

Flaps Extended Speed

0° - 10°	V_{FE}	140 KIAS
10° - 40°		95 KIAS

Stall Speeds

Flaps Up	V_{S1}	53 KIAS
Flaps Extended	V_{SO}	38 KIAS

Calculated V_{REF} V_{REF} 49 KIAS

Best Glide (No Flaps) V_G 70 KIAS

Smooth Air Limit V_{NO} 143 KIAS

Never Exceed V_{NE} 179 KIAS

TIRE PRESSURES

Main Gear	25 PSI
Nose Gear	25 PSI

MAX DEMONSTRATED CROSSWIND VELOCITY

Takeoff	20 KNOTS
Landing	15 KNOTS

REFERENCE PATTERN SPEEDS / PWR SETTINGS

Downwind	16" MP	85 - 90 KIAS
Abeam	13" MP	75 - 80 KIAS
Base	13" MP	70 - 75 KIAS
Final	13" MP	55 - 65 KIAS

**These are references only. Use flap, throttle, and RPM settings appropriate to conditions to achieve a safe configuration at all times*

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REFERENCE INFORMATION

NORMAL PROCEDURES

Cessna 182Q | N121M | v1.0 (10/17/25)

PREFLIGHT

Checkout Aircraft - Flight Log System

Record System Hobbs and Tach Times

Aircraft Interior

Gust Lock	REMOVE and STOW
Trim Settings	INSPECT and ADJUST
Avionics Master	OFF
AoA and Pitot Heat Test	REMOVE COVERS
<i>Master Switch ON, Avionics Master ON - Test for Pitot Tube Heat on both AoA and Pitot Tube</i>	
AoA and Pitot Heat Switches	OFF
Beacon Light	ON
Master Switch	ON (Right side only)
G3X	Confirm A/C Hobbs and Tach Times
Flaps	DEPLOY (OBSERVE <u>AILERON</u> MOV'T)
Exterior / Interior Lights	CHECK
Stall Horn	CHECK
Master Switch	OFF (Confirm Beacon Off)
Fire Extinguisher	CHECK (SECURE / STATUS)
Check all seats / belts properly installed	

Aircraft Exterior

Left Main Gear / Tire	INSPECT
<i>Hydraulic fittings, Tire & brake conditions</i>	
<i>Fairing secure, no wrinkling at joint</i>	
Left Side Fuselage	INSPECT
Baggage Door	CONFIRM LATCHED
(L) Horizontal Stab & Elevator	INSPECT
Vertical Stab & Rudder	INSPECT
(R) Horizontal Stab & Elevator	INSPECT
<i>Trim Tab, Inspect and ensure secure</i>	
Right Side Fuselage	INSPECT
Right Main Gear / Tire	INSPECT
<i>Hydraulic fittings, Tire & brake conditions</i>	
<i>Fairing secure, no wrinkling at joint</i>	
Right Flap	INSPECT
<i>Free movement, Check feed ramps, bearings, control arm secure and moves freely</i>	
Right Aileron	INSPECT
<i>Free & correct movement, inspect hinges & pins. Confirm presence of counterweights</i>	
Right Wingtip	INSPECT
Right Wingtip Lights	INSPECT

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NORMAL PROCEDURES

NORMAL PROCEDURES

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PREFLIGHT (cont.)

Aircraft Exterior (cont.)

Right Wing Leading Edge & VG's INSPECT

Caution with VG's, >= 5 missing, Ground Plane

AoA Pitot Tube REMOVE COVER, INSPECT

Right Wing Strut INSPECT

Right Leading Edge Vents INSPECT

Right Wing @ Fuselage INSPECT

Static Port CLEAR of OBSTRUCTIONS

Right Cowling INSPECT

Cowl Flaps COWL, HINGE, ARM SECURE

Nose Gear & Tire INSPECT

Tire condition, inspect scissor link - secure and free movement, check gear extension

Propeller & Hub INSPECT

Check secure, no undressed nicks / gouges in propeller, no oil leaking / streaking, Inspect governor assembly for leaking

Engine & Cowl Space CHECK CLEAR

Observe cylinders & prop governor, cowl space

Left Side Cowl INSPECT

Oil Filler SECURE CAP, SECURE DOOR

Oil Level CHECK (7qts MIN / 8qts MAX)

Note: If oil heater is on, this may remain until pilot is ready for departure: SECURE

Static Port CLEAR of OBSTRUCTIONS

Left Leading Edge Vents INSPECT

Left Wing Strut INSPECT

Fuel Vent CHECK CLEAR and SECURE

Pitot Tube REMOVE COVER, INSPECT

Left Wing Leading Edge INSPECT

Left Wingtip INSPECT

Left Wingtip Lights INSPECT

Left Aileron INSPECT

Left Flap INSPECT

Fuel Checks

Left / Right Wing Fuel Levels CHECK / FUEL

Left / Right Wing Fuel Strainer CHECK

Nose Gear Fuel Strainer CHECK

Clean & water free fuel may be returned to tanks only using in-aircraft strainer

Fuel Caps (L/R) CONFIRM SECURE

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NORMAL PROCEDURES

NORMAL PROCEDURES

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BEFORE ENGINE START

Tow Bar **CONFIRM REMOVED**, STOW

Doors / Windows CLOSED, SECURED

Seats / Seatbelts CONFIRM SECURE

Passenger Safety Briefing COMPLETE

Surrounding Area CHECK / CLEAR

Confirm A/C clear of obstructions, Taxi path is clear, no persons, animals, or obstructions

Fuel Selector BOTH

Trim (Elevator / Rudder) SET FOR TAKEOFF

Cowl Flaps OPEN

Mixture RICH

Propeller HIGH RPM

Carburetor Heat COLD

Beacon Light CONFIRM ON

Circuit Breakers CHECK IN

Avionics Master OFF

ENGINE START

Master Switch ON

Wait until G3X display is on and MFD / Oil pressure is visible

Fuel Monitor UPDATE

*Set remaining fuel to dipstick quantity
Reset fuel used to zero*

Autopilot CONFIRM OFF

Prime AS REQ'D (MAX 3)

Throttle OPEN (1/2 inch)

Brakes HELD / SET / SECURE

PROP CLEAR CONFIRM / CALL

START (Max 20 second crank if no start)

AFTER ENGINE START

**** Throttle **** 1,000 RPM

**** Oil Pressure **** IN GREEN

Mixture LEAN FOR TAXI

Flaps RETRACT (NOTE AILERON MOV'T)

Avionics Master ON

*Confirm database, G3X sync with PFD
Confirm Autopilot Self-test passes (PFT)*

Taxi / Landing Lights ON

Taxi EYES OUT - CLEAR AREA

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NORMAL PROCEDURES

NORMAL PROCEDURES

Cessna 182Q | N121M | v1.0 (10/17/25)

RUNUP & PRE-DEPARTURE CHECKS

Brakes HELD / SET / SECURE

Avionics

Avionics Verify NO RED X's or INOPS

Weather (AWOS/ATIS) CHECK

Altimeter SET

Navigation (GPS, VOR) PROGRAM / SET

Radios (COMM/NAV) PROGRAM / SET

Autopilot CHECK FUNCTION / VERIFY OFF

A/P On - confirm control resistance; No "AP Off" Msg; Yoke disconnect; A/P Off below 800' AGL; FD Off as desired

Controls FREE and CORRECT

Fuel Selector BOTH

Trim (Elevator / Rudder) SET FOR TAKEOFF

Cowl Flaps OPEN

Flaps RETRACTED (or set for takeoff)

Mixture RICH

Propeller HIGH RPM

Carburetor Heat COLD

Primer IN and LOCKED

Run-Up

Throttle 1700 RPM

Mixture RICH or LEAN FOR BEST POWER
(Above 3,000 ft Density Altitude)

Oil Temperature GREEN

Oil Pressure GREEN

Magnetos CHECK
(Drop <150 RPM; Difference EA < 50 RPM)

Propeller CYCLE (<=3x), THEN HIGH RPM

Carburetor Heat TEST

Throttle IDLE CHECK, THEN 1000 RPM

Voltage Verification 12.5 - 14.0v

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NORMAL PROCEDURES

NORMAL PROCEDURES

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TAKE-OFF PROCEDURES

Departure Briefing

Departing Runway _____

State Takeoff Rejection Criteria

Eng Power / distance / markers / speed targets

Takeoff roll abort:

Maintain Directional Control, Throttle Idle

Flaps Up, Brake firmly, Exit RWY or Egress

Engine Failure in Air (Usable RWY Remains)

Maintain AIRSPEED (65-70 KIAS), Maintain Runway Heading, Throttle Idle. On touchdown Maintain Directional Control, Flaps Up, Brake Firmly, Exit RWY or Egress Aircraft

Engine Failure in Air (No Usable RWY)

Maintain AIRSPEED (65 - 70 KIAS), Turn toward viable landing area (<= +/- 30° Hdg) (**State** potential landing areas before T/O)
If Possible: Make MAYDAY Radio Call
Throttle Idle, Mixture Off, Fuel Selector Off, Ignition Off, Master Switch Off, Doors Open

Pre-departure Confirmation Flow

Control Check REPEAT / VERIFY

Fuel Selector CONFIRM BOTH

Trim (Elevator / Rudder) CONFIRM SET T/O

Cowl Flaps CONFIRM OPEN

Flaps SET FOR TAKEOFF (0° - 20°)

Mixture, Prop, Throttle, Carb Heat CHECK

Nav / Strobe Lights ON

Traffic CONFIRM CLEAR (Final and Base)

Radio Announcement TWR / CTAF

Alignment CONFIRM HEADING = RUNWAY

Normal Takeoff

Throttle FULL POWER and RPM

Confirm Airspeed "Alive" (note positive trend)

Rotate 50 KIAS

Target Airspeed

Best Angle of Climb V_x 54 KIAS

Best Rate of Climb V_y 78 KIAS

Cruise Climb 85 - 95 KIAS

Flaps RETRACT AS APPROPRIATE

Oil Pressure / Temperature CHECK GREEN

Cylinder Head Temperature <400° F

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NORMAL PROCEDURES

NORMAL PROCEDURES

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TAKE-OFF PROCEDURES (cont.)

Short Field Takeoff

Departure Briefing COMPLETE
Include unique features / hazards for field
Specify Midfield Identifier / Target Speed

Fuel Selector BOTH

Trim (Elevator / Rudder) SET FOR TAKEOFF

Cowl Flaps OPEN

Flaps SET 20°

Carburetor Heat COLD

Mixture RICH (or Lean for Best Power)

Propeller FULL FORWARD (HIGH RPM)

Brakes HOLD

Throttle FULL (VERIFY ~2400 RPM)

Brakes RELEASE

Elevator SLIGHTLY TAIL LOW

Rotate 50 KIAS

Airspeed MAINTAIN 50 KIAS
Note obstacle clearance before accelerating

Flaps SLOWLY RETRACT

Oil Pressure / Temperature CHECK GREEN

Cylinder Head Temperature <400° F

Soft Field Takeoff

Departure Briefing COMPLETE
Include unique features / hazards for field
Specify Midfield Identifier / Target Speed

Fuel Selector BOTH

Trim (Elevator / Rudder) SET FOR TAKEOFF

Cowl Flaps OPEN

Flaps SET 20°

Carburetor Heat COLD

Mixture RICH (or Lean for Best Power)

Propeller FULL FORWARD (HIGH RPM)

Throttle SLOW APPLICATION TO FULL
Gradually add power and accelerate until fully aligned w/ runway and at full power

Elevator SLIGHT TAIL LOW; NOSEWHEEL 6"

Airspeed / Pitch ACCEL IN GROUND EFFECT

Climb Airspeed AS NEEDED (V_x / V_y)

Flaps SLOWLY RETRACT

Oil Pressure / Temperature CHECK GREEN

Cylinder Head Temperature <400° F

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NORMAL PROCEDURES

NORMAL PROCEDURES

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CRUISE & DESCENT PROCEDURES

Cruise Checklist

Power SET FOR 75% OR LESS
See POH for appropriate power settings

Elevator / Rudder Trim ADJUST

Mixture LEAN
LEAN to peak EGT, then ENRICH 50°F rich of Peak. Use G3X Lean Assist function

Operating Lean of Peak is Not Approved

Cowl Flaps CLOSED or AS NEEDED

Landing / Strobe Lights ON FOR SAFETY

Initiate Instrument / Gauge Scan

Monitor Oil Pressure & Temperature;
*Ammeter (Charging); **CHT < 400° F***

Descent Procedures

Power SET FOR DESCENT
Careful use of power reduction to avoid sudden or "shock" cooling of engine

Mixture MONITOR / ENRICH

Carburetor Heat AS NEEDED

Cowl Flaps AS NEEDED
May close to minimize rapid engine cooling

Elevator / Rudder Trim ADJUST

Wing Flaps AS DESIRED
 0° - 10° below 140 KIAS
 10° - 40° below 95 KIAS

Pre-Landing Procedures

Seat Belts / Shoulder Harnesses SECURE

Fuel Selector BOTH

Mixture RICH (OR AS NEEDED)

Carburetor Heat ON (HOT)

Propeller HIGH RPM

Autopilot OFF (AT OR BELOW 200' AGL)

Pre-Landing Flow (GUMPS)

Gas (Fuel Selector) BOTH

Undercarriage DOWN / NO DAMAGE

Mixture RICH (OR AS NEEDED)

Propeller HIGH RPM

Primer IN and LOCKED

Seat Belts / Shoulder Harnesses CHECK

Switches ON AS REQ'D

Landing / Strobe Lights ON

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NORMAL PROCEDURES

NORMAL PROCEDURES

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LANDING PROCEDURES

Normal Landing

Flaps	SET AS REQ'D
0° - 10° below 140 KIAS	
10° - 40° below 95 KIAS	
Airspeed	
Flaps Up	70 - 80 KIAS
Flaps Down	60 - 70 KIAS
Trim	ADJUST AS REQ'D
Touchdown	MAIN WHEELS FIRST
Landing Roll	LOWER NOSE GENTLY
Brakes	MINIMUM REQ'D

Short Field Landing

Flaps	40°
Airspeed	MAINTAIN 60 KIAS
Trim	ADJUST AS REQ'D
Touchdown	MAIN WHEELS FIRST
Brakes	APPLY HEAVILY (OR AS REQ'D)
Flaps	RETRACT

Soft Field Landing

Flaps	40°
Throttle	AS NEEDED FOR GENTLE T/D
Airspeed	MAINTAIN 60 - 70 KIAS
Trim	ADJUST AS REQ'D
Touchdown	MAIN WHEELS FIRST
Nosewheel	HOLD OFF
Throttle	SMOOTHLY CLOSE
Brakes	GENTLE APPLICATION or AS REQ'D
Flaps	RETRACT

AFTER LANDING

Flaps	UP
Carburetor Heat	COLD
Cowl Flaps	OPEN
Trim	RETURN TO T/O
Strobe Lights	OFF
Taxi Light	ON
Communication	CLEAR RWY

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NORMAL PROCEDURES

NORMAL PROCEDURES

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SHUTDOWN & SECURING AIRCRAFT

Engine & Aircraft Shutdown

Brakes	SET
Tach / Hobbs Times	RECORD
Avionics Master	OFF
Nav / Taxi / Ldg Lights	OFF
Strobe Lights	OFF
Beacon Light	LEAVE ON
Pitot Heat	OFF
Throttle	IDLE

Magneto P-Lead Check

Rotate the Ignition Key from **Both** to **Off** and back to **Both**. The engine should begin to shut down, then continue. If it doesn't: Ground Aircraft and notify maintenance

Mixture	IDLE CUT OFF
Ignition Switch	OFF (KEY OUT)
Master Switch	OFF
Fuel Selector Valve	RIGHT or BOTH (To "High" wing side, if parked on a grade)

Secure Aircraft

Chocks / Tie Downs	IN PLACE / SECURE
Interior	FINAL VISUAL CHECKS
Seats & Seatbelts	POSITION & SECURE
Eng Controls & Trim	ADJUST TO NORMAL
Control Lock	INSTALL (OR CONFIRM)
Beacon Light	CONFIRM ON
Ignition / Key	CONFIRM OFF
Master Switch	CONFIRM OFF

Exterior

Wheels / Brakes	INSPECT
Fuel Caps	OBSERVE (ANY LEAKS?)
Wings / Struts	CLEAN
Windshield	CLEAN
Engine Pre-heater	INSTALL
Cowl Blanket	INSTALL
Cowl Plugs, Pitot Tube Covers	INSTALL
Doors	LOCK / SECURE

Office / Log Aircraft In

Note any Tach / Hobbs Time Discrepancies
If early, notify next user of plane availability
Return Keys / Card / Red Bag to Storage

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NORMAL PROCEDURES

EMERGENCY PROCEDURES

Cessna 182Q | N121M | v1.0 (10/17/25)

REFERENCE INFORMATION

Engine Failure After Takeoff

Wing Flaps Up	70 KIAS
Wing Flaps Down	65 KIAS

Best Glide (V_G) - No Flaps	70 KIAS
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Precautionary Landing w/ Power	65 KIAS
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Precautionary Landing w/o Power

Wing Flaps UP	70 KIAS
Wing Flaps DOWN	65 KIAS

Maneuvering Speeds

2,950 lbs	111 KIAS
2,450 lbs	100 KIAS
1,950 lbs	89 KIAS

Never Exceed	V_{NE}	179 KIAS
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Smooth Air Limit	V_{NO}	143 KIAS
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Flaps Extended Speed	V_{FE}	
0° - 10°		140 KIAS
10° - 40°		95 KIAS

Stall Speeds

Flaps Up	V_{S1}	53 KIAS
Flaps Extended	V_{SO}	38 KIAS

Transponder / Squawk Codes

Emergency	7700
Lost Communications	7600
Hijacking	7500

CONSIDERATIONS

Pilot in Command IDENTIFY
It's important to clearly state who is making final decisions

Delegate Appropriate Tasks

*Use technology as able - autopilot, for example
Delegate tasks that can be safely completed
by a passenger or non-PIC pilot*

ATC Communications 121.50 MHz

*May also use any appropriate frequency or
ATC support - as needed (but use if able)*

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EMERGENCY PROCEDURES

EMERGENCY PROCEDURES

Cessna 182Q | N121M | v1.0 (10/17/25)

ENGINE FAILURE ON TAKEOFF

Engine Failure / Emergency on Takeoff Run

Throttle	IDLE
Brakes	APPLY FIRMLY
Wing Flaps	RETRACT
Mixture	IDLE CUT OFF
Fuel Selector	OFF
Ignition Switch	OFF
Master Switch	OFF

Maintain Directional Control At All Times

Communication	AS NEEDED
Exit Runway / Egress Aircraft	AS NEEDED

Engine Failure After Takeoff (Forced Landing)

Airspeed	
Flaps Up	70 KIAS
Flaps Down	65 KIAS
Heading / Turn	TO BRIEFED / VIABLE FIELD
Mixture	IDLE CUT OFF
Fuel Selector Valve	OFF
Ignition Switch	OFF
Wing Flaps	40° RECOMMENDED
Communication	MAYDAY IF POSSIBLE
Exit Runway / Egress Aircraft	AS NEEDED

Maintain Flying Speed At All Times

ENGINE FAILURE IN FLIGHT

Airspeed	70 KIAS
Carburetor Heat	ON (+ HEAT)
Fuel Selector Valve	BOTH
Mixture	RICH
Primer	CHECK IN and LOCKED
Ignition Switch	ON / BOTH
<i>Attempt restart if propeller is stopped</i>	
Transponder	7700

Communication

Radio Frequency 121.50 MHz
May stay w/ ATC if already communicating

Declare Emergency MAYDAY or PAN-PAN

Smart Glide ENGAGE IF APPROPRIATE

*Expect Autopilot to control aircraft for
Best Glide airspeed & nearest airport in range*

Maintain Flying Speed At All Times

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EMERGENCY PROCEDURES

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SMART GLIDE FUNCTION (INFORMATIONAL)

After activating Smart Glide, the aircraft autopilot will automatically engage and pitch for V_G Best Glide airspeed. The Autopilot will also engage Wing Leveling and Turn toward the nearest viable airport In Range based on multiple pre programmed parameters. The Smart Glide system will provide an Aural alert when activated, and also display information (radio frequencies, TXPDR codes, etc.) Within 2 miles of a target airport, the system will remind the pilot to resume control and maneuver for landing. PIC is still responsible.

EMERGENCY LDG WITHOUT ENGINE POWER

Airspeed	
Flaps Up	70 KIAS
Flaps Down	65 KIAS
Mixture	IDLE CUT OFF
Fuel Selector Valve	OFF
Wing Flaps	40° RECOMMENDED
Master Switch	OFF
Doors	OPEN
Touchdown	SLIGHTLY TAIL LOW
Brakes	APPLY HEAVILY
Communication	AS NEEDED
Egress	AS NEEDED

PRECAUTIONARY LDG WITH ENGINE POWER

Wing Flaps	20°
Airspeed	65 KIAS
Selected Field	FLY OVER
<i>Note terrain and obstructions; retract flaps after reaching safe altitude and airspeed. After inspecting field, and setting up for a safe landing, proceed with checklist:</i>	
Electrical Switches	OFF
Wing Flaps	40°
Airspeed	75 MPH
Master Switch	OFF
Doors	OPEN
Touchdown	SLIGHTLY TAIL LOW
Brakes	APPLY HEAVILY
Egress	AS NEEDED

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EMERGENCY PROCEDURES

EMERGENCY PROCEDURES

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FIRES

Fire During Start While on the Ground

Cranking CONTINUE
...to get a start which would suck the flames and accumulated fuel through the carburetor and into the engine.

IF engine starts

Power 1700 RPM (FOR A FEW MINUTES)
Engine SHUTDOWN / INSPECT

IF engine fails to start

Throttle FULL OPEN
Mixture IDLE CUTOFF
Cranking CONTINUE
Fire Extinguisher OBTAIN
Engine SECURE
Ignition Switch OFF
Master Switch OFF
Fuel Selector OFF

FIRE EXTINGUISH
Use fire extinguisher, wool blanket, or dirt

Fire Damage INSPECT

Engine Fire in Flight

Mixture IDLE CUTOFF
Fuel Selector OFF
Master Switch OFF
Cabin Heat and Air CLOSED / OFF
Airspeed 100 KIAS

If fire is not extinguished, increase glide speed to find an airspeed which will provide an incombustible mixture (smoke / fire out)

Forced Landing EXECUTE
Follow Forced Landing Checklist (Previous)

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EMERGENCY PROCEDURES

EMERGENCY PROCEDURES

Cessna 182Q | N121M | v1.0 (10/17/25)

FIRES (cont.)

Electrical Fire in Flight

Master Switch	OFF
Ignition	ON
All other Switches	OFF
Cabin Vents / Air / Heat	CLOSED / OFF
Fire Extinguisher	ACTIVATE

*After discharging an extinguisher within a closed cabin, **ventilate the cabin***

If Fire is not confirmed out, expedite an emergency landing procedure!

If fire appears out and electrical power is necessary for continuance of flight:

Master Switch	ON
Circuit Breakers	CHECK FOR FAULTS

Do not reset any "popped" circuit breakers!

Radio / Electrical Switches

ON, one at a time, followed by a delay after each activation until short circuit is identified

Cabin Vents / Air / Heat	OPEN
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Only when it is ascertained that fire is completely extinguished

Cabin Fire

Master Switch	OFF
Cabin Vents / Air / Heat	CLOSED / OFF
Fire Extinguisher	ACTIVATE

*After discharging an extinguisher within a closed cabin, **ventilate the cabin***

Land As soon as Possible / Inspect Aircraft

Wing Fire

Nav Lights	OFF
Strobe Lights	OFF
Pitot Heat	OFF

ACTION	SIDE SLIP
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Perform a side-slip to keep the fire away from the fuel tank and cabin; land as soon as possible using flaps only as required for a safe final approach and landing

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EMERGENCY PROCEDURES

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WATER DITCHING PROCEDURES

Radio / Communication	MAYDAY
<i>Transmit MAYDAY on 121.50 MHz, giving location, condition, souls, and intentions</i>	

Heavy Objects	SECURE OR JETTISON
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Seatbelts and Harnesses	SECURE
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Wing Flaps	20° - 40°
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Airspeed	60 KIAS
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Power	<i>Set Throttle / Trim as needed to establish a 300 foot-per-minute descent at 60 KIAS</i>
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Approach

High Winds / Heavy Seas

Align direction of flight into the wind

Light Winds / Heavy Swell

Align aircraft parallel to swells

If no power is available

Flaps Up	70 KIAS
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Flaps Down (10° Only)	65 KIAS
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Cabin Doors	OPEN
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Touchdown

Set down in level attitude (established during descent)

Face	CUSHION AT TOUCHDOWN
<i>Preferred to use folded coat or soft object</i>	

Airplane	EVACUATE
<i>Evacuate through open cabin doors. If necessary, open window to flood cabin and equalize pressure so doors can be opened</i>	

Life Vests / Raft	INFLATE
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INADVERTANT FLIGHT INTO ICING

Pitot Heat and AoA Heat	ON
<i>Execute heading or altitude change to find an OAT less conducive to icing conditions</i>	

Cabin Heat / Defroster	ON FULL
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Propeller	HIGH RPM (Minimize Ice Build-up)
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Carburetor Heat	AS REQUIRED (MONITOR)
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Mixture	LEAN (IF CARB HEAT IS USED)
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Plan a landing at nearest available airport; if ice build-up is rapid, plan for "off airport" ldg.

Plan for higher stall speed with 1/4" accretion

Communicate	ASK ATC FOR HELP!!
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Use at your own risk. Pilots must refer to FAA approved documents for correct information. Pilots are responsible for safe operation.

EMERGENCY PROCEDURES

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Cessna 182Q | N121M | v1.0 (10/17/25)

ELECTRICAL SUPPLY SYSTEM MALFUNCTIONS

Over-voltage Light Illuminates

Master Switch OFF (BOTH SIDES)

Master Switch ON

Over-voltage Light (OBSERVE OFF)

If Over-voltage light illuminates again

Terminate flight as soon as practical

Under-Voltage (Showing Discharge)

Alternator (Master Switch Left Side) OFF

Non-essential electrical equipment OFF

Flight TERMINATE AS SOON AS PRACTICAL

MISCELLANEOUS EMERGENCIES

Static Port Blockage

Erroneous instrument reading suspected

Alternate Static Source ACTIVATE

Airspeed CONSULT POH (SECTION 5)

Altitude

Cruise 50 feet higher than required

Approach 30 feet higher than required

Landing with Flat Main Tire

Approach NORMAL

Wing Flaps FULL (40° RECOMMENDED)

Touchdown GOOD TIRE FIRST

*Hold aircraft off of flat tire as long as possible
with aileron control*

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EMERGENCY PROCEDURES

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MANEUVERS IN UNINTENDED CLOUDS

Executing 180° Turn in Clouds

*If possible - consider using the autopilot
to execute this procedure*

Heading NOTE / OBSERVE

Time NOTE / OBSERVE

*Note the time to nearest half-minute, then
initiate a standard rate turn, holding the turn
coordinator at the index mark for 60 seconds.
Then, roll aircraft back to level by reference
to instruments (Attitude Indicator / Turn
Coordinator, Heading Indicator)*

Heading Confirmation

*Confirm resulting heading is 180° reciprocal
of original observed heading*

Heading Adjustments

*If necessary, adjust heading primarily with
skidding motions rather than rolling with
rolling motions (ailerons)*

Aircraft Control / Airspeed / Altitude

*Maintain altitude and airspeed by
cautious application of elevator control.
Avoid over-controlling... use Autopilot!*

Emergency Descent Through Clouds

*If possible - consider using the autopilot
to execute this procedure*

Mixture RICH

Carburetor Heat ON FULL

Throttle / Power

*Set power to establish a 500 - 800 foot per
minute rate of descent*

Elevator / Rudder Trim ADJUST - 80 KIAS

Minimize use of controls

Heading

*Steer as straight a course as possible using
rudder for adjustments (minimize rolling)
Prefer Westerly or Easterly headings if using
compass for headings (minimize swing)*

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EMERGENCY PROCEDURES