T-CRAFT AERO CLUB

Nampa, ID (KMAN)

Cessna 182 Checklist
N9989E

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 182P | N9989E
Checklist v1.0
Updated October 28, 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 Schedulemaster

Next to each Aircraft in Schedulemaster, 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 Schedulemaster 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 182P | N9989E | v1.0 (10/28/25)

REFERENCE V-SPEEDS

Maneuvering Speeds		
2,950 lbs	V_A	126 MPH
2,450 lbs		116 MPH
1,950 lbs		105 MPH
Climb Speeds		
Best Rate (Sea Level)	V_Y	89 MPH
Best Rate (10,000 ft)		85 MPH
Best Angle (Sea Level)	V_X	60 MPH
Best Angle (10,000 ft)		64 MPH
Flaps Extended Speed		
0^o - 10^o	V_{FE}	160 MPH
10^o - 40^o		110 MPH
Stall Speeds		
Flaps Up	V_{S1}	68 MPH
Flaps Extended	V_{SO}	57 MPH
Calculated V_{REF}	V_{REF}	74 MPH
Best Glide (No Flaps)	V_G	80 MPH
Smooth Air Limit	V_{NO}	160 MPH
Never Exceed	V_{NE}	198 MPH

TIRE PRESSURES

Main Gear	42 PSI
Nose Gear	49 PSI

MAX DEMONSTRATED CROSSWIND VELOCITY

Takeoff	20 KNOTS
Landing	15 KNOTS

REFERENCE PATTERN SPEEDS / PWR SETTINGS

Downwind	16" MP	90 - 100 MPH
Abeam	13" MP	85 - 90 MPH
Base	13" MP	80 - 85 MPH
Final	13" MP	70 - 75 MPH

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

REFERENCE INFORMATION

NORMAL PROCEDURES

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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

Master Switch ON, Avionics Master ON - Test for Pitot Tube Heat on both AoA and Pitot Tube

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 TO INSPECT
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

Hydraulic fittings, Tire & brake conditions
Fairing secure, no wrinkling at joint

Left Side Fuselage	INSPECT
Baggage Door	CONFIRM LATCHED
(L) Horizontal Stab & Elevator	INSPECT
Vertical Stab & Rudder	INSPECT
(R) Horizontal Stab & Elevator	INSPECT

Trim Tab, Inspect and ensure secure

Right Side Fuselage	INSPECT
Right Main Gear / Tire	INSPECT

Hydraulic fittings, Tire & brake conditions
Fairing secure, no wrinkling at joint

Right Flap	INSPECT

Free movement, Check feed ramps, bearings, control arm secure and moves freely

Right Aileron	INSPECT

Free & correct movement, inspect hinges & pins. Confirm presence of counterweights

Right Wingtip	INSPECT
Right Wingtip Lights	INSPECT

Use at your own risk. Pilots must refer to FAA approved documents for correct information. Pilots are responsible for safe operation.

NORMAL PROCEDURES

PREFLIGHT (cont.)

Aircraft Exterior (cont.)

Right Wing Leading Edge	INSPECT
Inspect for damage	
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**

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
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

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

NORMAL PROCEDURES
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TAKE-OFF PROCEDURES

Departing Briefing

Departing Runway _____

State Takeoff Rejection Criteria

Identify 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 *(75 - 80 MPH), 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 *(75 - 80 MPH), Turn toward viable landing area (<= +/- 30 ^{o} 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^{o} - 20^{o})
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		60 MPH
Target Airspeed		
Best Angle of Climb	V_X	60 MPH
Best Rate of Climb	V_Y	89 MPH
Cruise Climb		100 - 120 MPH
Flaps		RETRACT AS APPROPRIATE
Oil Pressure / Temperature		CHECK GREEN
Cylinder Head Temperature		**<400^{o} F**

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NORMAL PROCEDURES

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	60 MPH
Airspeed	65 MPH
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**

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 160 MPH	
10° - 40° below 110 MPH	

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^{o} - 10^{o} below 160 MPH	
10^{o} - 40^{o} below 110 MPH	
Airspeed	
Flaps Up	80 - 90 MPH
Flaps Down	70 - 80 MPH
Trim	ADJUST AS REQ'D
Touchdown	MAIN WHEELS FIRST
Landing Roll	LOWER NOSE GENTLY
Brakes	MINIMUM REQ'D

Short Field Landing

Flaps	40^{o}
Airspeed	MAINTAIN 70 MPH
Trim	ADJUST AS REQ'D
Touchdown	MAIN WHEELS FIRST
Brakes	APPLY HEAVILY (OR AS REQ'D)
Flaps	RETRACT

Soft Field Landing

Flaps	40^{o}
Throttle	AS NEEDED FOR GENTLE T/D
Airspeed	MAINTAIN 70 - 75 MPH
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

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
Igntion 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

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REFERENCE INFORMATION

Engine Failure After Takeoff		
Wing Flaps Up		80 MPH
Wing Flaps Down		75 MPH
Best Glide (V_G) - No Flaps		80 MPH
Precautionary Landing w/ Power		75 MPH
Precautionary Landing w/o Power		
Wing Flaps UP		80 MPH
Wing Flaps DOWN		75 MPH
Maneuvering Speeds		
2,950 lbs		126 MPH
2,450 lbs	V_A	116 MPH
1,950 lbs		105 MPH
Never Exceed	V_{NE}	198 MPH
Smooth Air Limit	V_{NO}	160 MPH
Flaps Extended Speed	V_{FE}	
0^o - 10^o		160 MPH
10^o - 40^o		110 MPH
Stall Speeds		
Flaps Up	V_{S1}	68 MPH
Flaps Extended	V_{SO}	57 MPH

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)

EMERGENCY PROCEDURES

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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	80 MPH
Flaps Down	75 MPH
Heading / Turn	TO BRIEFED / VIABLE FIELD
Mixture	IDLE CUT OFF
Fuel Selector Valve	OFF
Ignition Switch	OFF
Wing Flaps	40^o RECOMMENDED
Communication	MAYDAY IF POSSIBLE
Exit Runway / Egress Aircraft	AS NEEDED

Maintain Flying Speed At All Times

ENGINE FAILURE IN FLIGHT

Airspeed	80 MPH
Carburetor Heat	ON (+ HEAT)
Fuel Selector Valve	BOTH
Mixture	RICH
Primer	CHECK IN and LOCKED
Ignition Switch	ON / BOTH

Attempt restart if propeller is stopped

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

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	80 MPH
Flaps Down	75 MPH
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	75 MPH
Selected Field	FLY OVER
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:	
Electrical Switches	OFF
Wing Flaps	40°
Airspeed	75 MPH
Master Switch	OFF
Doors	OPEN
Touchdown	SLIGHTLY TAIL LOW
Brakes	APPLY HEAVILY
Egress	AS NEEDED

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	OFF / CLOSED
Airspeed	100 MPH
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

FIRES (cont.)

Electrical Fire in Flight

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

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

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

EMERGENCY PROCEDURES
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WATER DITCHING PROCEDURES

Radio / Communication	MAYDAY

Transmit MAYDAY on 121.50 MHz, giving location, condition, souls, and intentions

Heavy Objects	SECURE OR JETTISON
Seatbelts and Harnesses	SECURE
Wing Flaps	20^{o} - 40^{o}
Airspeed	70 MPH

Power

Set Throttle / Trim as needed to establish a 300 foot-per-minute descent at 70 MPH

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 MPH
Flaps Down (10^{o} Only)	70 MPH
Cabin Doors	OPEN

Touchdown

Set down in level attitude (established during descent)

Face	CUSHION AT TOUCHDOWN

Preferred to use folded coat or soft object

Airplane	EVACUATE

Evacuate through open cabin doors. If necessary, open window to flood cabin and equalize pressure so doors can be opened

Life Vests / Raft	INFLATE

INADVERTANT FLIGHT INTO ICING

Pitot Heat and AoA Heat	ON

Execute heading or altitude change to find an OAT less conducive to icing conditions

Cabin Heat / Defroster	ON FULL
Propeller	HIGH RPM (Minimize Ice Build-up)
Carburetor Heat	AS REQUIRED (MONITOR)
Mixture	LEAN (IF CARB HEAT IS USED)

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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EMERGENCY PROCEDURES

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

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 - 90 MPH

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)

Use at your own risk. Pilots must refer to FAA approved documents for correct information. Pilots are responsible for safe operation.

EMERGENCY PROCEDURES