

## ENGINE FAILURE DURING TAKEOFF

1. Throttle ..... IDLE
2. Brakes ..... APPLY
3. Flaps ..... RETRACT
4. Mixture ..... IDLE CUTOFF
5. Ignition Switch ..... OFF

## EMERGENCY LANDING IMMEDIATELY AFTER TAKEOFF

1. Airspeed ..... 70 KIAS (flaps up)  
65 KIAS (flaps down)
2. Mixture ..... IDLE CUT-OFF
3. Fuel Selector Valve ..... OFF
4. Ignition Switch ..... OFF
5. Wing Flaps ..... AS REQUIRED
6. Master Switch ..... OFF

## ENGINE FAILURE DURING FLIGHT

1. Airspeed ..... 70 KIAS
2. Carb Heat ..... ON
3. Fuel Selector ..... BOTH
4. Mixture ..... RICH
5. Ignition Switch ..... BOTH
6. Primer ..... IN & LOCKED

## EMERGENCY LANDING WITHOUT ENGINE POWER

1. Airspeed ..... 70 KIAS (flaps up)  
65 KIAS (flaps down)
2. Mixture ..... IDLE CUT-OFF
3. Fuel Selector Valve ..... OFF
4. Ignition Switch ..... OFF
5. Wing Flaps ..... AS REQUIRED
6. Master Switch ..... OFF
7. Doors ..... UNLATCH PRIOR TO TOUCHDOWN
8. Touchdown ..... SLIGHTLY TAIL LOW
9. Brakes ..... APPLY HEAVILY

## EMERGENCY LANDING WITH ENGINE POWER

1. Flaps ..... 20 DEGREES
2. Airspeed ..... 65 KTS
3. Select Field ..... FLY OVER  
(Note terrain, obstructions, then retreat flaps upon reaching a safe altitude and airspeed)
4. Radio/Elec. Switches ..... OFF
5. Wing Flaps ..... 40 DEGREES
6. Airspeed ..... 65 KTS
7. Master Switch ..... OFF
8. Doors ..... UNLATCH PRIOR TO TOUCHDOWN
9. Touchdown ..... SLIGHTLY TAIL LOW
10. Ignition Switch ..... OFF
11. Brakes ..... APPLY HEAVILY

## FIRES DURING START ON GROUND

1. Cranking ..... CONTINUE  
**(IF ENGINE STARTS)**
2. Power ..... 1700 RPM for a few minutes
3. Engine ..... SHUTDOWN inspect  
**(IF ENGINE FAILS TO START)**
4. Throttle ..... FULL OPEN
5. Mixture ..... IDLE CUT-OFF
6. Cranking ..... CONTINUE
7. Fire Extinguisher ..... OBTAIN
8. Engine ..... SECURE
9. Master Switch ..... OFF
10. Ignition Switch ..... OFF
11. Fuel Selector ..... OFF
12. Fire ..... EXTINGUISH
13. Fire Damage ..... INSPECT

## ENGINE FIRE IN FLIGHT

1. Airspeed ..... >100 KIAS
2. Mixture ..... IDLE CUTOFF
3. Fuel Selector ..... OFF
4. Master Switch ..... OFF
5. Cabin Heat and Air ..... OFF
6. Forced Landing ..... EXECUTE

## ELECTRICAL FIRE IN FLIGHT

1. Master Switch ..... OFF
2. Avionics Switch ..... OFF
3. All Other Switches(not ignition) ..... OFF
4. Vents/Cabin Air/Heat ..... CLOSED
5. Fire Extinguisher ..... ACTIVATE  
(Ventilate cabin after discharge)

## CABIN FIRE

1. Master Switch ..... OFF
2. Vents/Cabin Air/Heat ..... CLOSED
3. Fire Extinguisher ..... ACTIVATE  
(Ventilate cabin after discharge)
4. Land ..... AS SOON AS POSSIBLE

## WING FIRE

1. Slip with impacted wing behind
2. Navigation Switch ..... OFF
3. Strobe Light Switch ..... OFF
4. Pitot Heat Switch ..... OFF

## ICING

1. Pitot Heat Switch ..... ON
2. Turnback or change altitude
3. Cabin Heat/Defrost ..... ON
4. Increase engine speed
5. Leave wing flaps retracted
6. Approach at 80 to 90 KIAS

## OVER-VOLTAGE LIGHT

1. Master Switch ..... OFF (both)
2. Master Switch ..... ON (both)
3. Over-Voltage Light ..... VERIFY OFF
4. If Over-Voltage Light comes back on,  
TERMINATE flight as soon as possible







## AMMETER SHOWS DISCHARGE

1. Alternator ..... OFF
2. Nonessential Elec. Equipment ..... OFF
3. TERMINATE flight as soon as possible

## EMERGENCY SQUAWKS

HIJACK.....	7500
LOST COMMS.....	7600
EMERGENCY.....	7700

## AIRCRAFT LIGHT GUN SIGNALS

COLOR & TYPE	GROUND	AIR
<b>STEADY GREEN</b> 	Cleared for takeoff	Cleared to land
<b>FLASHING GREEN</b> 	Cleared for taxi	Return for landing (to be followed by steady green)
<b>STEADY RED</b> 	STOP!	Give way to other aircraft and continue circling
<b>FLASHING RED</b> 	Taxi clear of runway in use	Airport unsafe, do not land
<b>FLASHING WHITE</b> 	Return to starting point on airport	N/A
<b>ALTERNATING RED/GREEN</b> 	Exercise extreme caution	

**OFFICE # 970.254.0444**

**IF YOU ARE UNABLE TO RETURN TO GRAND JUNCTION WHEN EXPECTED/A LANDING IS REQUIRED AT ANOTHER AIRPORT DUE TO MECHANICAL ISSUES OR WEATHER, PLEASE CLOSE YOUR FLIGHT PLAN, THEN CALL YOUR INSTRUCTOR OR THE SCHOOL OFFICE/CHIEF FLIGHT INSTRUCTOR AS SOON AS PRACTICAL.**

## PATTERN WORK

Downwind ..... 90 KIAS MAX  
 Abeam Numbers ..... 80 KIAS / FLAPS 10°  
 Base Leg.....70 KIAS / FLAPS 20°  
 Final Leg.....60-70 KIAS/FLAPS AS DESIRED

## C-GUMPS

Cowl Flaps.....CLOSED  
Carb Heat.....ON  
Gas (Fuel Selector)..... BOTH  
Undercarriage ..... DOWN AND LOCKED  
Mixture ..... SET  
Propeller.....2400 RPM  
Switches.....CHECK

## FLOODED START

Mixture Control.....FULL LEAN  
 Throttle.....FULL OPEN  
 Ignition Switch.....START  
 (Repeat procedure w/out additional priming)

## SPEEDS

Vy.....75 KIAS  
 Vx.....58 KIAS  
 Va.....2905 lbs 111 KIAS  
 .....2450 lbs 100 KIAS  
 .....1959 lbs 89 KAS  
 Normal Approach 30° Flaps.....60-70 KIAS  
 Best Glide.....70 KIAS

## LOCAL FREQUENCIES

ATIS.....118.55 MHz  
 Ground.....121.7 MHz  
 Tower.....118.1 MHz  
 Practice Area.....122.75 MHz  
 Flight Service.....122.6 MHz  
 Denver Center.....134.5 MHz  
 Denver Approach/Departure.....119.7 MHz



# 182 EMERGENCY CHECKLIST

