

**EMERGENCY PROCEDURES**  
**C-T182T N652CP**

**G1000 WARNINGS/ALERTS:**  
**SEE G1000 COCKPIT**  
**REFERENCE GUIDE**

**Engine Failure During**  
**Takeoff Roll**

1. Throttle.....Idle
2. Brakes .....Apply
3. Wing Flaps .....Retract.
4. Mixture .....IDLE CUTOFF
5. MAGNETOS .....OFF
6. STBY BATT .....OFF
7. MASTER (ALT & BAT).....OFF

**Engine Failure During Flight**  
**(Restart Procedures)**

1. Airspeed .....75 KIAS (best glide speed)
  2. Fuel Selector .....BOTH
  3. Auxiliary Fuel Pump .....ON
  4. Mixture .....Rich
  5. MAGNETOS .....BOTH
- (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 IGNITION 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

**NOTE**

IF THE FUEL FLOW INDICATION (FLOW GPH) IMMEDIATELY DROPS TO ZERO, SIGNIFYING AN ENGINE-DRIVEN FUEL PUMP FAILURE, RETURN THE FUEL PUMP SWITCH TO ON.

1. Airspeed.....75 KIAS (Flaps Up)
2. Mixture .....IDLE CUTOFF
3. Fuel Selector .....Push down and rotate To OFF
4. MAGNETOS .....OFF
5. Wing Flaps .....As Req'd (Full recommended)
6. STBY BATT Switch.....OFF
7. Master (ALT & BATT) .....OFF
8. Cabin Door.....Unlatch.
9. Land .....Straight Ahead.

**Emergency Landing**  
**Without Engine Power**

1. Seats/Seat Belts...Upright/Secure
2. Airspeed .....75 KIAS (Flaps UP)
3. Mixture .....IDLE CUTOFF
4. Fuel Selector.....Push Down and Rotate to OFF
5. MAGNETOS .....OFF
6. XPDR.....7700
7. ELT .....ON
8. Wing Flaps .....As req'd
9. STBY BATT .....OFF
10. MASTER .....(ALT & BAT) OFF
11. Doors .....Unlatched Prior To Touchdown.
12. Touchdown.....Slightly Tail Low
13. Brakes .....Apply Heavily

**Precautionary Landing**  
**With Engine Power**

1. Seats /Seat Belts...Upright/Secure
2. Airspeed .....75 KT
3. Wing Flaps .....20°
4. Selected Field.....Fly Over (noting terrain and obstructions)
5. Wing Flaps .....FULL (on final)
6. AIRSPEED .....70 KT
7. STBY BATT .....OFF
8. MASTER (ALT & BAT) .....OFF
9. Doors. Unlatch prior to touchdown
10. Touchdown.....Slightly tail low
11. Mixture.....IDLE CUTOFF
12. MAGNETOS .....OFF
13. Brakes.....Apply Heavily

**Inadvertent Icing Encounter**

1. PITOT HEAT .....ON
2. PROP HEAT .....ON
3. Turn back or change altitude to obtain an outside air temperature less conducive to icing.
4. CABIN HT .....Pull full out
5. DEFROST .....ON
6. (Rotate full counter clockwise to obtain maximum airflow.) Increase engine speed to minimize ice build-up on propeller blades. If excessive vibration is noted, momentarily reduce engine speed to 2200 RPM with the propeller control and then rapidly move the control forward.

**NOTE**

CYCLING THE RPM FLEXES THE PROPELLER BLADES AND HIGH RPM INCREASES CENTRIFUGAL FORCE, CAUSING ICE TO SHED MORE RAPIDLY.

ICING CHECKLIST CONTINUED  
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