EMERGENCY PROCEDURES

1977 Cessna U206G N7304N

Engine Failure During Takeoff Roll

1. Throttle ..... Idle
2. Brakes ..... Apply
3. Wing Flaps ..... Retract
4. Mixture ..... Idle Cut Off
5. Ignition Switch ..... Off
6. Master Switch..... Off

Engine Failure Immediately After Takeoff

1. **Airspeed ..... 80 KIAS**
2. Mixture ..... Idle Cut Off
3. Fuel Selector ..... Off
4. Ignition ..... Off
5. Wing Flaps..... As Required (40º Recommended)
6. Master Switch ..... Off

Engine Failure During Flight (Restart)

1. Airspeed ..... 75 KIAS
2. Fuel Selector Valve and Quantity .....Check
3. Mixture ..... Rich
4. Auxiliary Fuel Pump ..On for 3-5 seconds with throttle ½ open; then Off.
5. Ignition Switch ..... Both (or START if propeller is stopped)
6. Throttle .....Advance Slowly

Forced Landing Without Engine Power

1. Airspeed .....80 KIAS (Flaps Up)
   70 KIAS (Flaps Down)
2. Mixture..... Idle Cut-Off
3. Fuel Selector Valve .....Off
4. Ignition Switch .....Off
5. Wing Flaps ..... As Required (40º Recommended)
6. Master Switch .....Off
7. Doors..... Unlatch prior to Touchdown
10. Touchdown ... Slightly Tail Low
11. Brakes.....Apply Heavily

Precautionary Landing With Engine Power

1. Airspeed ..... 80 KIAS
2. Wing Flaps .....20° Select Field.....Fly Over, noting terrain and obstructions, then retract flaps upon reaching a safe altitude and airspeed.
3. Electrical Switches .....Off
4. Wing Flaps ..... 40º on Final Approach
5. Airspeed ..... 70 KIAS
6. Avionics & Master Switches. Off
7. Doors..... Unlatched Prior To Touchdown
8. Touchdown.....Slightly Tail Low
9. Ignition Switch .....Off
10. Brakes.....Apply Heavily

Engine Fire During Start

1. Ignition Switch ..... Continue Cranking
2. Auxiliary Fuel Pump.....Off

If Engine Starts:

3. Power .... 1700 RPM for a few minutes
4. Engine .... Shutdown and Inspect

If Engine Fails to Start:

3. Ignition Switch .....Start, continue cranking
4. Throttle ..... Full Open
5. Mixture.....Idle Cut Off
6. Fire Extinguisher ..... Obtain
7. Engine ..... Secure
8. Master/Ignition/Fuel..... Off
9. Fire ..... Extinguish
10. Fire Damage..... Inspect

Engine Fire in Flight

1. Mixture .....Idle Cut Off
2. Fuel Selector..... Off
3. Master Switch ..... Off
4. Cabin Heat & Air ..... Off (Except Overhead Vents)
5. Airspeed.....105 KIAS (If fire is not extinguished, increase glide speed to find an airspeed which will provide an incombustible mixture.)
6. Forced Landing w/o Engine Power .....Execute

Electrical Fire in Flight

1. Master Switch ..... Off
2. Avionics Power Switch..... Off
3. All Other Switches (Except Ignition)..... Off
4. Vents/Cabin Air/Heat ....Closed
5. Fire Extinguisher ..... Activate

Warning
After discharging an extinguisher within a closed cabin, ventilate the cabin.

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

6. Master Switch ..... On
7. Circuit Breakers..... Check for Faulty circuit (Do Not Reset)
8. Radio Switches.....Off
9. Avionics Power Switch .....On
10. Radio/Electrical Switches..On one at a time with delay after each until short is localized.
11. Vents/Cabin Air/Heat .....Open when it is ascertained that fire is completely extinguished.

Cabin Fire

1. Master Switch.....Off (Leave Ignition On)
2. Vents/Cabin Air/Heat.... Closed
3. Fire Extinguisher .....Activate

Warning
After discharging an extinguisher within a closed cabin, ventilate the cabin.

4. Land.. As soon as possible and inspect damage

Wing Fire

1. Pitot Heat.....Off
2. Navigation Lights.....Off
3. Strobe Lights .....Off
4. Landing/Taxi Lights .....Off

Note
Sideslip to keep flames away from the fuel tank and cabin, and land as soon as possible using flaps only as required for final approach and touchdown.

Icing

1. Pitot Heat ..... On
2. Turn back or change altitude to obtain an outside air temp that is less conducive to icing.
3. Pull cabin heat control to full out and rotate defroster control clockwise to obtain maximum defroster airflow.
4. 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 full forward.

Note

Cycling the RPM flexes the propeller blades and high RPM increases centrifugal force, causing ice to shed more readily.

5. Watch for signs of induction air filter ice and regain manifold pressure by increasing the throttle setting.

Note

If ice accumulates on the intake filter (causing the alternate air door to open), a decrease of 1 to 2 inches of full throttle manifold pressure will be experienced.

6. Plan a landing at the nearest airport. With an extremely rapid ice build-up, select a suitable "off airport" landing site.
7. With ice accumulation of ¼ inch or more on the wing leading edges, be prepared for significantly higher power requirements, approach speed, stall speed, and landing roll.
8. Use a 10º to 20º landing flap setting for ice accumulations of 1 inch of less. With heavier ice accumulations, approach with flaps retracted to ensure adequate elevator effectiveness.
9. Approach at 90-100 KIAS with 20º flaps and 105-115 KIAS with 0º-10º flaps, depending upon the amount of ice accumulation. If ice accumulation is unusually large, decelerate to the planned approach speed while in the approach configuration at a high enough altitude which would permit recovery in the event that a buffet is encountered.
10. Land on the main wheels first, avoiding the slow and high type of flare-out.
11. Missed approaches should be avoided whenever possible because of severely reduced climb capability. However, if a go-around is mandatory, make that decision much earlier in the approach than normal. Apply maximum power and maintain 95 KIAS while retracting the flaps slowly in 10º increments scrape ice from a portion of the windshield for visibility in landing approach.

Ditching

1. Radio ..... Transmit Mayday on 121.5 giving location and intentions and squawk 7700.
2. Heavy Objects ..... Secure or Jettison.
3. Wing Flaps 40º
4. Power ..... Est. a 300 FPM descent at 65 KIAS.
5. Approach
   High winds, heavy seas ..... Into the Wind.
   Light winds, heavy swells..... Parallel to swells.
6. Cabin Doors ..... Unlatch
7. Touchdown ..... Level attitude at 300 Ft/Min descent.
8. Face ..... Cushion at touchdown with folded coat.
9. Airplane ..... Evacuate through Cabin doors. If necessary, open window and flood cabin to equalize pressure so doors can be opened.
10. Life vests and raft ..... Inflate

For all other Emergency Abnormal Procedures. See the POH Section 3.

Airspeeds for Emergency Operations

Engine Failure After Takeoff:
Wing Flaps Up -- 80 KIAS
Wing Flaps Down -- 70 KIAS

Maneuvering Speed:
3600 Lbs -- 120 KIAS
2900 Lbs – 106 KIAS
2200 Lbs – 93 KIAS

Maximum Glide:
3600 Lbs – 75 KIAS
3200 Lbs – 70 KIAS
2800 Lbs – 65 KIAS

Precautionary Landing With Engine Power – 70 KIAS

Landing Without Engine Power:
Wing Flaps Up – 80 KIAS
Wing Flaps Down – 70 KIAS

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

I certify this checklist has been reviewed for accuracy.

_____
Wing Director of Maintenance
Dated: _____