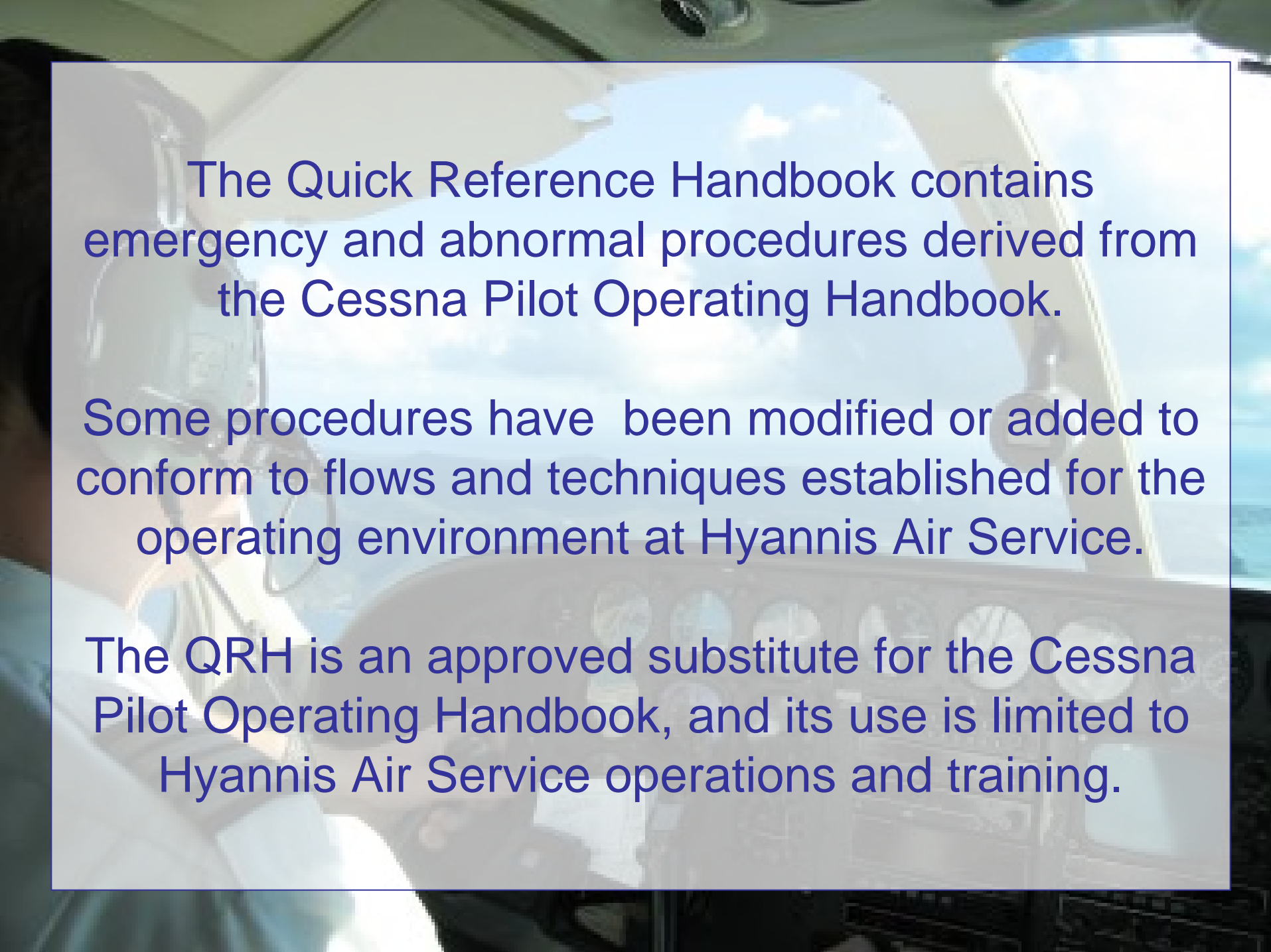


Cape Air/Nantucket Airlines Cessna 402C



Quick Reference Handbook



The Quick Reference Handbook contains emergency and abnormal procedures derived from the Cessna Pilot Operating Handbook.

Some procedures have been modified or added to conform to flows and techniques established for the operating environment at Hyannis Air Service.

The QRH is an approved substitute for the Cessna Pilot Operating Handbook, and its use is limited to Hyannis Air Service operations and training.

EMERGENCY PROCEDURES

ENGINE FAILURE AFTER TAKEOFF

(Speed above V_{sse} with gear up or in transit)



1. Mixture – FULL RICH



2. Propellers – FULL FORWARD



3. Throttles – FULL FORWARD (39.0" MP)



4. Wing Flaps – CHECK UP



5. Landing Gear – CHECK UP



6. Fuel Flow – CHECK

(if deficient, position auxiliary pump HIGH)

If engine DOES NOT restart:



7. Inoperative Engine – SHUTDOWN

Throttle – Close, Mixture – Idle Cutoff, Propeller - Feather

WARNING

The propeller of the inoperative engine must be feathered, landing gear retracted and wing flaps up or continued flight may be impossible.

Above 1000 feet AGL accomplish the following:

8. Operative Engine – Adjust

- Auxiliary Fuel Pump – Low
- Power – As Required
- Cowl Flap - Open
- Fuel Selector – As Required (Feel for Detent)

9. Inoperative Engine - Secure

- Fuel Selector – Off (Feel for Detent)
- Cowl Flap – Close
- Magneto Switches – Off
- Auxiliary Fuel Pump – Off
- Alternator – Off

10. As Soon as Practical - Land

ENGINE INOPERATIVE
IN-RANGE,
APPROACH and LANDING,
GO-AROUND

IN-RANGE (Engine Inoperative)

1. Power – Adjust (Vyse minimum/120 KIAS desired)
2. Auxiliary Fuel Pump
 - Operative Engine - Low
3. Fuel Selector
 - Operative Engine - Main
4. Cowl Flap – As Required
5. Wing Flaps – As Required
 - (15 degree maximum until landing assured)
6. Engine Instruments – Check
7. Alternate Air Control - In

APPROACH and LANDING (Engine Inoperative)

At one dot below glide slope or FAF

1. Landing Gear - Down
2. Mixture
 - Operative Engine – Full Rich or Lean as Required
3. Propeller
 - Operative Engine – Full Forward
4. Gear Down Lights – 3 Green, Unlock light - off
5. Lights – As Required
6. Airspeed – 120 KIAS

APPROACH and LANDING (Engine Inoperative)

When Landing is Assured

1. Wing Flaps – Full
2. Power – Reduce
3. Airspeed – Reduce to Normal Landing Speed

GO-AROUND (Engine Inoperative)

1. Throttle – Full Forward
2. Pitch – 95 KIAS until clear of obstacles
3. Wing Flaps - Up
4. Landing Gear – Up when rate of descent reverses
5. Positive Rate of Climb – Establish
6. Airspeed – Climb at V_y for Weight
7. Landing Lights – Retract
8. Cowl Flap
 - Operative Engine - Open

WARNING

Level flight may not be possible for certain combinations of weight, temperature and altitude. In any event, do not attempt an engine inoperative go-around after wing flaps have been extended beyond 15 degrees.

EMERGENCY PROCEDURES

ENGINE FAILURE DURING FLIGHT

(Speed above V_{mca})



1. Mixture – FULL RICH



2. Propellers – FULL FORWARD



3. Throttles – FULL FORWARD (39.0" MP)



4. Wing Flaps – CHECK UP

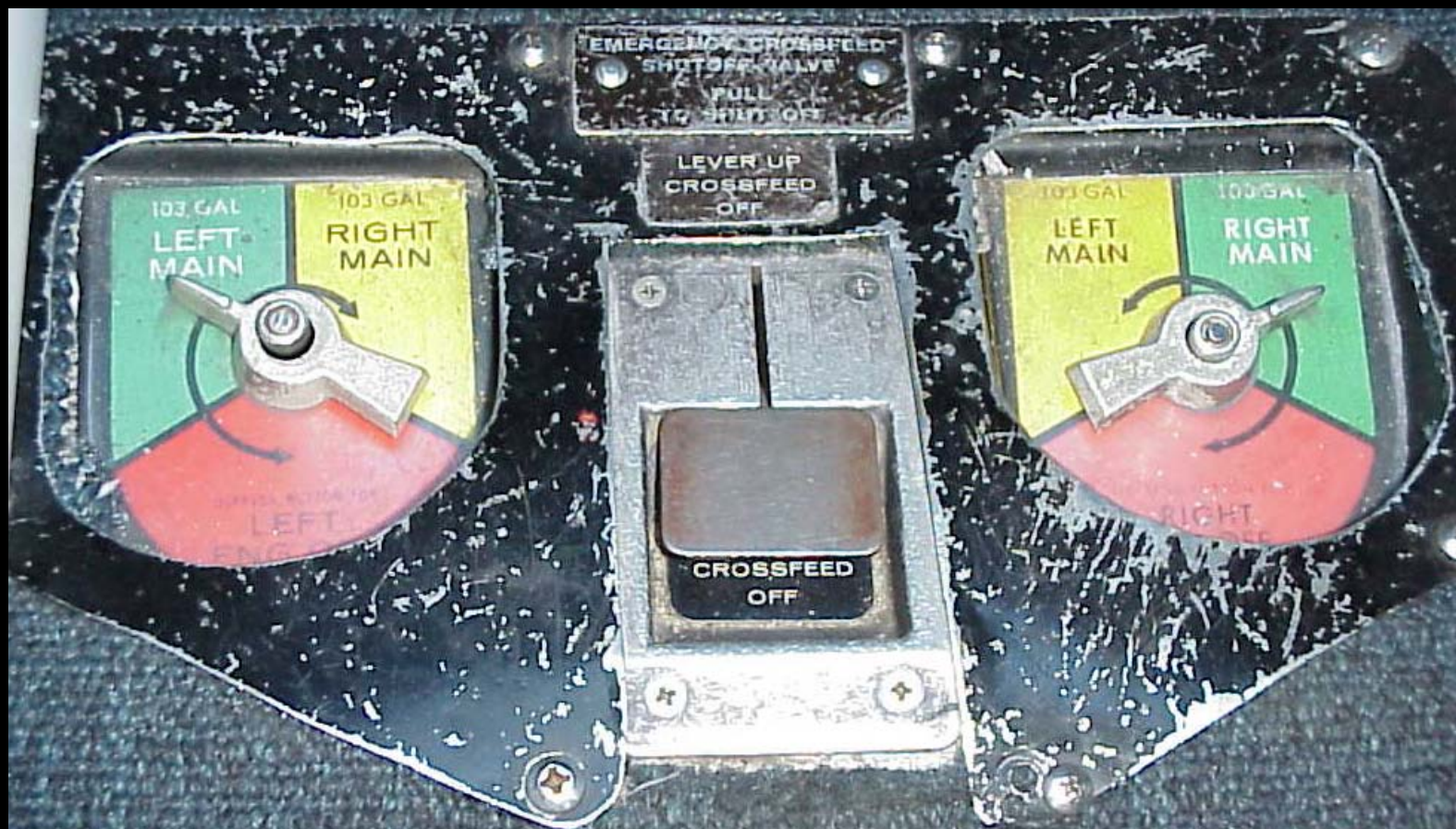


5. Landing Gear – CHECK UP



6. Fuel Flow – CHECK

(if deficient, position auxiliary pump HIGH)



7. Fuel Selector – MAIN TANKS (Feel for Detent)



8. Fuel Quantity – CHECK



9. Oil Pressure and Temperature – CHECK



10. Magneto Switches – CYCLE LEFT
AND RIGHT SWITCHES



1. Mixture – ADJUST

(Lean until manifold pressure begins to increase then enrichen as power increases)

If engine DOES NOT restart:



12. Inoperative Engine – SHUTDOWN

Throttle – Close, Mixture – Idle Cutoff, Propeller - Feather

13. Operative Engine – Adjust

- Auxiliary Fuel Pump – Low
- Power – As Required
- Cowl Flap - Open
- Fuel Selector – As Required (Feel for Detent)

14. Inoperative Engine - Secure

- Fuel Selector – Off (Feel for Detent)
- Cowl Flap – Close
- Magneto Switches – Off
- Auxiliary Fuel Pump – Off
- Alternator – Off

15. Electrical Load – Monitor (80 Amps Maximum)

16. As Soon as Possible - Land

ENGINE INOPERATIVE
IN-RANGE,
APPROACH and LANDING,
GO-AROUND

IN-RANGE (Engine Inoperative)

1. Power – Adjust (Vyse minimum/120 KIAS desired)
2. Auxiliary Fuel Pump
 - Operative Engine - Low
3. Fuel Selector
 - Operative Engine - Main
4. Cowl Flap – As Required
5. Wing Flaps – As Required
 - (15 degree maximum until landing assured)
6. Engine Instruments – Check
7. Alternate Air Control - In

APPROACH and LANDING (Engine Inoperative)

At one dot below glide slope or FAF

1. Landing Gear - Down
2. Mixture
 - Operative Engine – Full Rich or Lean as Required
3. Propeller
 - Operative Engine – Full Forward
4. Gear Down Lights – 3 Green, Unlock light - off
5. Lights – As Required
6. Airspeed – 120 KIAS

APPROACH and LANDING (Engine Inoperative)

When Landing is Assured

1. Wing Flaps – Full
2. Power – Reduce
3. Airspeed – Reduce to Normal Landing Speed

GO-AROUND (Engine Inoperative)

1. Throttle – Full Forward
2. Pitch – 95 KIAS until clear of obstacles
3. Wing Flaps - Up
4. Landing Gear – Up when rate of descent reverses
5. Positive Rate of Climb – Establish
6. Airspeed – Climb at V_y for Weight
7. Landing Lights – Retract
8. Cowl Flap
 - Operative Engine - Open

WARNING

Level flight may not be possible for certain combinations of weight, temperature and altitude. In any event, do not attempt an engine inoperative go-around after wing flaps have been extended beyond 15 degrees.

EMERGENCY PROCEDURES

DUAL ENGINE FAILURE



1. Wing Flaps – UP



2. Landing Gear – UP



3. Propellers – FEATHER

4. Cowl Flaps - Closed

5. Airspeed – 120 KIAS

6. “AIR START” Checklist – Complete if time permits

Landing – *Refer to “FORCED LANDING”
(COMPLETE POWER LOSS) or “DITCHING”
checklists in this handbook.*

AIR START

1. Auxiliary Fuel Pump – Check Off. If High or Low, purge engine by:

- Auxiliary Fuel Pump – Off
- Mixture – Idle Cut-Off
- Throttle – Full Forward
- Magneto Switches – Off
- Starter – Engage (rotate for 15 revolutions)

2. Fuel Selector – Main Tanks (Feel for Detent)

3. Mixture – Full Forward – Then back 2 inches

4. Propeller – Forward of Detent

5. Throttle – Forward approximately 1 ½ inches.

6. Magneto – Switches - On

AIR START - Continued

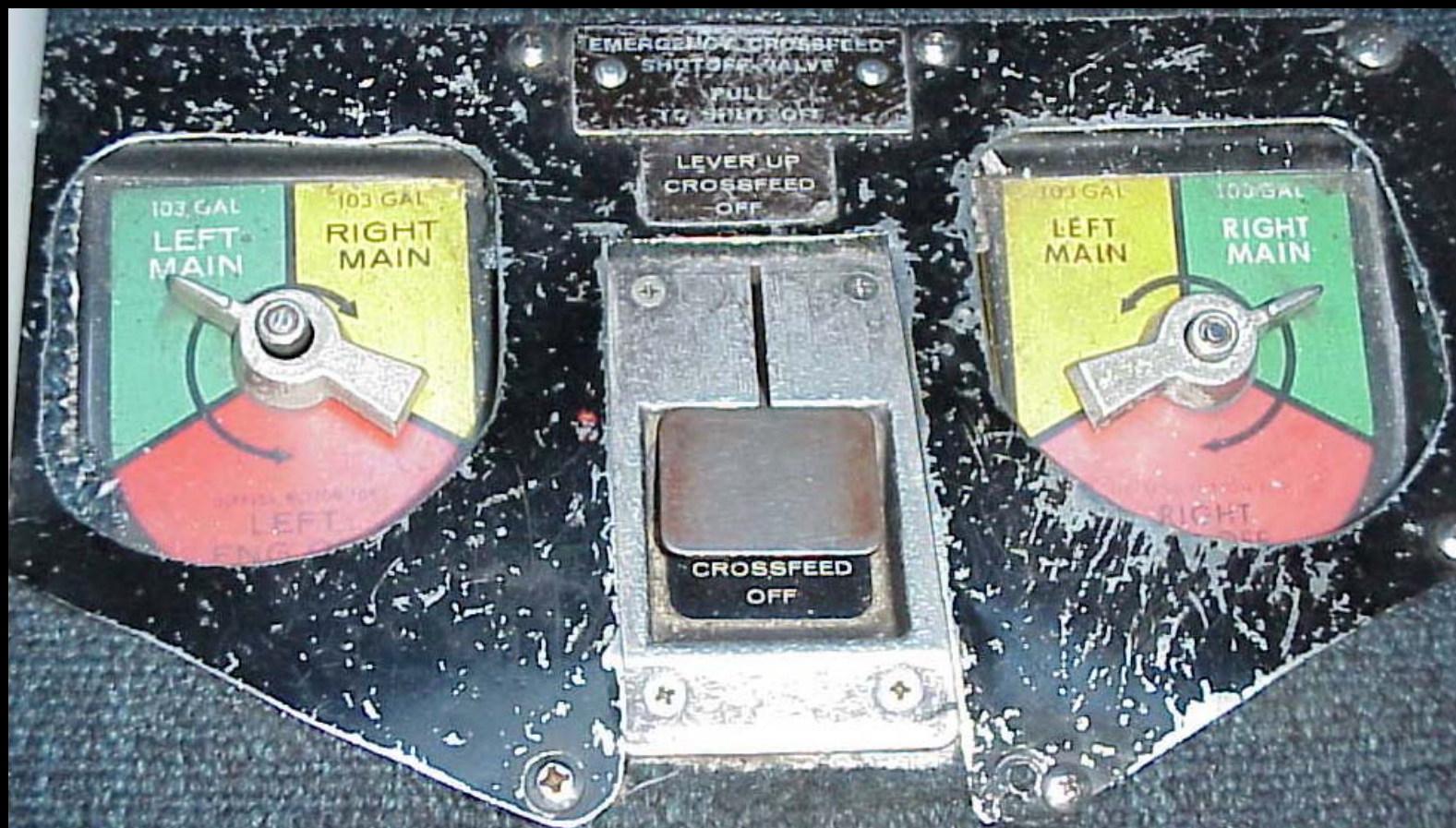
7. Starter and Primer Switches – Press and Activate
8. Starter and Primer Switches – Release when
Engine Fires.
9. Auxiliary Fuel Pump - Low
10. Mixture – Adjust for smooth engine operation
11. Power – Increase after CHT reaches 200°F
12. Cowl Flap – As Required
13. Alternator - On

EMERGENCY PROCEDURES

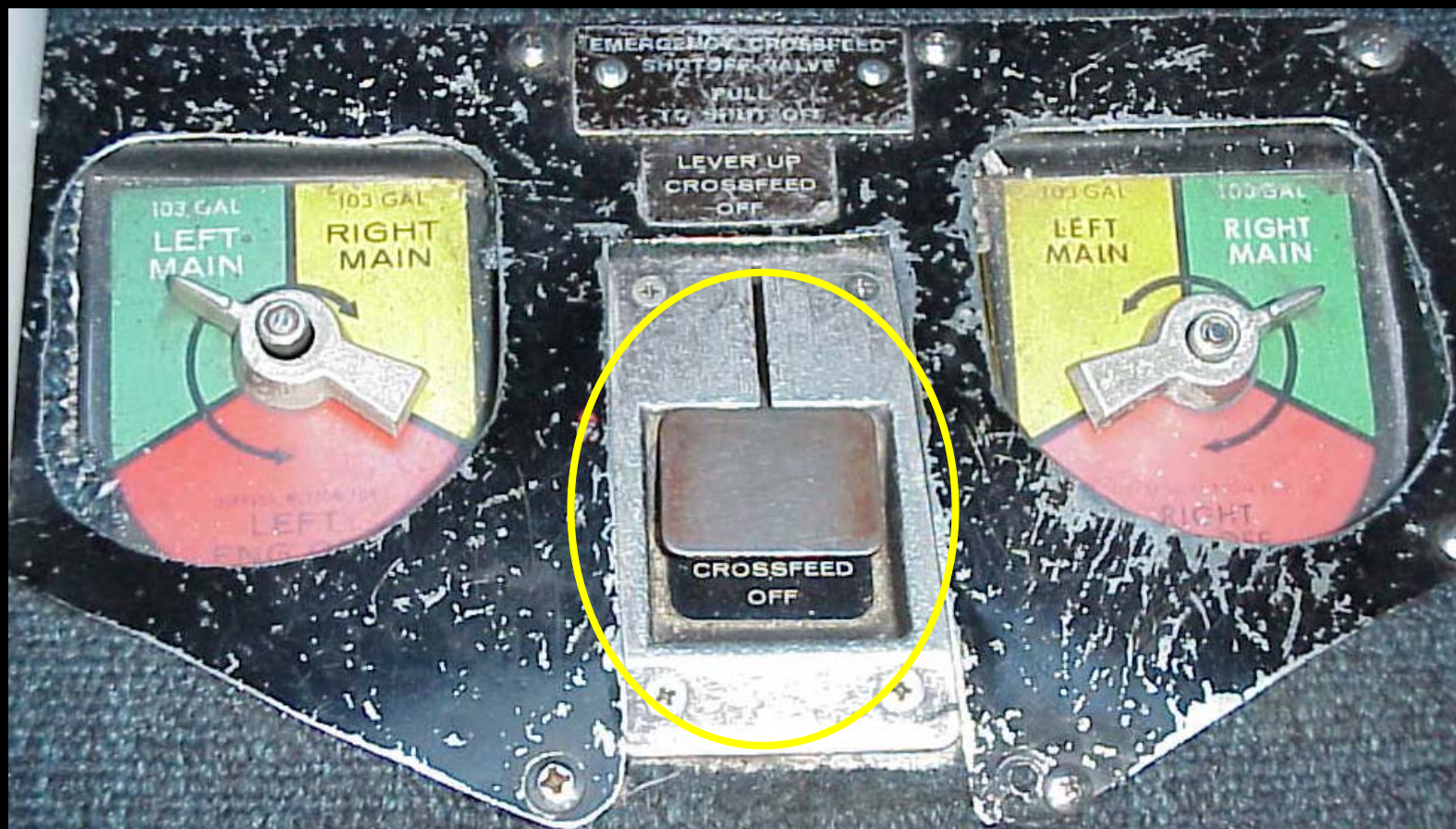
INFLIGHT WING
OR ENGINE FIRE



1. Auxiliary Fuel Pumps - OFF



2. Operative Engine Fuel Selector –
MAIN TANK (Feel for Detent)



3. Emergency Crossfeed Shutoff – OFF (Pull up)



4. Affected Engine – SHUTDOWN

Throttle – Close, Mixture – Idle Cutoff, Propeller – Feather

Cowl Flap – Close, Fuel Selector – Off (Feel for Detent)

5. Operative Engine – Adjust

- Adjust Power for Vyse Minimum Airspeed, 120 KIAS Desired.
- Cowl Flap - Open

6. Inoperative Engine - Secure

- Magneto Switches – Off
- Alternator – Off

7. Cabin Heater - OFF

8. Electrical Load – Monitor (80 AMPS Maximum)

9. As Soon as Practical - LAND

WARNING

The propeller of the inoperative engine must be feathered, landing gear retracted and wing flaps up or continued flight may be impossible.

ENGINE INOPERATIVE
IN-RANGE,
APPROACH and LANDING,
GO-AROUND

IN-RANGE (Engine Inoperative)

1. Power – Adjust (Vyse minimum/120 KIAS desired)
2. Auxiliary Fuel Pump
 - Operative Engine - OFF
3. Fuel Selector
 - Operative Engine - Main
4. Cowl Flap – As Required
5. Wing Flaps – As Required
 - (15 degree maximum until landing assured)
6. Engine Instruments – Check
7. Alternate Air Control - In

APPROACH and LANDING (Engine Inoperative)

At one dot below glide slope or FAF

1. Landing Gear - Down
2. Mixture
 - Operative Engine – Full Rich or Lean as Required
3. Propeller
 - Operative Engine – Full Forward
4. Gear Down Lights – 3 Green, Unlock light - off
5. Lights – As Required
6. Airspeed – 120 KIAS

APPROACH and LANDING (Engine Inoperative)

When Landing is Assured

1. Wing Flaps – Full
2. Power – Reduce
3. Airspeed – Reduce to Normal Landing Speed

GO-AROUND (Engine Inoperative)

1. Throttle – Full Forward
2. Pitch – 95 KIAS until clear of obstacles
3. Wing Flaps - Up
4. Landing Gear – Up when rate of descent reverses
5. Positive Rate of Climb – Establish
6. Airspeed – Climb at V_y for Weight
7. Landing Lights – Retract
8. Cowl Flap
 - Operative Engine - Open

WARNING

Level flight may not be possible for certain combinations of weight, temperature and altitude. In any event, do not attempt an engine inoperative go-around after wing flaps have been extended beyond 15 degrees.

EMERGENCY PROCEDURES

CABIN ELECTRICAL FIRE
OR SMOKE

CAUTION

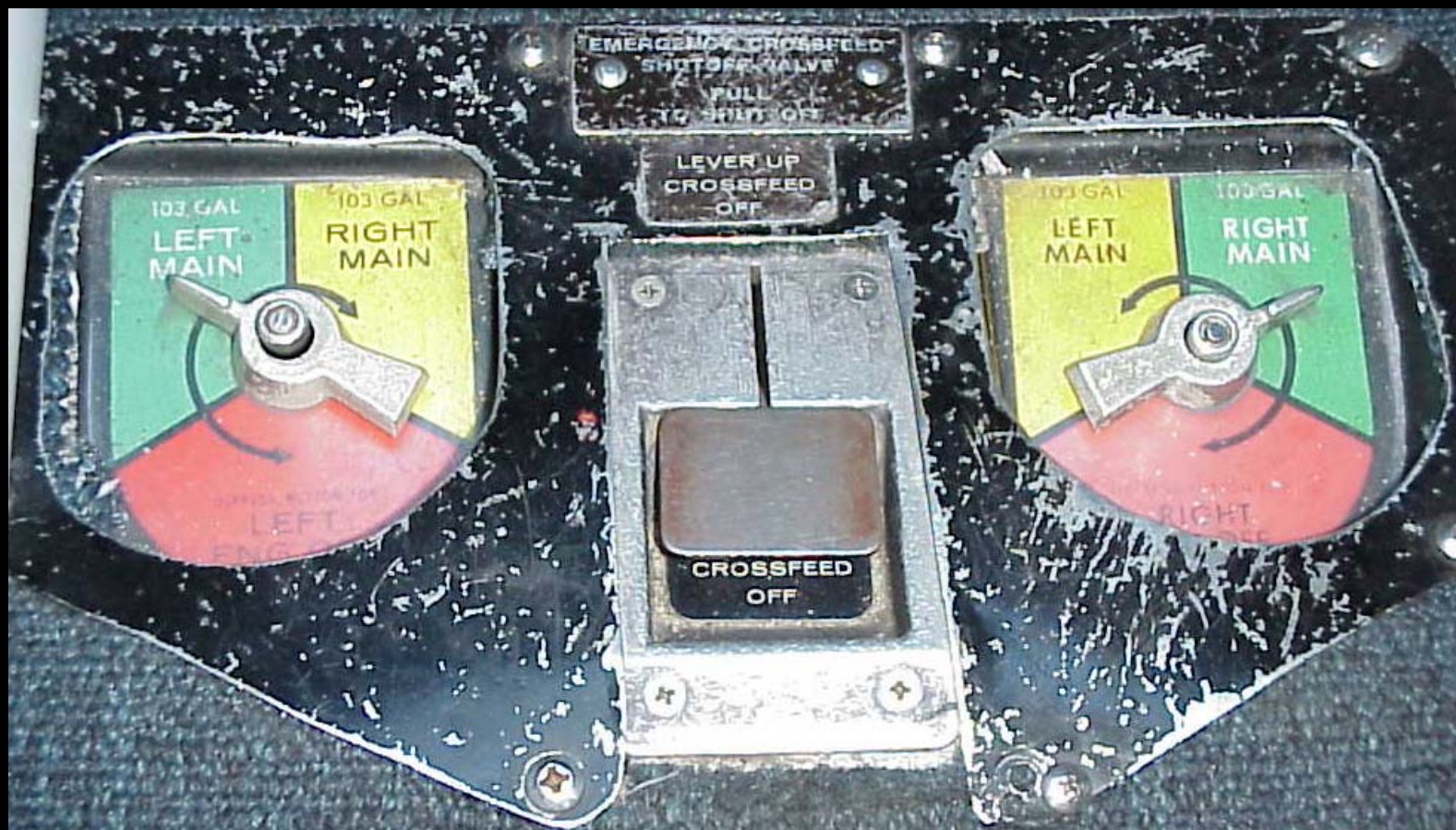
If the source of fire or smoke cannot be quickly identified and terminated, execute an immediate landing at the nearest airport. Accomplish appropriate procedures, but do not delay landing to troubleshoot systems.

CAUTION

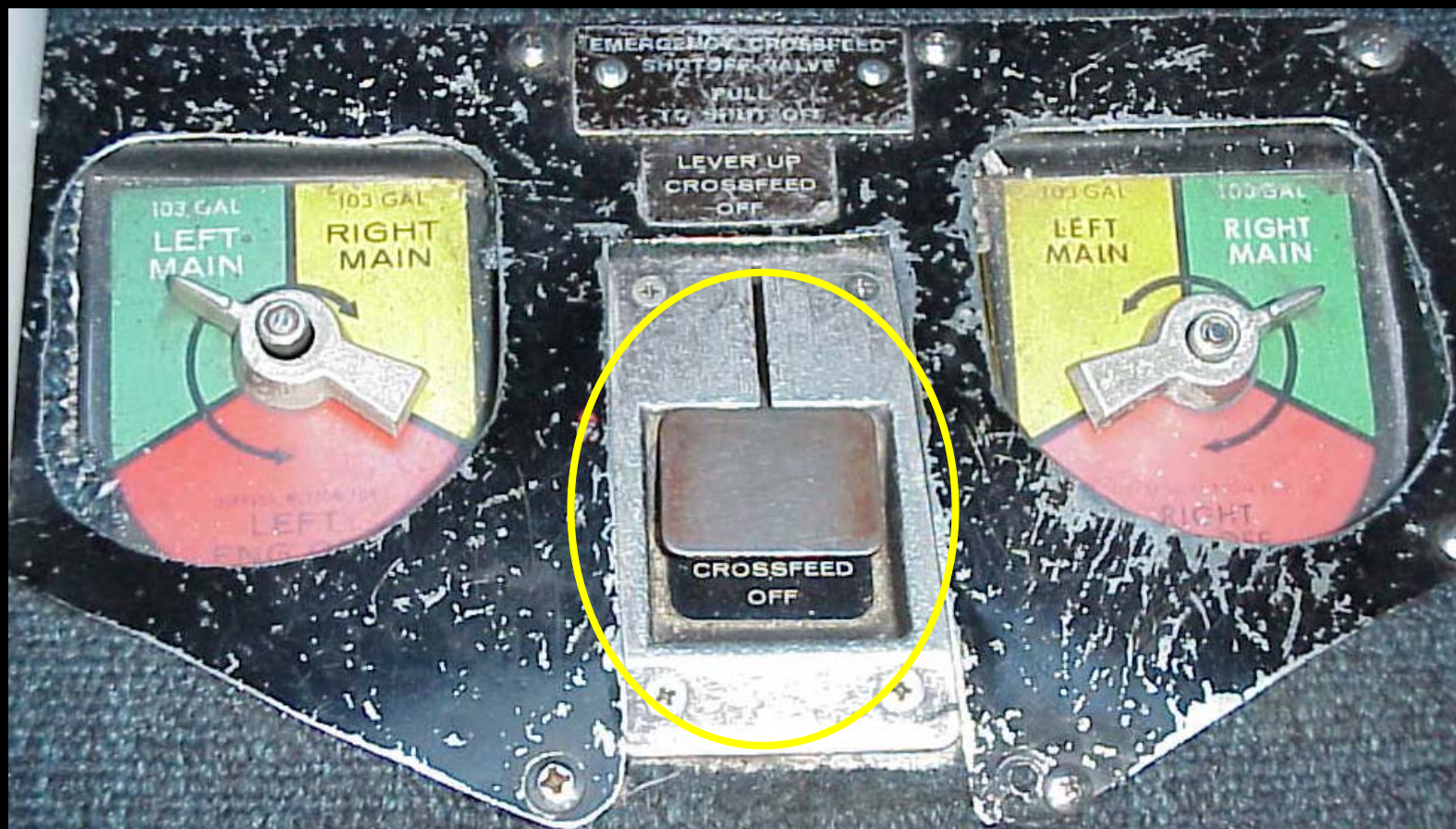
Opening the foul weather windows or emergency exit window will create a draft and may intensify a fire.



1. Electrical Load – Reduce to Minimum Required



2. Fuel Selectors – MAIN TANK (Feel for Detent)



3. Emergency Crossfeed Shutoff – OFF (Pull up)

4. Attempt to Isolate Source of Fire

5. Cabin Air Controls – Open; Close if smoke increases

6. As Soon as Possible - Land

*Initiate “GROUND EVACUATION”
checklist on Front Cover of this
handbook.*

EMERGENCY PROCEDURES

SMOKE AND FUME REMOVAL

CAUTION

Opening the foul weather windows or emergency exit window will create a draft and may intensify a fire.

1. Source of Smoke or Fumes – Identify and Eliminate.

Refer to procedures for airplane fires.

If source of smoke or fumes cannot be eliminated:

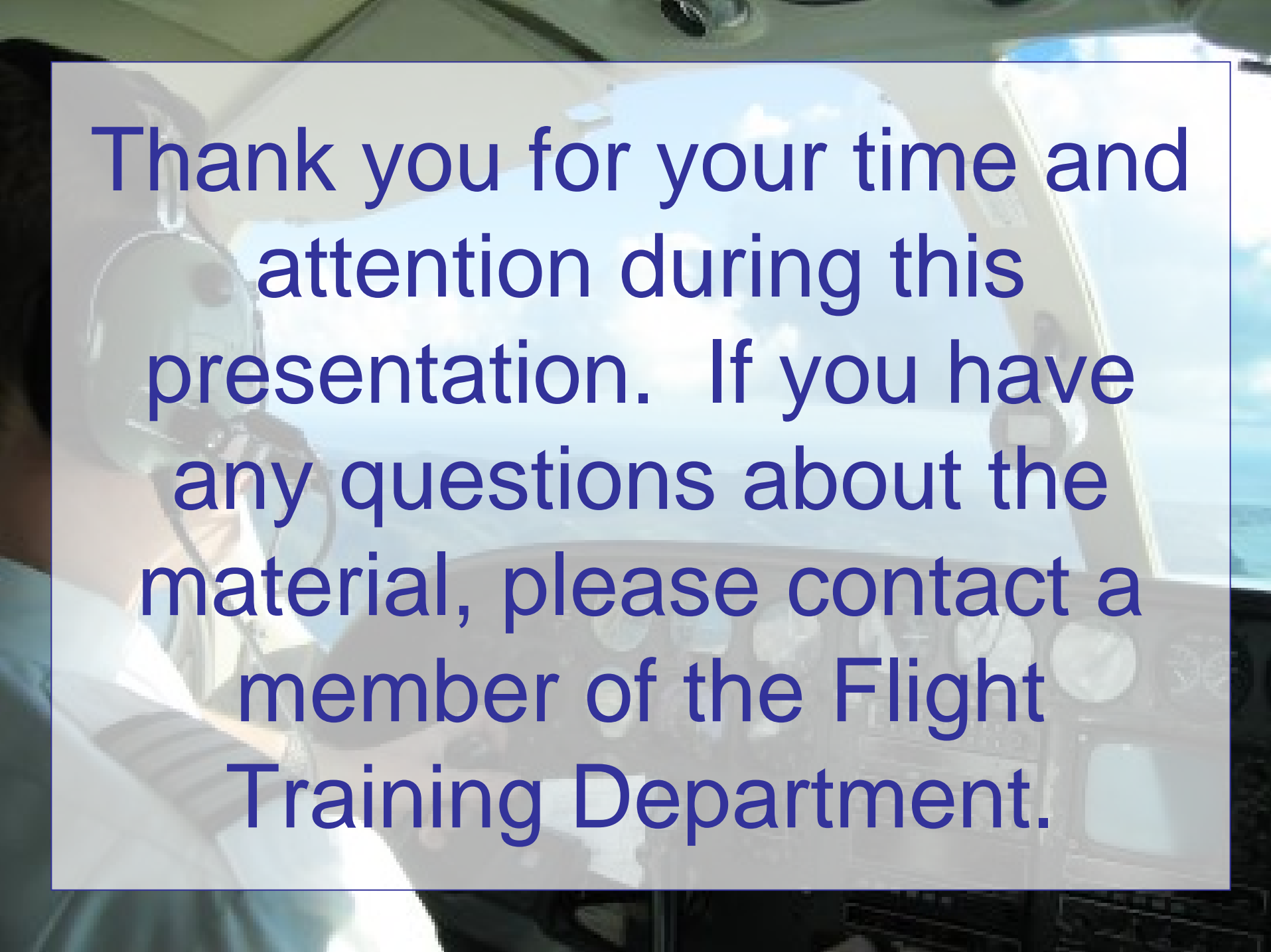
- EMERGENCY DESCENT – As Required

*Refer to “EMERGENCY DESCENT” checklist
on Back Cover of this manual*

- Ram Air Knob – PULL OPEN

6. As Soon as Possible - Land

*Initiate “GROUND EVACUATION” checklist
on Front Cover of this handbook.*



Thank you for your time and attention during this presentation. If you have any questions about the material, please contact a member of the Flight Training Department.