

Emergency Procedures

N783BG



Cessna 172

Fire

Engine Failure

ENGINE FIRE DURING START

**** Con't Cranking Until Engine Starts ****

Throttle..... 1700 RPM
After 2 minutes.....SHUT DOWN
Exit Aircraft & Inspect for Damage

**** If Engine Fails to Start ****

Throttle..... Full Open
Mixture.....Idle Cut Off
Cranking.....Continue
Fuel Shutoff Valve.....OFF (Pull out)
Fuel Pump.....OFF
Fire Extinguisher.....OBTAIN
Master Switch & Ignition.....OFF
EVACUATE and EXTINGUISH

ENGINE FIRE DURING FLIGHT

Mixture.....Idle Cut Off
Fuel Shutoff Valve.....OFF
Fuel Pump.....OFF
Master Switch.....OFF
Cabin Heat / Air.....OFF
Airspeed..... **100 kts+**
Best Landing Site.....Selected
Forced Landing.....EXECUTE

ELECTRICAL FIRE

Master Switch.....OFF
Cabin Vents.....CLOSED
Cabin Heat / Air.....OFF
Fire Extinguisher.....ACTIVATE
Avionics Master.....OFF
All Other SwitchesOFF
Ignition.....Remain ON

After flames have been
extinguished, ventilate cabin.

Master Switch.....ON
Avionics Master.....ON
LAND AS SOON AS PRACTICAL

Sufficient Altitude for Restart?

NO: See "Securing Engine" Procedure

YES : Attempt Restart

Airspeed.....65 kts
Fuel Shutoff Valve.....ON (push in)
Fuel Selector.....BOTH
Fuel Pump.....ON
Mixture.....Enrichen As Required
Ignition.....BOTH
(if prop is NOT windmilling, START)

Did Engine Restart?

Yes: LAND AS SOON AS PRACTICAL

No: Prepare for a Forced Landing

MayDay.....Transmit (121.5)
Transponder.....7700
See "Securing Engine" Procedure

SECURING ENGINE

Best Landing Site.....Selected
Seatbelts.....Secure
Airspeed.....65 kts... 60 kts full flaps
Mixture.....Idle Cut Off
Fuel Shutoff Valve.....OFF (pull out)
Ignition.....OFF
Flaps.....As Required
ELT.....Activate
Master Switch.....OFF
Door.....AJAR
Touchdown.....Slightly tail low



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Preflight

CABIN

Hobbs/Tach.....Verify
Control Lock.....Remove
Battery Master.....ON
Flaps.....Extend
Fuel Quantity Ind.....Check
Lights and Pitot HeatON & Check
Battery Master.....OFF
Certs/Documents.....Check
Fuel and Oil.....Check
*** Call Air7 if fuel /oil is needed ***

(805) 383-1100

TAIL

Antennas.....Check
Elevator.....Check
Rudder.....Check

RIGHT WING

Flap Hinges.....Check
Aileron.....Check
Lights.....Check
Leading Edge.....Check
Fuel Strainer.....Drain & Check
Strut.....Check
Tire & Brake.....Check
Fuel Quantity.....Check

NOSE

Fuel Strainer.....Drain & Check
Oil Quantity.....6-8 qts
Prop Blades and Spinner.....Check
Air Intake and Filter.....Clear
Alternator Belt.....Check
Nose Gear Strut and TireCheck
Static Source.....Clear

LEFT WING

Strut.....Check
Tire & Brake.....Check
Fuel Strainer.....Drain & Check

LEFT WING CONTINUED...

Fuel Quantity.....Check
Pitot Tube.....Clear
Fuel Vent.....Clear
Stall Indicator.....Check
Leading Edge.....Check
Lights.....Check
Aileron.....Check
Flap Hinges.....Check

FINAL RAMP CHECK

Ramp/TieDown/Chocks.....All Clear

Engine Start

BEFORE ENGINE START

Seats.....Adjusted
Seat Belts.....On
Headsets.....Plugged In
Keys.....In and Ready
Battery MasterON
Beacon.....ON
Avionics Master.....Verify OFF

ENGINE START

Fuel Selector.....BOTH
Fuel Shutoff Valve.....ON (Push In)
Brakes.....Engaged
Throttle.....Open 1/4"
Mixture.....Idle Cut Off
Prop Area.....Clear
Fuel Pump.....ON
Mixture.....Advance to RICH until
fuel flow is indicated, then CUT OFF
Fuel Pump.....OFF
Ignition.....START
Mixture.....Advance Smoothly
when engine starts
Throttle.....1000 RPM or less
Oil Pressure.....Check
Avionics Master.....ON

ENGINE START CONTINUED....

Flaps.....Retract
 Mixture.....Lean for Taxi
 Alternator.....ON
 Circuit Breaker.....Check All In

Run Up

PRE-TAXI

ATIS/ASOS (if available).....Listen
 Brakes.....Check

TAXI (IFR)

Heading Indicator.....Turns
 Turn Coordinator...Turns & Ball Skids

ENGINE RUN-UP

Brakes.....Engaged
 Mixture.....Rich (or As Required)
 Throttle.....1800 RPM
 Right Magneto.....<150 RPM drop
Back to Both.....
 Left Magneto.....<150 RPM drop
Back to Both.....
 Vacuum Gage.....Within Limits
 Engine Instruments.....Check
 Ammeter.....Check
 Annunciators.....Test
 Throttle.....Idle Check
 Throttle.....1000 RPM or less
 Mixture.....Lean 50%
 Flight Controls.....Free & Correct
 Flight Instruments.....Check & Set
 Trim.....Set
 Flaps.....Set as Required

AVIONICS

Radios.....Set
 GPS.....Set

BEFORE TAKEOFF

Doors/Windows.....Secured
 Lights.....As Required
 DG.....Set and Check
 Mixture.....Rich (As Required)

Takeoff

Throttle.....Full Open
 Rotate.....55 KIAS
 Climb.....70 - 80 kts
 Flaps.....UP
 Mixture.....Lean at 3,000ft

Cruise

CRUISE-CLIMB

Climb Speed.....70 - 85 kts
 Throttle.....Remains FULL OPEN

CRUISE

Power.....2000 to 2400 RPM
 Mixture.....Lean (Rich of Peak)

Approach

DESCENT

Power.....Reduce as Desired
 Mixture.....Enrichen as Needed
 ATIS/ASOS.....Listen
 Flight Instruments.....Check & Set
 Lights.....As Required

FINAL APPROACH

Seat Belts.....Secure
 Mixture.....Set for "Go-Around" Power
 Flaps.....Extend as Needed
 Airspeed.....65 - 75 KIAS (flaps up)
60 - 70 KIAS (flaps down)
 Touchdown.....62 KIAS (30°)

After Landing

EXITING RUNWAY

Flaps.....Retract
 Mixture.....Lean for Taxi
 Lights.....As Required

ENGINE SHUTDOWN

Elec. Equipment.....All OFF
 Avionics Master.....OFF
 Mixture.....Idle Cut Off
 Ignition.....OFF
 Master Switch.....OFF

Securing Aircraft

INSIDE

Control Lock.....Installed
 Fuel Selector.....L or R (not Both)
 Hobbs/Tach.....Record
 Windows.....Closed & Latched
 Seatbelts.....Fastened

EXTERNAL

Pilot/Passenger Door.....Locked
 Baggage Door.....Locked
 Tiedown/Chocks.....Installed

Special Start Procedures

HOT START

Brakes.....Engaged
 Throttle.....1/4 " Open
 Mixture.....Idle Cut Off
 Prop Area.....Clear
 Master Switch.....ON
 Beacon.....ON
 Fuel Pump.....OFF
 Ignition.....START
 Mixture.....Advance Smoothly
 when engine starts

Oil Pressure.....Check
 Mixture.....Lean for Taxi

FLOODED START

Master Switch.....OFF
 Wait.....5 Minutes
 Master Switch.....ON
 Mixture.....Idle Cut Off
 Throttle.....Full Open
 Breaks.....Engaged
 Prop Area.....Clear
 Ignition.....START
 Mixture.....Advance Smoothly
 when engine starts
 Throttle.....Below 1000 RPM
 Oil Pressure.....Check



Unusual Procedures



LOSS OF OIL PRESSURE

LAND AS SOON AS PRACTICAL
 Prepare for Imminent Engine Failure

EXCESSIVE RATE OF CHARGE

Alternator.....OFF
 Nonessential Electrical Items.....OFF
 LAND AS SOON AS PRACTICAL

LOW VOLTAGE ANNUNCIATION

("VOLTS" annunciator is to be expected with an electrical load on the system and a low RPM setting. If this is the case, Master Switches DO NOT need to be recycled)

Avionics Master.....OFF
 Alt. Circuit Breaker.....Check IN
 Master SwitchOFF (Both Sides)
 Master Switch.....ON (Both Sides)
 "VOLTS" Annunciator.....Verify OFF

Avionics Master.....ON
 If "VOLTS" illuminates again:
 Alternator.....OFF
 Nonessential Electrical Items.....OFF
 LAND AS SOON AS PRACTICAL

SPIN RECOVERY (PARE)

Power.....Idle
 Ailerons.....Neutral
 Rudder.....Opposite of Rotation
 Elevator.....Forward / Break Stall

V-Speeds (KIAS)

Vr - 55	Vg - 65
Vx - 60	Vno - 129
Vy - 79	Vne - 163
Vso - 33	Va - 99 (2450 lbs)
Vs1 - 44	- 92 (2000 lbs)
Vfe - 110 (10°)	- 82 (1600 lbs)
- 85 (10° - 30°)	Vref - 62 (40°)