



## CESSNA MODEL 172 N EMERGENCY PROCEDURES & PREFLIGHT CHECKLIST

\*This is to be used as a REFERENCE ONLY, it is not a substitute for the Airplane Flight Manual.

\*Refer to AFM/POH for amplified procedures. User assumes all risk of use in using this product. User consents to and understands that American Flight Schools bears no liability for the use of this product.

### ENGINE FAILURES

#### ENGINE FAILURE DURING TAKEOFF RUN

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 .....65 KIAS (flaps UP)  
.....60 KIAS (flaps DOWN)
2. Mixture .....IDLE CUT OFF
3. Fuel Selector Valve .....OFF
4. Ignition Switch .....OFF
5. Wings Flaps .....AS REQUIRED
6. Master Switch .....OFF

#### ENGINE FAILURE DURING FLIGHT

1. Airspeed .....65 KIAS
2. Carburetor Heat .....ON
3. Fuel Selector Valve .....BOTH
4. Mixture .....RICH
5. Ignition Switch .....BOTH
6. Primer .....IN and LOCKED

### FORCED LANDINGS

#### EMERGENCY LANDING WITHOUT ENGINE POWER

1. Airspeed .....65 KIAS (flaps UP)  
.....60 KIAS (flaps DOWN)
2. Mixture .....IDLE CUT OFF
3. Fuel Selector Valve .....OFF
4. Ignition Switch .....OFF
5. Wings 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. Wing Flaps .....20°
2. Airspeed .....60 KIAS
3. Selected Field .....FLY OVER
4. Avionics Power Switch and Electrical Switches.....OFF
5. Wing Flaps .....40°(on final approach)
6. Airspeed .....60 KIAS
7. Master Switch .....OFF
8. Doors .....UNLATCH PRIOR TO  
.....TOUCHDOWN
9. Touchdown .....SLIGHTLY TAIL LOW
10. Ignition Switch .....OFF
11. Break .....APPLY HEAVILY

### FIRES

#### DURING START ON GROUND

1. Cranking.....CONTINUE  
*to get a start which would suck the flames and accumulated fuel through the carburetor and into the engine*

#### If engine starts:

1. Power .....1700 RPM for a few minutes
2. Engine .....SHUTDOWN

#### If engine fails to start:

1. Throttle .....FULL OPEN
2. Mixture .....IDLE CUT-OFF
3. Cranking .....CONTINUE
4. Fire Extinguisher .....OBTAIN
5. Engine .....SECURE
  - a) Master Switch .....OFF
  - b) Ignition Switch .....OFF
  - c) Fuel Selector Valve .....OFF
6. Fire .....EXTINGUISH
7. Fire Damage .....INSPECT

#### ENGINE FIRE IN FLIGHT

1. Mixture .....IDLE CUT-OFF
2. Fuel Selector Valve .....OFF
3. Master Switch .....OFF
4. Cabin Heat and Air .....OFF  
.....(except overhead vents)
5. Airspeed .....100 KIAS  
(if fire is not extinguished, increase glide speed to find an airspeed which will provide an incombustible mixture)
6. Forced Landing .....EXECUTE  
(as described in Emergency Landing Without Engine Power)

#### ELECTRICAL FIRE IN FLIGHT

1. Master Switch .....OFF
2. Avionics Power Switch .....OFF
3. All Other Switches .....OFF
4. Vents/Cabin Air/Heat .....CLOSED
5. Fire Extinguisher .....ACTIVATE
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 circuit is localized
11. Vents/Cabin Air/Heat .....OPEN  
when it is ascertained that fire is  
completely extinguished

### CABIN FIRE

1. Master Switch .....OFF
2. Vents/Cabin Air/Heat .....CLOSED
3. Fire Extinguisher .....ACTIVATE
4. Landing the airplane as soon as possible  
to inspect for damage

### WING FIRE

- 1.
2. Navigation Light Switch .....OFF
3. Pitot Heat Switch (if installed) .....OFF
4. Strobe Light Switch(if installed) .....OFF

#### NOTE:

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

### ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS

#### AMMETER SHOWS EXCESSIVE RATE OF CHARGE (Full Scale Deflection)

1. Alternator .....OFF
2. Alternator Circuit Breaker .....PULL
3. Nonessential Electrical Equipment  
.....OFF
4. Flight .....TERMINATE  
.....as soon as possible

#### LOW VOLTAGE LIGHT ILLUMINATES DURING FLIGHT

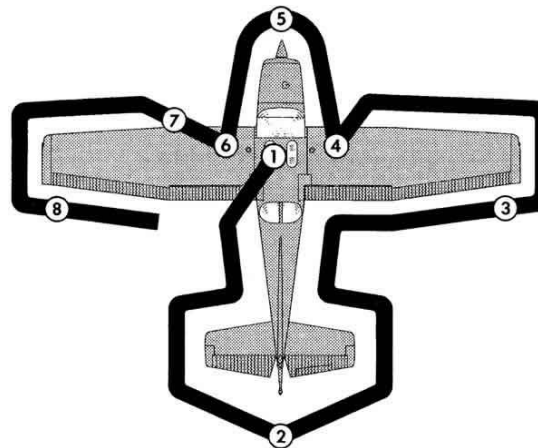
(Ammeter indicates Discharge)

(Illumination of the low-voltage light may occur during low RPM conditions with an electrical load on the system such as during a low RPM taxi. Under these conditions, the light will go out at higher RPM. The master switch need not be recycled since an over-voltage condition has not occurred to deactivate the alternator system)

1. Avionics Power Switch .....OFF
2. Alternator Circuit Breaker  
.....CHECK IN
3. Master Switch .....OFF(both side)
4. Master Switch .....ON
5. Low-Voltage Light .....CHECK OFF
6. Avionics Power Switch .....ON

#### If low -voltage light illuminates again:

7. Alternator .....OFF
8. Nonessential Radio and Electrical  
Equipment .....OFF
9. Flight .....TERMINATE  
.....as soon as practical



### PREFLIGHT CHECK

#### Cabin

1. Required Papers (ARROW).....on board

2. Control Wheel Lock.....REMOVE
3. Ignition Switch.....OFF
4. Master Switch.....ON
5. Fuel Quantity ..... CHECK QUANTITY
6. Lights.....CHECK
7. Master Switch.....OFF
8. Alt Static Air.....CHECK
9. Baggage Door.....Check, and Lock

#### Empennage

1. Rudder Gust Lock.....Remove
2. Tail Tie-Down.....DISCONNECT
3. Control Surfaces.....CHECK

#### Right Wing (trailing edge)

1. Aileron.....Check

#### Right Wing

1. Wing Tie-Down.....DISCONNECT
2. Main Wheel Tire.....CHECK
3. Fuel Sump.....CHECK
4. Fuel Quantity.....CHECK VISUALLY
5. Fuel Filler Cap.....SECURE

#### Nose

1. Engine Oil Level.....4-6qts
2. Fuel Strainer .....CHECK & DRAIN
3. Propeller and Spinner.....CHECK
4. Landing Light(s).....CHECK
5. Carburetor Air Filter.....CHECK
6. Nose Wheel Strut and Tire.....CHECK
7. Static Source Opening.....CHECK

#### Left Wing

1. Main Wheel Tire.....CHECK
2. Fuel Sump.....CHECK
3. Fuel Quantity.....CHECK VISUALLY
4. Fuel Filler Cap.....SECURE

#### Left Wing (leading edge)

1. Pitot Tube Cover.....REMOVE
2. Fuel Tank Vent Opening.....CHECK
3. Stall Warning Opening.....CHECK
4. Wing Tie-Down.....DISCONNECT

#### Left Wing (trailing edge)

1. Aileron.....CHECK
2. Flaps.....CHECK