



CESSNA MODEL 172 M/N/P 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. ThrottleIDLE
2. BrakesAPPLY
3. Wing FlapsRETRACT
4. MixtureIDLE CUT OFF
5. Ignition SwitchOFF
6. Master SwitchOFF

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

1. Airspeed65 KIAS (flaps UP)
.....60 KIAS (flaps DOWN)
2. MixtureIDLE CUT OFF
3. Fuel Selector ValveOFF
4. Ignition SwitchOFF
5. Wings FlapsAS REQUIRED
6. Master SwitchOFF

ENGINE FAILURE DURING FLIGHT

1. Airspeed65 KIAS
2. Carburetor HeatON
3. Fuel Selector ValveBOTH
4. MixtureRICH
5. Ignition SwitchBOTH
6. PrimerIN and LOCKED

FORCED LANDINGS

EMERGENCY LANDING WITHOUT ENGINE POWER

1. Airspeed65 KIAS (flaps UP)
.....60 KIAS (flaps DOWN)
2. MixtureIDLE CUT OFF
3. Fuel Selector ValveOFF
4. Ignition SwitchOFF
5. Wings FlapsAS REQUIRED
6. Master SwitchOFF
7. DoorsUNLATCH PRIOR TO
.....TOUCHDOWN
8. TouchdownSLIGHTLY TAIL LOW
9. BrakesAPPLY HEAVILY

EMERGENCY LANDING WITH ENGINE POWER

1. Wing Flaps20°
2. Airspeed60 KIAS
3. Selected FieldFLY OVER
4. Avionics Power Switch and Electrical
Switches.....OFF
5. Wing Flaps40°(on final approach)
6. Airspeed60 KIAS
7. Master SwitchOFF
8. DoorsUNLATCH PRIOR TO
.....TOUCHDOWN
9. TouchdownSLIGHTLY TAIL LOW
10. Ignition SwitchOFF
11. BreakAPPLY 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. Power1700 RPM for a few minutes
2. EngineSHUTDOWN

If engine fails to start:

1. ThrottleFULL OPEN
2. MixtureIDLE CUT-OFF
3. CrankingCONTINUE
4. Fire ExtinguisherOBTAIN
5. EngineSECURE
 - a) Master SwitchOFF
 - b) Ignition SwitchOFF
 - c) Fuel Selector ValveOFF
6. FireEXTINGUISH
7. Fire DamageINSPECT

ENGINE FIRE IN FLIGHT

1. MixtureIDLE CUT-OFF
2. Fuel Selector ValveOFF
3. Master SwitchOFF
4. Cabin Heat and AirOFF
.....(except overhead vents)
5. Airspeed100 KIAS
(if fire is not extinguished, increase
glide speed to find an airspeed which
will provide an incombustible mixture)
6. Forced LandingEXECUTE
(as described in Emergency Landing
Without Engine Power)

ELECTRICAL FIRE IN FLIGHT

1. Master SwitchOFF
2. Avionics Power SwitchOFF
3. All Other SwitchesOFF
4. Vents/Cabin Air/HeatCLOSED
5. Fire ExtinguisherACTIVATE
6. Master SwitchON
7. Circuit BreakersCHECK
.....for faulty circuit, do not reset
8. Radio SwitchesOFF

9. Avionics Power SwitchON
10. Radio/Electrical SwitchesON
one at a time, with delay after each
until short circuit is localized
11. Vents/Cabin Air/HeatOPEN
when it is ascertained that fire is
completely extinguished

CABIN FIRE

1. Master SwitchOFF
2. Vents/Cabin Air/HeatCLOSED
3. Fire ExtinguisherACTIVATE
4. Landing the airplane as soon as possible
to inspect for damage

WING FIRE

- 1.
2. Navigation Light SwitchOFF
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. AlternatorOFF
2. Alternator Circuit BreakerPULL
3. Nonessential Electrical Equipment
.....OFF
4. FlightTERMINATE
.....as soon as possible

LOW VOLTAGE LIGHT ILLUMINATES DURING FLIGHT

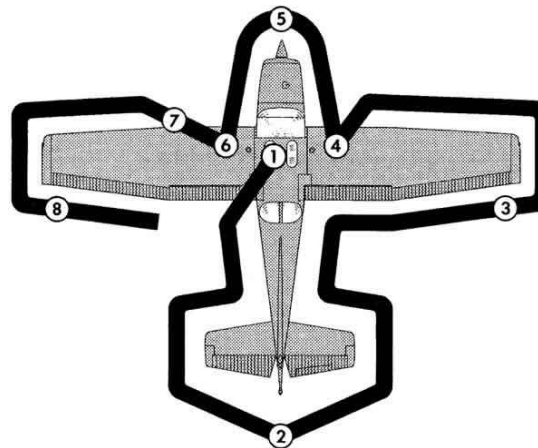
(Ammeter indicates Discharge)

(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 SwitchOFF
2. Alternator Circuit Breaker
.....CHECK IN
3. Master SwitchOFF(both side)
4. Master SwitchON
5. Low-Voltage LightCHECK OFF
6. Avionics Power SwitchON

If low -voltage light illuminates again:

7. AlternatorOFF
8. Nonessential Radio and Electrical
EquipmentOFF
9. FlightTERMINATE
.....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 StrainerCHECK & 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