**CESSNA 172P EMERGENCY PROCEDURES CHECKLIST**

**ENGINE FIRE DURING START ON GROUND**

1. Cranking---------------------------------------**CONTINUE**

***If Engine Starts:***

1. Power------------------**1700 RPM for a few minutes**
2. Engine------------**SHUTDOWN, inspect for damage**

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

1. Throttle---------------------------------------**FULL OPEN**
2. Mixture-----------------------------------**IDLE CUT-OFF**
3. Cranking--------------------------------------**CONTINUE**
4. Fire Extinguisher-------------------------------**OBTAIN**
5. Engine---------------------------------------------**SECURE**
6. Master Switch--------------------------------**OFF**
7. Mags--------------------------------------------**OFF**
8. Fuel Selector Valve--------------------------**OFF**
9. Fire------------------------------------------ **EXTINGUISH**
10. Fire Damage-------------------------------------**INSPECT**

**ENGINE FAILURE DURING TAKEOFF RUN**

1. Throttle------------------------------------------- **IDLE**
2. Brakes------------------------------------------ **APPLY**
3. Wing Flaps--------------------------------- **RETRACT**
4. Mixture------------------------------- **IDLE CUT-OFF**
5. Mags------------------------------------------------ **OFF**
6. ATC--------------------------------------------- **ADVISE**
7. Master Switch------------------------------------ **OFF**

**ENGINE FIRE WHILE RUNNING ON GROUND**

1. Turn-----------------------------------------**DOWNWIND**
2. Brakes--------------------------------------------------**SET**
3. Mixture-----------------------------------**IDLE CUT-OFF**
4. Fuel Selector Valve-----------------------------------**OFF**
5. Mags----------------------------------------------------**OFF**
6. ATC-------------------------------------------------**NOTIFY**
7. Master--------------------------------------------------**OFF**
8. Fire Extinguisher-------------------------------**OBTAIN**

**ELECTRICAL FIRE IN FLIGHT**

1. Master Switch------------------------------------------**OFF**
2. Vents/Cabin Air/Heat---------------------------**CLOSED**
3. Fire Extinguisher------------------------------**ACTIVATE**
4. Avionics Power Switch-------------------------------**OFF**
5. All other Switches-----------**OFF (except ignition switch)**

***If fire appears out and electrical power is essential for safe flight:***

1. Master Switch-------------------------------------------ON
2. Circuit Breakers---------------------CHECK (do not reset)
3. Radio Switches-----------------------------------------OFF
4. Avionics Power Switch--------------------------------ON
5. Min Equipment For Safe Flight----------------------ON

***NOTE: Turn one on at a time, with a delay after each until the short circuit is localized.***

1. Vents/Cabin Air/Heat------------------------------OPEN

(When fire is completely extinguished)

**ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF**

1. Airspeed------------------------- **65 KIAS (Flaps UP)**

**60 KIAS (Flaps DOWN)**

1. Mixture-------------------------------- **IDLE CUT-OFF**
2. Fuel Selector Valve------------------------------- **OFF**
3. Mags------------------------------------------------ **OFF**
4. Wing Flaps---------------------------- **AS REQUIRED**
5. Master Switch------------------------------------- **OFF**

**INADVERTENT ICING ENCOUNTER**

1. Pitot heat--------------------------------------------**ON**
2. Flight------------------- **EXIT ICING CONDITIONS**

(turn back or change altitude)

1. Cabin Control/Defrost---------------- **FULL OPEN**

Note: Land with 0° Flap, approach at 65-75 KIAS

**WING FIRE**

1. Land/Taxi Light Switches-----------------------**OFF**
2. Pitot Heat/Nav./Strobe Light Switches-------**OFF**

***Sideslip to keep flames away from fuel tank & cabin***

**CABIN FIRE**

1. Master Switch--------------------------------------**OFF**
2. Vents/Cabin Air/Heat-----------------------**CLOSED**
3. Fire Extinguisher------------------------- **ACTIVATE**
4. LAND ASAP--------------- **INSPECT FOR DAMAGE**

**EMERGENCY LANDING WITHOUT ENGINE POWER**

1. Airspeed------------------------- **65 KIAS (Flaps UP)**

**60 KIAS (Flaps DOWN)**

1. Fuel Selector Valve-------------------------------**OFF**
2. Mixture------------------------------- **IDLE CUT-OFF**
3. Mags------------------------------------------------ **OFF**
4. Wing Flaps---------------------------- **AS REQUIRED**
5. Master Switch------------------------------------- **OFF**
6. Doors------**UNLATCH PRIOR TO TOUCHDOWN**
7. Touchdown------------------ **SLIGHTLY TAIL LOW**
8. Brakes------------------------------ **APPLY HEAVILY**

**ENGINE FAILURE DURING FLIGHT – CAUSE CHECK**

1. Airspeed--------------------------------------- **65 KIAS**
2. Carb Heat------------------------------------------- **ON**
3. Fuel Selector Valve------------------------ **ON BOTH**
4. Mixture-------------------------------------------- **RICH**
5. Mags----------------------------------------- **ON BOTH**
6. Primer---------------------------------- **IN & LOCKED**
7. Engine Gauges-----------------------------**CHECKED**

**ENGINE FIRE IN FLIGHT**

1. Mixture-------------------------------------**IDLE CUT-OFF**
2. Fuel Selector Valve------------------------------------**OFF**
3. Cabin Heat & Air-------------**OFF (except overhead vents)**
4. Mags------------------------------------------------------**OFF**
5. Master Switch------------------------------------------ **OFF**
6. Airspeed------------------------------------------**100 KIAS**

***If fire is not extinguished, increase glide speed for higher airspeed.***

1. Forced Landing ---------------------------------**EXECUTE**

**LANDING WITH A FLAT MAIN TIRE**

1. Approach----------------------------------------NORMAL
2. Touchdown-------GOOD TIRE FIRST, hold airplane

off flat tire as long as possible.

**ROUGH RUNNING ENGINE**

1. Carb Heat---------------------------------------------ON
2. Primer------------------------------------IN & LOCKED
3. Mixture---------------------------------------------RICH

***If roughness persists***

1. Lean Mixture-------UNTIL SMOOTH OPERATION

***If roughness persists***

1. Mags-----------------------------------------------CYCLE

***If roughness persists***

1. Fuel Selector---------------------LEFT/RIGHT 1MIN

***If roughness persists***

1. Flight--TERMINATE(Land at nearest aerodrome)

**STATIC SOURCE BLOCKAGE**

1. (ASI, ALT, VSI) Reading suspect
2. Static pressure source -----------------------------ON
3. Heater, vents, windows------------------------CLOSE

NOTE: Airspeed error will not exceed 2 knots

**WINDSHIELD DAMAGED**

1. Side Windows--------------------------------------OPEN

Note: Expect significant performance degradation do

not let airspeed reduce to a dangerously low level.

**LOW OIL PRESSURE**

1. 1) Oil Pressure/ temp--------------------------------CHECK

***If oil temp is normal***

1. Flight -- TERMINATE (Land at nearest aerodrome)

***If oil temp is raising***

1. Land --------------------------------------------------ASAP

***Note: if oil pressure is 0 and oil temp is rising expect imminent engine failure.***

**LANDING WITHOUT ELEVATOR CONTROL**

1. Flaps ------------------------------------------------20°
2. Trim-----------------------LEVEL FLIGHT 65 KIAS

***Do not further adjust power***

1. Glide Angle ------------CONTROL WITH POWER
2. Landing Flare---------------TRIM FULL NOSE UP
3. Landing Attitude-----—-ADJUST WITH POWER

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**DITCHING**

1. Radio ------TRANSMIT MAYDAY on 121.5 MHz giving location and intentions and SQUAWK 7700.
2. Heavy Objects (in baggage area)----SECURE OR JETTISON.
3. Approach-High Winds, Heavy Seas-INTO WIND. Light Winds, Heavy Swells–PARALLEL SWELLS.
4. Wing Flaps-----------------------------------20°– 30°.
5. Power –---- ESTABLISH 300FT/MIN AT 55 KIAS

NOTE: If no power is available, approach at 65 KIAS with flaps up or 60 KIAS with 10° flap.

1. Cabin Doors--------------------------------UNLATCH
2. Touchdown-----------------LEVEL ATTITUDE AT ESTABLISHED RATE OF DESCENT.
3. Face - CUSHION at touchdown with folded coat.
4. Airplane -----– EVACUATE through cabin doors. If necessary, open window and flood cabin to equalize pressure so doors can be opened.
5. Life Vest And Raft------------------------- INFLATE

**GLIDING DISTANCE AVAILABLE**

*NOTE: 65 KIAS, propeller wind milling, flaps up, 0 winds*

2000’AGL-----------------------------------------3NM

4000’ AGL ----------------------------------------6NM

6000’AGL ----------------------------------------9NM

8000’ AGL --------------------------------------12NM

10,000’ AGL ------------------------------------15NM

**AIRCRAFT INCIDENT / ACCIDENT**

***Note: Applies where.***

1. Aircraft has sustained damage with makes it incapable of further flight;
2. Aircraft has hit an object on ground;
3. An injury or death has occurred to anyone involved in your flight.

***Perform the following actions.***

1. Move you passenger to a safe place and render first aid as required.
2. Advise ATC/Air radio. If no ATC/Air radio is present call pacific radio on 1-866-992-7433

If the aircraft has made an off airport landing, turn ELT ON.

1. Call Pacific Sky flight follower. If no answer call 250-656-4312. If no answer call 250-516-9627
2. Secure aircraft if safe to do so.
3. Do not talk to any bystanders or the press.

**AMMETER SHOWS EXCESSIVE RATE OF CHARGE**

1. Alternator------------------------------------------- OFF
2. Alternator Circuit Breaker--------------------- PULL
3. Nonessential Electrical Equipment------------ OFF
4. Flight-TERMINATE(Land at nearest aerodrome)

**LOW VOLTAGE LIGHT ILLUMINATES**

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

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

1. Alternator------------------------------------------ OFF
2. Nonessential Radio and Elect. Equip.--------- OFF
3. Flight-TERMINATE(Land at nearest aerodrome)