

## - ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS -

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

Alternator . . . . . OFF  
 Alternator Circuit Breaker . . . . . PULL  
 Nonessential Electrical Equipment . . . . . OFF  
 Flight . . . . . LAND ASAP

### - LOW-VOLT LIGHT ILLUMINATES DURING FLIGHT (Ammeter shows discharge) -

Avionics Power Switch . . . . . OFF  
 Alternator Circuit Breaker . . . . . CHECK IN  
 Master Switch . . . . . OFF  
 Master Switch . . . . . OFF  
 Low-Voltage Light . . . . . CHECK OFF  
 Avionics Power Switch . . . . . ON

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

Alternator . . . . . OFF  
 Nonessential Radio & Electrical Equip . . . . . OFF  
 Flight . . . . . LAND ASAP

*NOTE: Illumination of 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 de-activate the alternator system.*

## - STATIC SOURCE BLOCKAGE -

Static Pressure Alt Source Valve . . . . . FULL ON  
 Cabin Heat & Air . . . . . ON  
 Vents . . . . . CLOSED  
 Airspeed . . . . . CONSULT CALIBRATION TABLES

## - SPIN RECOVERY -

Power . . . . . IDLE  
 Ailerons . . . . . NEUTRAL  
 Rudder . . . . . FULL OPPOSITE  
 Elevator . . . . . BRISKLY FORWARD  
*Return to desired altitude, attitude, airspeed, & heading*

Vr: 52 kts, 60 mph  
 Vx: 59 kts, 69 mph  
 Vy: 71 kts, 82 mph  
 Vg: 65 kts, 75 mph  
 Va @2300lbs: 106 kts, 122 mph  
 Va @2000lbs: 99 kts, 114 mph  
 Vs0: 43 kts, 49 mph  
 Vs1: 50 kts, 57 mph  
 Vno: 122 kts, 140 mph  
 Vne: 151 kts, 174 mph



## CESSNA 172L 150HP N2830Q EMERGENCY PROCEDURES CHECKLIST

## - ENGINE FAILURES -

### - DURING TAKEOFF ROLL -

Throttle . . . . . IDLE  
 Brakes . . . . . APPLY  
 Wing Flaps . . . . . RETRACT  
 Mixture . . . . . IDLE CUTOFF  
 Ignition Switch . . . . . OFF  
 Master Switch . . . . . OFF

### - IMMEDIATELY AFTER TAKEOFF -

Airspeed . . . . . 70 – 80 MPH (flaps up)  
 . . . . . 65 – 75 MPH (flaps down)  
 Mixture . . . . . IDLE CUTOFF  
 Fuel Selector Valve . . . . . OFF  
 Ignition Switch . . . . . OFF  
 Wing Flaps . . . . . AS REQUIRED  
 Master Switch . . . . . OFF

### - DURING FLIGHT (RESTART PROCEDURES) -

Airspeed . . . . . 75 MPH  
 Carburetor Heat . . . . . ON  
 Fuel Selector Valve . . . . . BOTH  
 Mixture . . . . . RICH (or set for alt)  
 Ignition Switch . . . . . BOTH  
 . . . . . (or start if prop is stopped)  
 Primer . . . . . IN & LOCKED

## - FORCED LANDINGS -

### - EMERGENCY LANDING WITHOUT ENGINE POWER -

Seats, Seat Belts/Harness . . . . . SECURE  
Airspeed . . . . . 70 – 80 MPH (flaps up)  
                  . . . . . 65 – 75 MPH (flaps down)  
Mixture . . . . . IDLE CUTOFF  
Fuel Selector Valve . . . . . BOTH  
Ignition Switch . . . . . OFF  
Wing Flaps . . . . . AS REQ. (30° recommended)  
Master Switch . . . . . OFF  
Doors . . . . . UNLATCH prior to touchdown  
Touchdown . . . . . SLIGHTLY TAIL LOW  
Brakes . . . . . APPLY HEAVILY

### - PRECAUTIONARY LANDING WITH ENGINE POWER -

Seats, Seat Belts/Harness . . . . . SECURE  
Wing Flaps . . . . . 20°  
Airspeed . . . . . 70 MPH  
Selected Field . . . . . FLY OVER  
                  . . . . . *noting terrain & obstructions*  
                  . . . . . *retract flaps upon reaching safe altitude*  
                  . . . . . *& airspeed*  
Avionics Power Switch . . . . . OFF  
Electrical Switches . . . . . OFF  
Wing Flaps . . . . . 30° (on final app)  
Airspeed . . . . . 70 MPH  
Master Switch . . . . . OFF  
Doors . . . . . UNLATCH prior to touchdown  
Touchdown . . . . . SLIGHTLY TAIL LOW  
Ignition Switch . . . . . OFF  
Brakes . . . . . APPLY HEAVILY

## - FIRES -

### - DURING START ON GROUND -

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

#### *If engine starts:*

Power . . . . . 1700 RPM for a few mins  
Engine . . . . . SHUTDOWN & inspect for damage

#### *If engine fails to start:*

Throttle . . . . . FULL OPEN  
Mixture . . . . . IDLE CUTOFF  
Cranking . . . . . CONTINUE  
Fire Extinguisher . . . . . OBTAIN  
Engine . . . . . SECURE  
Master Switch . . . . . OFF  
Ignition Switch . . . . . OFF  
Fuel Selector Valve . . . . . OFF

Fire . . . . . EXTINGUISH  
Fire Damage . . . . . INSPECT

### - ENGINE FIRE IN FLIGHT -

Mixture . . . . . IDLE CUTOFF  
Fuel Selector . . . . . OFF  
Master Switch . . . . . OFF  
Cabin Heat & Air . . . . . OFF (except overhead vents)  
Airspeed . . . . . 106 MPH  
          . . . . . *if fire isn't extinguished, increase speed to find airspeed which will provide an incombustible mixture*  
Forced Landing . . . . . EXECUTE

### - CABIN FIRE -

Master Switch . . . . . OFF  
Vents/Cabin Air & Heat . . . . . CLOSED  
Fire Extinguisher . . . . . ACTIVATE  
When Fire Extinguished . . . . . VENTILATE  
Land . . . . . ASAP

## - FIRES -

### - ELECTRICAL FIRE IN FLIGHT -

Master Switch . . . . . OFF  
Vents/Cabin Air & Heat . . . . . CLOSED  
Fire Extinguisher . . . . . ACTIVATE  
When Fire Extinguished . . . . . VENTILATE  
Avionics Power Switch . . . . . OFF  
All Other Switches (except ignition) . . . . . OFF  
Master Switch . . . . . ON  
Circuit Breakers . . . . . CHECK (do NOT reset)  
Radio Switches . . . . . OFF  
Avionics Power Switch . . . . . ON  
Radio/Electrical Switches . . . . . ON  
          . . . . . *one at a time, with delay after each until short circuit is localized*

### - WING FIRE -

Landing/Taxi Light . . . . . OFF  
Pitot Heat Switch . . . . . OFF  
Navigation Light . . . . . OFF  
Strobe Light . . . . . OFF  
          . . . . . *Perform sideslip to keep flames away from fuel tank and cabin. Land ASAP. Use flaps only as required for final approach and touchdown.*

## - CLEANING FOULED SPARK PLUGS -

Magnetos . . . . . BOTH  
Throttle . . . . . 1700 RPM  
Mixture . . . . . LEAN  
          . . . . . *Run at lean/hot mixture for 30-60 seconds. Test magnetos again. If drop is still too high, cancel flight and squawk issue.*