

# Emergency Procedures

## Fire Engine Failure

### Engine Fire During Start

Cont. Cranking until Engine Starts  
 Throttle..... 1700 RPM  
 After 2 minutes.....SHUT DOWN  
 Master Switch.....**OFF**  
 Fuel Selector.....**OFF**  
 Magnetos.....**OFF**  
 Door.....Open and Evacuate Aircraft

### Engine Fire During Taxi

Aircraft.....STOP  
 Mixture.....Idle Cut Off  
 Fuel Selector.....**OFF**  
 Master Switch.....**OFF**  
 Magnetos.....**OFF**  
 Door.....Open and Evacuate Aircraft

### Engine Fire During Flight

Mixture.....Idle Cut Off  
 Fuel Selector.....**OFF**  
 Airspeed.....**100 kts+**  
 Best Landing Site.....Selected  
 Flaps.....As Required  
 MayDay.....Transmit (121.5)  
 Transponder.....7700  
 Master.....**OFF**  
 Seatbelts.....Secure  
 Door.....AJAR  
 Land.....Evacuate Aircraft

### Electrical Fire

MayDay.....Transmit (121.5)  
 Master Switch.....**OFF**  
 Vents.....CLOSED  
 Land.....AS SOON AS PRACTICAL  
 See "Securing Engine" Procedure

### Altitude Sufficient for Restart?

**No: (Proceed to Securing Engine)**

### Yes: Attempt Restart

Airspeed.....65 kts  
 Mixture.....Enrichen As Required  
 Throttle.....Adjust / Set  
 Carb Heat.....**ON**  
 Magnetos.....Left / Right / Both  
 Best Landing Site.....Selected

### Did Engine Restart?

**Yes:**  
 LAND AS SOON AS PRACTICAL

### No:

MayDay.....Transmit (121.5)  
 Transponder.....7700

### Securing Engine

Best Landing Site.....Selected  
 Airspeed.....65 kts... 60 kts full flaps  
 Mixture.....Idle Cut Off  
 Magnetos.....**OFF**  
 Seatbelts.....Secure  
 Flaps.....As Required  
 Master Switch.....**OFF**  
 Door.....AJAR  
 Land.....Evacuate Aircraft



rev. 04/2024

# N6523D



# Cessna 172

## Preflight

When Departing from CFI RAMP  
 Fuel & Oil (visual).....**Check**  
 To reduce delay if fuel/oil is needed.  
**MUST USE LADDER**

**Call SunAir (805) 389-9301**

### Cockpit

Hobbs/Tach.....Verify  
 Certs/Documents.....Check  
 Control Lock.....Remove  
 Master (BAT).....**ON**  
 Flaps.....Extend  
 Lights .....**ON & Check**.....**OFF**  
 Master (BAT).....**OFF**

### Tail

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

### Right Wing

Flap Hinges.....Check  
 Aileron.....Check  
 Leading Edge.....Check  
 Fuel Vent.....Clear  
 Strut.....Check  
 Tire & Brake.....Check  
 Fuel Strainer.....Sample & Check  
 Fuel Level.....(USE LADDER).....Check

### Nose

Oil Quantity.....4-6 qts  
 Prop Blades and Spinner.....Check  
 Air Intake.....Clear  
 Alternator Belt.....Check  
 Nose Gear Strut & Tire.....Check  
 Static Source.....Clear

### Left Wing

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

### Left Wing (continued)

Fuel Level.....(USE LADDER).....Check  
 Pitot Tube.....Clear  
 Stall Indicator.....Check  
 Fuel Vent.....Clear  
 Leading Edge.....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  
 Avionics Master.....**Verify OFF**  
 Master (ALT & BAT).....**ON**  
 Beacon.....**ON**  
 Nav Lights (night).....(As Required)  
 Fuel Selector.....Both  
 Mixture.....Rich  
 Throttle.....Pump (Twice)  
 Throttle.....Closed, then 1/4" Open

### ENGINE START

Brakes.....Engaged  
 Prop Area.....Clear  
**Starter.....START**  
 Throttle.....Pump 1x or 2x as Needed  
 Throttle.....1000 RPM  
 Oil Pressure.....Check  
 Mixture.....Lean 50%  
 Avionics Master.....**ON**  
 Circuit Breakers.....Check

# Run Up

## Pre-Taxi

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

## Taxi (IFR)

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

## Engine Run Up

Brakes.....Engaged  
Mixture.....Rich (or As Required)  
Throttle.....1700 RPM  
Eng. Instruments.....Check  
Right Magneto.....<125 RPM drop  
.....Back to Both.....  
Left Magneto.....<125 RPM drop  
.....Back to Both.....  
Vacuum Gage.....Within Limits  
Low Voltage Light.....Check  
AMP Meter.....Check  
Carb Heat.....Cycle & Check  
Throttle.....Idle Check  
Throttle.....1000 RPM  
Mixture.....Lean 50%  
Flight Controls.....Free and Correct  
Flight Instruments.....Set  
Flaps & Trim.....Set

## Avionics

Radios.....Set

## Before Takeoff

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

# Takeoff

Rotate.....Vr = 55 kts  
Climb.....Vy = 75 kts  
Flaps.....UP  
Mixture.....Lean at 3,000ft

# Cruise

## Cruise-Climb

Climb Speed.....70-85 kts  
Mixture.....Lean As Required

## Cruise

Power.....2200 to 2700 RPM  
Mixture.....Lean (Rich of Peak)

# Approach

## Decent

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

## Final Approach

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

# After Landing

## Exiting Runway

Mixture.....1" Lean  
Flaps.....Retract  
Lights.....As Required  
Carb Heat.....OFF

## Engine Shutdown

Radios.....ALL OFF  
Mixture.....LEAN / CUT OFF  
Throttle.....Idle  
Ignition Key.....OFF and OUT  
Master (ALT & BAT).....OFF

# Securing Aircraft

## Inside

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

## External

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

# Special Start Procedures

## HOT Start

Throttle.....1/2" Open  
Mixture.....Rich  
Brakes.....Engaged  
Prop Area.....Clear  
Starter.....START  
Throttle.....1000 RPM  
Oil Pressure.....Check  
Mixture.....Lean 50%

## Flooded Start

Master Switch.....OFF  
Wait.....4 Minutes  
Master Switch.....ON  
Mixture.....Lean (cut off)  
Throttle.....Full Open  
Breaks.....Engaged  
Prop Area.....Clear  
Starter.....START  
Throttle.....1000 RPM  
Oil Pressure.....Check  
Mixture.....Lean 50%

# Unusual Procedures

## Engine Roughness

Carb Heat.....ON  
Mixture.....Adjust As Needed  
Throttle.....Adjust As Needed  
**If Roughness Continues**  
Engine Instruments.....Check  
Magnetos.....Switch to Left/Right  
If either Mag is Satisfactory  
Continue on that Mag  
Throttle.....Reduce Power  
LAND AS SOON AS PRACTICAL

## Loss of Oil Pressure

LAND AS SOON AS PRACTICAL  
Prepare for Imminent Engine Failure

## Electrial Overload

Alternator.....OFF  
REDUCE ELECTRIAL LOAD  
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	<b>Vg - 65</b>
Vx - 60	Vne - 158
Vy - 80	Vno - 128
Vso - 33	Va - 97 (2300 lbs)
Vno - 127	- 89 (1950 lbs)
Vfe - 110 (10°)	- 80 (1600 lbs)
- 85 (10°-40°)	