

Emergency Procedures

N573ND



Cessna 172

Fire

Engine Failure

ENGINE FIRE DURING START

**** Con't Cranking Until Engine Starts ****

Throttle..... 1700 RPM
After 2 minutes.....SHUT DOWN
Exit Aircraft & Inspect for Damage

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

Throttle..... Full Open
Mixture.....Idle Cut Off
Cranking.....Continue
Fuel Shutoff Valve.....**OFF** (Pull out)
Fuel Pump.....**OFF**
Fire Extinguisher.....OBTAIN
Master Switch & Ignition.....**OFF**
EVACUATE and EXTINGUISH

ENGINE FIRE DURING FLIGHT

Mixture.....Idle Cut Off
Fuel Shutoff Valve.....**OFF**
Fuel Pump.....**OFF**
Avionics (Bus 1 & 2).....**OFF**
Cabin Heat / Air.....**OFF**
Airspeed..... **100 kts+**
Best Landing Site.....Selected
Forced Landing.....EXECUTE

ELECTRICAL FIRE

Master (ALT & BAT).....**OFF**
Cabin Vents.....CLOSED
Cabin Heat / Air.....**OFF**
Fire Extinguisher.....ACTIVATE
Avionics (Bus 1 & 2).....**OFF**
All Other Switches**OFF**
Ignition.....Remain **ON**

After flames have been extinguished
ventilate cabin, then if required.

Master (ALT & BAT).....**ON**
Avionics (Bus 1 & 2).....**ON**
LAND AS SOON AS PRACTICAL

Sufficient Altitude for Restart?

NO: See "Securing Engine" Procedure

YES : Attempt Restart

Airspeed.....65 kts
Fuel Shutoff Valve.....**ON** (push in)
Fuel Selector.....**BOTH**
Fuel Pump.....**ON**
Mixture.....Enrichen As Required
Ignition.....**BOTH**
(if prop is NOT windmilling, START)

Did Engine Restart?

Yes: LAND AS SOON AS PRACTICAL

No: Prepare for a Forced Landing

MayDay.....Transmit (121.5)
Transponder.....7700
See "Securing Engine" Procedure

SECURING ENGINE

Best Landing Site.....Selected
Seatbelts.....Secure
Airspeed.....65 kts... 60 kts full flaps
Mixture.....Idle Cut **OFF**
Fuel Shutoff Valve.....**OFF** (pull out)
Ignition.....**OFF**
Flaps.....As Required
ELT.....Activate
Master Switch.....**OFF**
Door.....AJAR
Touchdown.....Slightly tail low



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Preflight

Fuel & Oil (visual).....Check
To reduce delay if fuel/oil is needed

Call SunAir (805) 389-9301

CABIN

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

TAIL

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

RIGHT WING

Flap Hinges.....Check
Aileron.....Check
Lights.....Check
Leading Edge.....Check
Fuel Strainer.....Drain & Check
Strut.....Check
Tire & Brake.....Check
Fuel Quantity.....Check

NOSE

Fuel Strainer.....Drain & Check
Oil Quantity.....6-8 qts
Prop Blades and Spinner.....Check
Air Intake and Filter..... Clear
Alternator Belt.....Check
Nose Gear Strut & TireCheck
Static Source.....Clear

LEFT WING

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

LEFT WING CONTINUED...

Fuel Quantity.....Check
Pitot Tube.....Clear
Fuel Vent.....Clear
Stall Indicator.....Check
Leading Edge.....Check
Lights.....Check
Aileron.....Check
Flap Hinges.....Check

FINAL RAMP CHECK.....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**
STBY BATT Swtch.....**Test**, then ARM
Engine Indicating System..no red X's
Strobe Lights.....**ON**
Annunciators.....Check
Flaps.....Retract
Fuel Shutoff Valve.....**ON**
Fuel Selector Valve.....Both

ENGINE START (COLD)

Throttle.....1/4" Inch Open
Mixture.....Rich
Fuel Pump..**ON**.....(4 Seconds).....**OFF**
Brakes.....Engaged
Prop Area.....Clear
Magnetos Switch (keys).....**START**
Mixture.....Advance to RICH, then 50%
Mixture.....Advance Smoothly
when engine starts to RICH, then 50%
Throttle 1000RPM & Oil Pres Check
Avionics (Bus 1 & 2).....**ON**

Pre Taxi
 Circuit Breaker.....Check All In
 Annunciators.....Check
 MFD.....Check Databases
 Fuel Totalizer.....Set

Run Up

PRE-TAXI
 ATIS/ASOS (if available).....Listen
 Brakes.....Check

TAXI (IFR)
 Heading Indicator.....Turns
 Turn Coordinator...Turns & Ball Skids

ENGINE RUN-UP
 Brakes.....Engaged
 Mixture.....Rich (or As Required)
 Throttle.....1800 RPM
 Right Magneto.....<175 RPM drop
Back to Both.....
 Left Magneto.....<175 RPM drop
Back to Both.....
 Vacuum Gage.....Within Limits
 Engine Instruments.....Check
 Ammeter.....Check
 Annunciators.....Test
 Throttle.....Idle Check
 Throttle.....1000 RPM or less
 Mixture.....Lean 50%
 Flight Controls.....Free & Correct
 Flight Instruments.....Check & Set
 Flaps & Trim.....Set

AVIONICS
 Radios.....Set
 GPS.....Set

BEFORE TAKEOFF
 Doors/Windows.....Secured
 Aircraft Lights.....As Required
 Mixture.....Rich (As Required)

Takeoff

Throttle.....Full Open
 Rotate.....55 KIAS
 Climb.....70 - 80 kts
 Flaps.....UP
 Mixture.....Lean at 3,000ft

Cruise

CRUISE-CLIMB
 Climb Speed.....70 - 85 kts
 Throttle.....Remains FULL OPEN

CRUISE
 Power.....2000 to 2400 RPM
 Mixture.....Lean (Rich of Peak)

Approach

DESCENT
 Power.....Reduce as Desired
 Mixture.....Enrichen as Needed
 ATIS/ASOS.....Listen
 Flight Instruments.....Check & Set
 Lights.....As Required

FINAL APPROACH
 Seat Belts.....Secure
 Mixture.....Set for "Go-Around" Power
 Flaps.....Extend as Needed
 Airspeed.....65 - 75 KIAS (flaps up)
60 - 70 KIAS (flaps down)
 Touchdown.....62 KIAS (30°)

After Landing

EXITING RUNWAY
 Flaps.....Retract
 Mixture.....50% Lean for Taxi
 Lights.....As Required

ENGINE SHUTDOWN
 STBY BATT Switch.....OFF
 Avionics (Bus 1 & 2).....OFF
 Mixture.....**LEAN / CUT OFF**
 Ignition Key.....**OFF** and **OUT**
 Master (ALT & BAT).....**OFF**

Securing Aircraft

INSIDE
 Control Lock.....Installed
 Fuel Selector.....L or R (not Both)
 Hobbs/Tach.....Record
 Windows.....Closed & Latched
 Seatbelts.....Fastened

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

Special Start Procedures

Engine Start - HOT
 Brakes.....Engaged
 Throttle.....1/4 " Open
 Mixture.....Idle Cut Off
 Prop Area.....Clear
 Master (ALT & BAT).....ON
 Aircraft Lights.....As Required
 Fuel Pump.....OFF
Starter.....START
 Mixture.....Advance Smoothly
 when engine starts

Oil Pressure.....Check
 Mixture.....Lean for Taxi

Engine Start - FLOODED
 Master (ALT & BAT).....OFF
 Wait.....5 Minutes
 Master (ALT & BAT).....ON

Mixture.....Idle Cut Off
 Throttle.....Full Open
 Breaks.....Engaged
 Prop Area.....Clear
 Ignition.....START
 Mixture.....Advance Smoothly
 when engine starts
 Throttle.....Below 1000 RPM
 Oil Pressure.....Check

Unusual Procedures

LOSS OF OIL PRESSURE
 LAND AS SOON AS PRACTICAL
 Prepare for Imminent Engine Failure

EXCESSIVE RATE OF CHARGE
 Alternator.....OFF
 Nonessential Electrical Items.....OFF
 LAND AS SOON AS PRACTICAL

LOW VOLTAGE ANNUNCIATION
 ("VOLTS" annunciator is to be expected with an electrical load on the system and a low RPM setting. If this is the case, Master Switches DO NOT need to be recycled)

Avionics (Bus 1 & 2).....OFF
 Alt. Circuit Breaker.....Check IN
 Master SwitchOFF (Both Sides)
 Master Switch.....ON (Both Sides)
 "VOLTS" Annunciator.....Verify OFF
 Avionics Master.....ON
 If "VOLTS" illuminates again:
 Alternator.....OFF
 Nonessential Electrical Items.....OFF
 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 | Vg - 65 |
| Vx - 60 | Vno - 129 |
| Vy - 79 | Vne - 163 |
| Vso - 33 | Va - 99 (2450 lbs) |
| Vs1 - 44 | - 92 (2000 lbs) |
| Vfe - 110 (10°) | - 82 (1600 lbs) |
| - 85 (10° - 30°) | Vref - 62 (40°) |