

EMERGENCY PROCEDURES - CESSNA 172 M

POWER LOSS AFTER TAKE OFF NO RESTART

FLY THE PLANE - AVIATE - NAVIGATE - COMMUNICATE

TAKE OFF ROLL RWAY LEFT - LAND STRAIGHT AHEAD

- THROTTLE CLOSED, MAX BRAKING, FUEL OFF
- ELECTRICAL OFF

NO RUNWAY - BELOW ~ 1000 AGL

- BEST GLIDE 80 MPH - TRIM
- LAND STRAIGHT AHEAD OR 45° EITHER SIDE
- FUEL SELECTOR-OTHER TANK / MIXTURE CHK-SET
- CARB HEAT / MAGS CHK
- LAND

NO RUNWAY - ABOVE ~ 1000 AGL

- BEST GLIDE 80 MPH - TRIM
- TRY RESTART - ABOVE
- TURN INTO WIND IF ABLE AND DO 180° TO RUNWAY
- COMMUNICATE EMERGENCY IF TIME

POWER LOSS IN FLIGHT

- BEST GLIDE 80 MPH - TRIM
- NOTE WIND DIRECTION / SPEED
- LOCATE BEST LANDING AREA - TARGET SPOT
- FLY TO TARGET - LANDING SITE
- CHECK FUEL / ENGINE GAUGES
- CARB HEAT - ON
- THROTTLE - CRACKED FOR START
- MIXTURE - CHECK / SET
- FUEL SELECTOR - BOTH
- MAGS - ALL POSITIONS
- PRIMER - IN and LOCKED

NO RESTART - PREPARE TO LAND

- CONTINUE BEST GLIDE TO TARGET - LANDING SITE
- MIXTURE - OUT - IDLE CUT-OFF
- FUEL SELECTOR - OFF
- SQUAWK 7700
- MAYDAY (TWR, APPR, UNICOM, OR 121.5)
- WHEN LANDING SITE IS SECURED
- 70 MPH IAS FULL FLAPS IF ABLE
- STORE AWAY LOOSE ARTICLES
- MAGS - OFF / AVIONICS / ALT. / MASTER OFF
- CRACK DOORS AJAR
- PROTECT BODY FOR LANDING

ENGINE FIRE IN FLIGHT

- MIXTURE - OUT - IDLE CUT-OFF
- FUEL SELECTOR - OFF
- MASTER / MAGS - OFF
- PERFORM EMERGENCY DECENT 120 MPH
- CABIN VENTS / HEAT - CLOSED
- LOCATE BEST LANDING AREA - TARGET SPOT
- INCREASE AIRSPEED / SLIP AS REQUIRED TO EXTINGUISH FIRE

ELECTRICAL FIRE IN FLIGHT

- AVIONICS / AUTOPILOT / MASTER OFF
- (LEAVE MAGS ON) - ENGINE RUNNING
- CABIN VENTS CLOSED
- FIRE EXTINGUISHER IF REQUIRED
- CHECK CKT BREAKER FOR POPPED BREAKER
DO NOT RESET
- MASTER ON
- TURN ON CRITICAL EQUIPMENT - ONE AT A TIME
- VENTS OPEN AFTER FIRE/SMOKE OUT

ENGINE FIRE DURING START

- CONTINUE TO CRANK A FEW SECONDS
- **IF STARTS** - RUN A FEW MINUTES
- SHUT DOWN AND INSPECT
- **IF NO START** - MIXTURE OUT/CUT-OFF, FUEL OFF
- THROTTLE - FULL OPEN
- CONTINUE TO CRANK A FEW SECONDS
- MASTER / MAGS OFF
- FUEL SELECTOR - OFF
- EVACUATE / USE FIRE EXTINGUISHER

ICING

- PITOT HEAT ON
- CABIN HEAT / DEFROSTER ON MAX
- DO A 180° TURN AROUND AND OR CLIMB /
DESCEND TO NON-ICING CONDITIONS
- MAXIMUM POWER SETTING / MAX PROP SPEED
- CARB HEAT AS NECESSARY
- FLAPS NOT RECOMMENDED
- LAND IF NECESSARY - FASTER THAN NORMAL

CARBURATOR ICING

- CARB HEAT ON
- THROTTLE - FULL OPEN
- MIXTURE - LEAN AS REQUIRED FOR SMOOTH OPERATION

AFTER CLEARING ICE, RETURN TO NORMAL OPERATION, THEN MONITOR ICING. IT MAY BE NECESSARY TO USE PARTIAL CARB HEAT IN SOME CONDITIONS. IF SO, LEAN AS REQUIRED FOR SMOOTH OPERATION.

STANDARD PLANE

Empty Weight 1448 Lbs.
 Max Useful Wt. 852 Lbs. Inc. max fuel @ 43 Gal
 Max Baggage Area 170 Lbs. (120 Area 1, 50 Area 2)
 Max Total Wt. 2300 Lbs.

Fuel Type: 100 LL (Lt. Blue)
 Useable Fuel: 40 Gal 20 ea. L / R Main.
 Oil Capacity: 6 Qts. (if filter 7) (min 4 Qts.)
 Electrical: 12 V / 60 amp alternator
 Tire Pressure: Nose - 26 Psi Main - 30 Psi