T-CRAFT AERO CLUB

Nampa, ID (KMAN)

Cessna 172 Checklist
N943KS

This checklist is intended to be a supplement to the manufacturer's recommended procedures documented in the Pilot's Operating Handbook (POH) available in the aircraft and for download from the T-Craft website.

This checklist is provided for reference only. Pilots may use this *at their own risk.* Pilots are responsible for safe conduct of flight and use of aircraft. Refer to FAA and manufacturer approved documents for correct information.

Cessna 172 | N943KS
Checklist v1.0
Updated September 11, 2026

Reporting a Mechanical / Safety Issue

If you identify a mechanical or safety issue with the aircraft, it can be "squawked" in several ways. The main question to be asked is whether the plane needs to be grounded.

Squawk in Schedulemaster

Next to each Aircraft in Schedulemaster, select the symbol and then "Add +"
This will allow the option to ground aircraft

Contact Maintenance Officer (or Alternate)

Board members, including the T-Craft maintenance officer can be found on the club website. If the Maintenance officer can't be reached, send a text message / email.

Notify Club Members

As a courtesy, check Schedulemaster to see if another member will be waiting on the plane. If so, please notify that member

Reporting an Accident or Incident

The first priority will be to see to the safety and care of any passengers or individuals on the ground. Contact emergency services if needed. Recommend not speaking to media or others about events until an appropriate later time.

Aircraft SECURE

Contain any immediate issues, such as fire or leaking fuel if possible. Master Switch and Ignition should be set to OFF. As much as practical and safe, leave switches in the position they were in at the time of the incident.
If able and when time allows - take photos and write down your recollections of the event

Club Contacts

As soon as practical, contact the club board, specifically Safety and Maintenance Officers
Safety Officer

Maintenance Officer

ASRS (Aviation Safety Reporting System)

Consider filing a report with NASA via the ASRS system (https://asrs.arc.nasa.gov)

REFERENCE INFORMATION

Cessna 172 | N943KS | v1.0 (09/11/26)

REFERENCE V-SPEEDS

Maneuvering Speeds		
2,550 lbs	V_A	105 KIAS
2,055 lbs		95 KIAS
1,560 lbs		85 KIAS
Climb Speeds		
Best Rate (Sea Level)	V_Y	73 KIAS
Best Rate (10,000 ft)		68 KIAS
Best Angle (Sea Level)	V_X	59 KIAS
Best Angle (10,000 ft)		61 KIAS
Flaps Extended Speed	V_{FE}	85 KIAS
Stall Speeds		
Flaps Up	V_{S1}	47 KIAS
Flaps Extended	V_{SO}	41 KIAS
Calculated V_{REF}	V_{REF}	54 KIAS
Best Glide (No Flaps)	V_G	65 KIAS
Smooth Air Limit	V_{NO}	128 KIAS
Never Exceed	V_{NE}	160 KIAS

MAX DEMONSTRATED CROSSWIND VELOCITY

Takeoff and Landing	15 KNOTS

REFERENCE PATTERN SPEEDS / PWR SETTINGS

Downwind	2000 RPM	85 - 95 KIAS
Abeam	1500 RPM	80 - 85 KIAS
Base	1500 RPM	70 - 80 KIAS
Final	1500 RPM	60 - 70 KIAS

**These are references only. Use flap, throttle, and RPM settings appropriate to conditions to achieve a safe configuration at all times*

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REFERENCE INFORMATION

NORMAL PROCEDURES

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PREFLIGHT

Checkout Aircraft - Flight Log System

Record System Hobbs and Tach Times

Aircraft Interior

Confirm Hobbs & Tach Times	RECORD
Gust Lock	REMOVE and STOW
Trim Settings	INSPECT and ADJUST
Avionics Master	OFF
Pitot Heat (Remove Cover to Test)	OFF
Beacon Light	ON
Master Switch	ON
Flaps	DEPLOY TO INSPECT
Magnetos (Standard and Electronic)	OFF
Fuel Transfer Pumps	ON
Turn on, confirm switch illumination	
After confirming illumination	OFF
Exterior / Interior Lights	CHECK
Stall Horn	CHECK (IF POSSIBLE)
Master Switch	OFF (Confirm Beacon Off)
Fire Extinguisher	CHECK (SECURE / STATUS)
Check all seats / belts properly installed	

Aircraft Exterior

Left Main Gear / Tire	INSPECT
(Main Gear, 38psi; Nose Gear, 45psi)	
Left Side Fuselage	INSPECT
Baggage Door	CONFIRM LOCKED
(L) Horizontal Stab & Elevator	INSPECT
Vertical Stab & Rudder	INSPECT
Empennage Vortex Generators	INSPECT
(R) Horizontal Stab & Elevator	INSPECT
Trim Tab, Inspect and ensure secure	
Right Side Fuselage	INSPECT
Right Main Gear / Tire	INSPECT
Hydraulic fittings, Tire & brake conditions	
Fairing secure, no wrinkling at joint	
Right Flap	INSPECT
Free movement, Check feed ramps, bearings, control arm secure and moves freely	
Right Aileron	INSPECT
Free & correct movement, inspect hinges & pins. Confirm presence of counterweights	

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NORMAL PROCEDURES

PREFLIGHT (cont.)

Aircraft Exterior (cont.)

Right Wingtip	INSPECT
Right Wingtip Lights	INSPECT
Right Wing Leading Edge	INSPECT
Right Wing Vortext Generators	INSPECT
Right Wing Strut	INSPECT
Right Leading Edge Vents	INSPECT
Right Wing @ Fuselage	INSPECT
Right Cowling	INSPECT
Nose Gear & Tire	INSPECT
Tire condition, inspect scissor link - secure and free movement, check gear extension	
Propeller & Hub	INSPECT
Check secure, no undressed nicks / gouges	
Engine & Cowl Space	CHECK CLEAR
Alternator Belt	CHECK SECURE / TENSION
Left Side Cowl	INSPECT
Oil Level	CHECK (6 qts MIN / 7 qts MAX)
Note: If oil heater is on, this may remain until pilot is ready for departure: SECURE	
Static Port	CLEAR of OBSTRUCTIONS
Left Leading Edge Vents	INSPECT
Left Wing Strut	INSPECT
Fuel Vent	CHECK CLEAR and SECURE
Pitot Tube	REMOVE COVER, INSPECT
Left Wing Leading Edge	INSPECT
Left Wing Vortext Generators	INSPECT
Left Wingtip	INSPECT
Left Wingtip Lights	INSPECT
Left Aileron	INSPECT
Left Flap	INSPECT

Fuel Checks

Left / Right Wing Fuel Levels	CHECK / FUEL
Check Main Tanks and Auxiliary Tanks	
Handle Fuel Caps with Care to avoid damage or incorrectly sealed tank caps	
Left / Right Wing Fuel Strainers	CHECK
Nose Gear Fuel Strainer	CHECK
Clean & water free fuel may be returned to tanks only using in-aircraft strainer	
Fuel Caps (L/R)	**CONFIRM SECURE**

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NORMAL PROCEDURES
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BEFORE ENGINE START

Tow Bar	CONFIRM REMOVED, STOW
Doors / Windows	CLOSED, SECURED
Seats / Seatbelts	CONFIRM SECURE
Passenger Safety Briefing	COMPLETE
Surrounding Area	CHECK / CLEAR
Confirm A/C clear of obstructions, Taxi path is clear, no persons, animals, or obstructions	
Fuel Selector	BOTH
Elevator Trim	SET FOR TAKEOFF
Mixture	RICH
Carburetor Heat	COLD
Beacon Light	CONFIRM ON
Circuit Breakers	CHECK IN
Avionics Master	OFF

ENGINE START

Master Switch	ON
Magnetos	ON
Prime	AS REQ'D (MAX 3)
Throttle	OPEN (1/2 inch)
Brakes	HELD / SET / SECURE
PROP CLEAR	CONFIRM / CALL
START	(Max 20 second crank if no start)

AFTER ENGINE START

**** Throttle ****	1,000 RPM
**** Oil Pressure ****	IN GREEN
Mixture	LEAN FOR TAXI
Flaps	RETRACT
Avionics Master	ON
Taxi / Landing Lights	ON
Avionics	CONFIRM LOADING
Taxi	EYES OUT - CLEAR AREA

RUNUP & PRE-DEPARTURE CHECKS

Brakes	HELD / SET / SECURE
Avionics	
Avionics Verify	NO RED X's or INOPS
Weather (AWOS/ATIS)	CHECK
Altimeter	SET
Navigation (GPS, VOR)	PROGRAM / SET

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NORMAL PROCEDURES

RUNUP & PRE-DEPARTURE CHECKS (cont.)

Radios (COMM/NAV)	PROGRAM / SET
Controls	FREE *and* CORRECT
Fuel Selector	BOTH
Fuel Transfer Pumps	OFF
Elevator Trim	SET FOR TAKEOFF
Flaps	RETRACTED (or set for takeoff)
Mixture	RICH
Carburetor Heat	COLD
Primer	IN and LOCKED

Run-Up

Throttle	1700 RPM
Mixture	RICH or LEAN FOR BEST POWER
(Above 3,000 ft Density Altitude)	
Oil Temperature	GREEN
Oil Pressure	GREEN
Magnetos	CHECK
(Drop <125 RPM - Std Mag; 40 RPM EIS)	
Carburetor Heat	TEST
Throttle	IDLE CHECK, THEN 1000 RPM

TAKE-OFF PROCEDURES

Departure Briefing

Departing Runway _____

State Takeoff Rejection Criteria

Identify distance / markers / speed targets

Takeoff roll abort:

Maintain Directional Control, Throttle Idle Flaps Up, Brake firmly, Exit RWY or Egress

Engine Failure in Air (Usable RWY Remains)

Maintain AIRSPEED *(65 - 70 KIAS), Maintain Runway Heading, Throttle Idle. On touchdown Maintain Directional Control, Flaps Up, Brake Firmly, Exit RWY or Egress Aircraft*

Engine Failure in Air (No Usable RWY)

Maintain AIRSPEED *(65 - 70 KIAS), Turn toward viable landing area (<= +/- 30° Hdg) (**State** potential landing areas before T/O)*

If Possible: Make MAYDAY Radio Call Throttle Idle, Mixture Off, Fuel Selector Off, Ignition Off, Master Switch Off, Doors Open

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NORMAL PROCEDURES
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Pre-departure Readiness Flow

Control Check	REPEAT / VERIFY
Fuel Selector	CONFIRM BOTH
Fuel Transfer Pumps	CONFIRM OFF
Elevator Trim	CONFIRM SET T/O
Flaps	SET FOR TAKEOFF
Mixture	SET FOR BEST T/O POWER
Carburetor Heat	COLD (OFF)
Nav / Strobe Lights	ON
Traffic	CONFIRM CLEAR (Final and Base)
Radio Announcement	TWR / CTAF
Alignment	CONFIRM HEADING = RUNWAY

Normal Takeoff

Throttle		FULL POWER and RPM
Confirm Airspeed "Alive" (note positive trend)		
Rotate		55 KIAS
Target Airspeed		
Best Angle of Climb	V_X	59 KIAS
Best Rate of Climb	V_Y	73 KIAS
Cruise Climb		70 - 85 KIAS
Flaps		RETRACT AS APPROPRIATE
Oil Pressure / Temperature		CHECK GREEN
Cylinder Head Temperature		**<400° F (Green)**

Short Field Takeoff

Departure Briefing		COMPLETE
Include unique features / hazards for field		
Specify Midfield Identifier / Target Speed		
Fuel Selector		BOTH
Elevator Trim		SET FOR TAKEOFF
Flaps		(RETRACT) SET 0°
Carburetor Heat		COLD
Mixture		RICH (or Lean for Best Power)
Brakes		HOLD
Throttle		FULL (VERIFY MAX RPM)
Brakes		RELEASE
Elevator		SLIGHTLY TAIL LOW
Rotate		55 KIAS
Airspeed	**V_X**	59 KIAS
Note obstacle clearance before accelerating		
Flaps		SLOWLY RETRACT
Oil Pressure / Temperature		CHECK GREEN
Cylinder Head Temperature		**<400° F (Green)**

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NORMAL PROCEDURES

TAKE-OFF PROCEDURES (cont.)

Soft Field Takeoff

Departure Briefing	COMPLETE
Include unique features / hazards for field	
Specify Midfield Identifier / Target Speed	
Fuel Selector	BOTH
Elevator Trim	SET FOR TAKEOFF
Flaps	SET 10°
Carburetor Heat	COLD
Mixture	RICH (or Lean for Best Power)
Throttle	SLOW APPLICATION TO FULL
Gradually add power and accelerate until fully aligned w/ runway and at full power	
Elevator	SLIGHT TAIL LOW; NOSEWHEEL 6"
Airspeed / Pitch	ACCEL IN GROUND EFFECT
Climb Airspeed	55 KIAS, THEN AS NEEDED
Flaps	SLOWLY RETRACT
Oil Pressure / Temperature	CHECK GREEN
Cylinder Head Temperature	**<400° F (Green)**

CRUISE & DESCENT PROCEDURES

Cruise Checklist

Power	SET FOR 75% OR LESS 2200 - 2700 RPM
See POH for appropriate power settings	
Elevator Trim	ADJUST
Mixture	LEAN
Operating Lean of Peak is Not Approved	
Landing / Strobe Lights	ON FOR SAFETY
Initiate Instrument / Gauge Scan	
Monitor Oil Pressure & Temperature;	
Ammeter (Charging); ***CHT < 400° F (Green)***	

Descent Procedures

Power	SET FOR DESCENT
Careful use of power reduction to avoid sudden or "shock" cooling of engine	
Mixture	MONITOR / ENRICH
Carburetor Heat	AS NEEDED
Elevator Trim	ADJUST
Wing Flaps	AS DESIRED (85 KIAS)

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NORMAL PROCEDURES
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Pre-Landing Procedures

Seat Belts / Shoulder Harnesses	SECURE
Fuel Selector	BOTH
Fuel Transfer Pumps	CONFIRM OFF
Mixture	RICH (OR AS NEEDED)
Carburetor Heat	ON (HOT)

Pre-Landing Flow (GUMPS)

Gas (Fuel Selector)	BOTH
Undercarriage	DOWN / NO DAMAGE
Mixture	RICH (OR AS NEEDED)
Propeller	(RPM VERIFY)
Primer	IN and LOCKED
Seat Belts / Shoulder Harnesses	CHECK
Switches	ON AS REQ'D
Landing / Strobe Lights	ON

LANDING PROCEDURES

Normal Landing

Flaps	SET AS REQ'D
Throttle	AS REQ'D
Airspeed	
Flaps Up	65 - 75 KIAS
Flaps Down	60 - 70 KIAS
Trim	ADJUST AS REQ'D
Touchdown	MAIN WHEELS FIRST
Landing Roll	LOWER NOSE GENTLY
Brakes	MINIMUM REQ'D

Balked Landing (Go-Around)

Throttle	FULL POWER
Flaps	REDUCE TO 20°
Airspeed	MINIMUM 60 KIAS
Flaps	CONTINUE TO RETRACT
as aircraft accelerates to normal climb speeds	

Short Field Landing

Flaps	SET 30°
Airspeed	62 KIAS (65 - 75 KIAS FLAPS UP)
Trim	ADJUST AS REQ'D
Touchdown	MAIN WHEELS FIRST
Brakes	APPLY HEAVILY (OR AS REQ'D)
Flaps	RETRACT

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NORMAL PROCEDURES

Soft Field Landing

Flaps	SET 30°
Throttle	AS NEEDED FOR GENTLE T/D
Airspeed	MAINTAIN 60 - 70 KIAS
Trim	ADJUST AS REQ'D
Touchdown	MAIN WHEELS FIRST
Nosewheel	HOLD OFF
Throttle	SMOOTHLY CLOSE
Brakes	GENTLE APPLICATION or AS REQ'D
Flaps	RETRACT

AFTER LANDING

Flaps	UP
Carburetor Heat	COLD
Trim	RETRACT
Strobe Lights	OFF
Taxi Light	ON
Communication	CLEAR RWY

SHUTDOWN & SECURING AIRCRAFT

Engine & Aircraft Shutdown

Brakes	SET
Tach / Hobbs Times	RECORD
Avionics Master	OFF
Nav / Taxi / Ldg Lights	OFF
Strobe Lights	OFF
Beacon Light	LEAVE ON
Pitot Heat	OFF
Fuel Transfer Pumps	VERIFY OFF
Throttle	IDLE
Mixture	IDLE CUT OFF
Magnetos	OFF
Master Switch	OFF
Fuel Selector Valve	RIGHT or BOTH

(To "High" wing side, if parked on a grade)

This section is intentionally blank

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NORMAL PROCEDURES
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Secure Aircraft

Chocks / Tie Downs	IN PLACE / SECURE
Interior	FINAL VISUAL CHECKS
Seats & Seatbelts	POSITION & SECURE
Eng Controls & Trim	ADJUST TO NORMAL
Control Lock	INSTALL (OR CONFIRM)
Beacon Light	CONFIRM ON
Ignition / Key	CONFIRM OFF
Master Switch	CONFIRM OFF
Exterior	
Wheels / Brakes	INSPECT
Fuel Caps	OBSERVE (ANY LEAKS?)
Wings / Struts	CLEAN
Windshield	CLEAN
Engine Pre-heater	INSTALL
Cowl Blanket	INSTALL
Cowl Plugs	INSTALL
Pitot Tube Cover	INSTALL
Doors	LOCK / SECURE

Office / Log Aircraft In

Note any Tach / Hobbs Time Discrepancies
If early, notify next user of plane availability and update ScheduleMaster to release plane
Return Keys / Card / Red Bag to Storage container in office

This section is intentionally blank

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NORMAL PROCEDURES

REFERENCE INFORMATION

Engine Failure After Takeoff		
Wing Flaps Up		70 KIAS
Wing Flaps Down		65 KIAS
Best Glide (V_G) - No Flaps		75 KIAS
Precautionary Landing w/ Power		65 KIAS
Precautionary Landing w/o Power		
Wing Flaps UP		70 KIAS
Wing Flaps DOWN		65 KIAS
Maneuvering Speeds		
2,550 lbs		105 KIAS
2,450 lbs		95 KIAS
1,950 lbs		85 KIAS
Never Exceed	V_{NE}	160 KIAS
Smooth Air Limit	V_{NO}	128 KIAS
Flaps Extended Speed	V_{FE}	85 KIAS
Stall Speeds		
Flaps Up	V_{S1}	47 KIAS
Flaps Extended	V_{SO}	41 KIAS
Transponder / Squawk Codes		
Emergency		7700
Lost Communications		7600
Hijacking		7500

CONSIDERATIONS

Pilot in Command IDENTIFY

It's important to clearly state who is making final decisions

Delegate Appropriate Tasks

Use technology as able - autopilot, for example

Delegate tasks that can be safely completed by a passenger or non-PIC pilot

ATC Communications 121.50 MHz

May also use any appropriate frequency or ATC support - as needed (but use if able)

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EMERGENCY PROCEDURES
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ENGINE FAILURE ON TAKEOFF

Engine Failure / Emergency on Takeoff Run

Throttle	IDLE
Brakes	APPLY FIRMLY
Wing Flaps	RETRACT
Mixture	IDLE CUT OFF
Fuel Selector	OFF
Ignition Switch	OFF
Master Switch	OFF

Maintain Directional Control At All Times

Communication	AS NEEDED
Exit Runway / Egress Aircraft	AS NEEDED

Engine Failure After Takeoff (Forced Landing)

Airspeed	
Flaps Up	70 KIAS
Flaps Down	65 KIAS
Heading / Turn	TO BRIEFED / VIABLE FIELD
Mixture	IDLE CUT OFF
Fuel Selector Valve	OFF
Ignition Switch	OFF
Wing Flaps	30° RECOMMENDED
Communication	MAYDAY IF POSSIBLE
Exit Runway / Egress Aircraft	AS NEEDED

Maintain Flying Speed At All Times

ENGINE FAILURE IN FLIGHT

Airspeed	
Carburetor Heat	ON (+ HEAT)
Fuel Selector Valve	BOTH
Mixture	RICH
Primer	CHECK IN and LOCKED
Ignition Switch	ON / BOTH

Attempt restart if propeller is stopped

Transponder	7700
Communication	
Radio Frequency	121.50 MHz

May stay w/ ATC if already communicating

Declare Emergency	MAYDAY or PAN-PAN

Maintain Flying Speed At All Times

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EMERGENCY PROCEDURES

EMERGENCY LDG WITHOUT ENGINE POWER

Airspeed	
Flaps Up	70 KIAS
Flaps Down	65 KIAS
Mixture	IDLE CUT OFF
Fuel Selector Valve	OFF
Wing Flaps	30° RECOMMENDED
ELT	ACTIVATE
Master Switch	OFF
Doors	OPEN
Touchdown	SLIGHTLY TAIL LOW
Brakes	APPLY HEAVILY
Communication	AS NEEDED
Egress	AS NEEDED

PRECAUTIONARY LDG WITH ENGINE POWER

Wing Flaps	20°
Airspeed	65 KIAS
Selected Field	FLY OVER
Note terrain and obstructions; retract flaps after reaching safe altitude and airspeed	
Electrical Switches	OFF
Wing Flaps	30°
Airspeed	65 KIAS
Master Switch	OFF
Doors	OPEN
Touchdown	SLIGHTLY TAIL LOW
Brakes	APPLY HEAVILY
Egress	AS NEEDED

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EMERGENCY PROCEDURES
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FIRES

Fire During Start While on the 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 MINUTES)
Engine	SHUTDOWN / INSPECT
IF engine fails to start	
Throttle	FULL OPEN
Mixture	IDLE CUTOFF
Cranking	CONTINUE
Fire Extinguisher	OBTAIN
Engine	SECURE
Ignition Switch	OFF
Master Switch	OFF
Fuel Selector	OFF
FIRE	EXTINGUISH
Use fire extinguisher, wool blanket, or dirt	
Fire Damage	INSPECT

Engine Fire in Flight

Mixture	IDLE CUTOFF
Fuel Selector	OFF
Master Switch	OFF
Cabin Heat and Air	OFF
Airspeed	
If fire is not extinguished, increase glide speed to find an airspeed which will provide an incombustible mixture (smoke / fire out)	
Forced Landing	EXECUTE
Follow Forced Landing Checklist (Previous)	

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EMERGENCY PROCEDURES

FIRES (cont.)

Electrical Fire in Flight

Master Switch	OFF
Ignition	ON
All other Switches	OFF
Cabin Vents / Air / Heat	OFF
Fire Extinguisher	ACTIVATE

*After discharging an extinguisher within a closed cabin, **ventilate the cabin***

If Fire is not confirmed out, expedite an emergency landing procedure!

If fire appears out and electrical power is necessary for continuance of flight:

Master Switch	ON
Circuit Breakers	CHECK FOR FAULTS

Do not reset any "popped" circuit breakers!

Radio / Electrical Switches

ON, one at a time, followed by a delay after each activation until short circuit is identified

Cabin Vents / Air / Heat	OPEN

Only when it is ascertained that fire is completely extinguished

Cabin Fire

Master Switch	OFF
Cabin Vents / Air / Heat	CLOSED
Fire Extinguisher	ACTIVATE

*After discharging an extinguisher within a closed cabin, **ventilate the cabin***

Land As soon as Possible / Inspect Aircraft

Wing Fire

Nav Lights	OFF
Strobe Lights	OFF
Pitot Heat	OFF
AOA Heat	OFF
ACTION	SIDE SLIP

Perform a side-slip to keep the fire away from the fuel tank and cabin; land as soon as possible using flaps only as required for a safe final approach and landing

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EMERGENCY PROCEDURES
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WATER DITCHING PROCEDURES

Radio / Communication	MAYDAY

Transmit MAYDAY on 121.50 MHz, giving location, condition, souls, and intentions

Heavy Objects	SECURE OR JETTISON
Seatbelts and Harnesses	SECURE
Wing Flaps	SET 30°
Airspeed	65 KIAS

Power

Set Throttle / Trim as needed to establish a 300 foot-per-minute descent at 65 KIAS

Approach

High Winds / Heavy Seas

Align direction of flight into the wind

Light Winds / Heavy Swell

Align aircraft parallel to swells

If no power is available

Flaps Up	65 KIAS
Cabin Doors	OPEN

Touchdown

Set down in level attitude (established during descent)

Face	CUSHION AT TOUCHDOWN

Preferred to use folded coat or soft object

Airplane	EVACUATE

Evacuate through open cabin doors. If necessary, open window to flood cabin and equalize pressure so doors can be opened

Life Vests / Raft	INFLATE

INADVERTANT FLIGHT INTO ICING

Pitot Heat	ON
AOA Heat	ON

Execute heading or altitude change to find an OAT less conducive to icing conditions

Cabin Heat / Defroster	ON FULL
Propeller	HIGH RPM (Minimize Ice Build-up)
Carburetor Heat	AS REQUIRED (MONITOR)
Mixture	LEAN (IF CARB HEAT IS USED)

Plan a landing at nearest available airport; if ice build-up is rapid, plan for "off airport" ldg. Plan for higher stall speed with 1/4" accretion

Communicate	**ASK ATC FOR HELP!!**

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EMERGENCY PROCEDURES

ELECTRICAL SUPPLY SYSTEM MALFUNCTIONS

Over-voltage Light Illuminates

Master Switch	OFF (BOTH SIDES)
Master Switch	ON
Over-voltage Light	(OBSERVE OFF)

If Over-voltage light illuminates again

Terminate flight as soon as practical

Under-Voltage (Showing Discharge)

Alternator (Master Switch Left Side)	OFF
Non-essential electrical equipment	OFF
Flight	TERMINATE AS SOON AS PRACTICAL

MISCELLANEOUS EMERGENCIES

Static Port Blockage

Erroneous instrument reading suspected

Alternate Static Source	ACTIVATE
Airspeed	CONSULT POH (SECTION 5)

Altitude

Cruise 50 feet higher than required
Approach 30 feet higher than required

Landing with Flat Main Tire

Approach	NORMAL
Wing Flaps	FULL (30° RECOMMENDED)
Touchdown	GOOD TIRE FIRST

Hold aircraft off of flat tire as long as possible with aileron control; prepare for severe pull too flat side, use opposite brake for control

Emergency Descent Through Clouds

Mixture	RICH
Carburetor Heat	ON FULL

Throttle / Power

Set power to establish a 500 - 800 foot per minute rate of descent

Elevator Trim	ADJUST - 85 KIAS

Minimize use of controls

Heading

Steer as straight a course as possible using rudder for adjustments (minimize rolling)
Prefer Westerly or Easterly headings if using compass for headings (minimize swing)

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EMERGENCY PROCEDURES
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MANEUVERS IN UNINTENDED CLOUDS

Executing 180° Turn in Clouds

Heading	NOTE / OBSERVE
Time	NOTE / OBSERVE

Note the time to nearest half-minute, then initiate a standard rate turn, holding the turn coordinator at the index mark for 60 seconds. Then, roll aircraft back to level by reference to instruments (Attitude Indicator / Turn Coordinator, Heading Indicator)

Heading Confirmation

Confirm resulting heading is 180° reciprocal of original observed heading

Heading Adjustments

If necessary, adjust heading primarily with skidding motions rather than rolling with rolling motions (ailerons)

Aircraft Control / Airspeed / Altitude

Maintain altitude and airspeed by cautious application of elevator control.

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EMERGENCY PROCEDURES