- ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS -

- HIGH VOLTS ANNUNCIATOR/M BATT AMPS MORE THAN 40 -

Master Switch (ALT ONLY) . . . . . .OFF
Electrical Load Reduction List. . . . . COMPLETE

- LOW VOLTS ANNUNCIATOR COMES ON ABOVE 1000 RPM

Master Switch (ALT ONLY) . . . . . .OFF
Alternator Circuit Breaker . . . . . CHECK IN
Master Switch (ALT and BATT . . . . . ON
Low Volts Annunciator . . . . . CHECK OFF
M BUS VOLTS . . . . . CHECK 27.5 V MINIMUM
M BATT AMPS . . . . . .CHECK CHARGING

If Low Volt Annunciator Remains on

Master Switch (ALT ONLY) . . . . . .OFF
Electrical Load Reduction List. . . . . COMPLETE

ELECTRICAL LOAD REDUCTION LIST

Avionics Switch (BUS 1) . . . . . OFF
Landing/Taxi Light . . . . . OFF
Pitot Heat Switch . . . . . OFF
Navigation Light . . . . . OFF
Strobe Light . . . . . OFF
Beacon Light . . . . . .OFF
Cabin PWR 12V Switch . . . . . .OFF
COM1 and NAV1 . . . . . .TUNE TO ACTIVE FREQ.
COM1 MIC and NAV1 . . . . . SELECT
Avionics Switch (BUS 2) . . OFF(Keep on if in IMC)
Land. . . . . ASAP

- 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: 55 kts
Vx: 65 kts
Vy: 72 kts
Vg: 68 kts
Va $_{@2550lbs}$: 105 kts
Va $_{@1900lbs}$: 90 kts
Vs_0: 40 kts
Vs_1: 48 kts
Vno: 129 kts
Vne: 163 kts

This checklist is only for training purposes and is not intended to replace the POH.
Revised 4/22/2022

SPRINGS AVIATION

CESSNA 172SP 180HP
N6026S
EMERGENCY PROCEDURES CHECKLIST

- ENGINE FAILURES -

- DURING TAKEOFF ROLL -

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

- IMMEDIATELY AFTER TAKEOFF -

Airspeed . . . . . .70 KIAS (flaps up)
. . . . . 65 KIAS (flaps down)
Mixture . . . . . IDLE CUTOFF
Fuel Shutoff Valve . . . . . .OFF (Pull Full Out)
Ignition Switch . . . . . OFF
Wing Flaps . . . . . AS REQUIRED
Master Switch . . . . . OFF
Cabin Door. . . . . UNLATCH
Land. . . . . STRAIGHT AHEAD

- DURING FLIGHT (RESTART PROCEDURES) -

Airspeed . . . . . 68 KIAS
Fuel Shutoff Valve . . . . . .ON (push full in)
Fuel Selector Valve . . . . . BOTH
Fuel Pump . . . . . ON
Mixture . . . . . RICH (or set for alt)
Ignition Switch . . . . . BOTH
. . . . . *(or start if prop is stopped)*
Fuel Pump . . . . .OFF (unless FLFLOW reads zero)

- FORCED LANDINGS -

- EMERGENCY LANDING WITHOUT ENGINE POWER -

Seats, Seat Belts/Harness . . . . . SECURE
Airspeed . . . . . 70 KIAS (flaps up)
. . . . . 65 KIAS (flaps down)
Mixture . . . . . IDLE CUTOFF
Fuel Shutoff Valve . . . . . .OFF (Pull Full Out)
Ignition Switch . . . . . OFF
Wing Flaps . . . . . AS REQ. (30° recommended)
STBY BATT Switch . . . . . .OFF
Master Switch . . . . . OFF
Doors . . . . . UNLATCH prior to touchdown
Touchdown . . . . . SLIGHTLY TAIL LOW
Brakes . . . . . APPLY AS REQUIRED

- PRECAUTIONARY LANDING WITH ENGINE POWER -

Seats, Seat Belts/Harness . . . . . SECURE
Wing Flaps . . . . . 20°
Airspeed . . . . . 65 KIAS
Selected Field . . . . . FLY OVER
. . . . . *noting terrain & obstructions retract flaps upon reaching safe altitude & airspeed*
Wing Flaps . . . . . 30° (on final app)
Airspeed . . . . . 65 KIAS
STBY BATT Switch . . . . . .OFF
Master Switch . . . . . .OFF
Doors . . . . . .UNLATCH prior to touchdown
Touchdown . . . . . SLIGHTLY TAIL LOW
Ignition Switch . . . . . OFF
Brakes . . . . . APPLY AS REQUIRED

- FIRES -

- DURING START ON GROUND -

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

If engine starts:
Power . . . . . 1800 RPM for a few mins
Engine . . . . . SHUTDOWN & inspect for damage

If engine fails to start:
Throttle . . . . . FULL OPEN
Mixture . . . . . IDLE CUTOFF
Cranking . . . . . CONTINUE
Fuel Shutoff Valve . . . . . .OFF (Pull Full Out)
Fuel Pump . . . . . .OFF
Ignition Switch . . . . . OFF
Master Switch . . . . . .OFF
Parking Brake . . . . . RELEASE
Engine . . . . . .SECURE
Fire Extinguisher . . . . . OBTAIN
Fire . . . . . EXTINGUISH
Fire Damage . . . . . INSPECT

- ENGINE FIRE IN FLIGHT -

Mixture . . . . . IDLE CUTOFF
Fuel Shutoff Valve . . . . . OFF (Pull Full Out)
Fuel Pump . . . . . .OFF
Master Switch . . . . . OFF
Cabin Heat & Air . . OFF (except overhead vents)
Airspeed . . . . . 100 KIAS
if fire isn't extinguished, increase speed to find airspeed which will create an incombustible fuel.
Forced Landing . . . . . EXECUTE

- CABIN FIRE -

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

- FIRES -

- ELECTRICAL FIRE IN FLIGHT -

STBY BATT Switch. . . . . .OFF
Master Switch . . . . . .OFF
Vents/Cabin Air & Heat . . . . . .CLOSED
Fire Extinguisher . . . . . .ACTIVATE
Avionics Power Switch . . . . . .OFF
All Other Switches (except ignition) . . . . . .OFF
When Fire Extinguished . . . . . .VENTILATE
Circuit Breakers . . . . . CHECK (do NOT reset)
Master Switch . . . . . ON
STBY BATT Switch. . . . . .ARM
Avionics (BUS 1) . . . . . .ON
Avionics (BUS 2) . . . . . .ON

- 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.