

## - ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS -

### - AMMETER SHOWS EXCESSIVE RATE OF CHARGE (Full Scale Deflection) -

Alternator . . . . . OFF  
Alternator Circuit Breaker . . . . . PULL  
Nonessential Electrical Equipment . . . . . OFF  
Flight . . . . . LAND ASAP

### - LOW-VOLT LIGHT ILLUMINATES DURING FLIGHT (Ammeter shows discharge) -

Avionics Power Switch . . . . . OFF  
Alternator Circuit Breaker . . . . . CHECK IN  
Master Switch . . . . . OFF  
Master Switch . . . . . ON  
Low-Voltage Light . . . . . CHECK OFF  
Avionics Power Switch . . . . . ON

#### *If low-voltage light illuminates again*

Alternator . . . . . OFF  
Nonessential Radio & Electrical Equip . . . . . OFF  
Flight . . . . . LAND ASAP

*NOTE: Illumination of low-voltage light may occur during low RPM conditions with an electrical load on the system such as during a low RPM taxi. Under these conditions, the light will go out at higher RPM. The master switch need not be recycled since an over-voltage condition has not occurred to de-activate the alternator system.*

## - 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<sub>0</sub>: 40 kts  
Vs<sub>1</sub>: 48 kts  
Vno: 129 kts  
Vne: 163 kts

# SPRINGS AVIATION

CESSNA 172P 180HP  
N62740

## EMERGENCY PROCEDURES CHECKLIST

## - ENGINE FAILURES -

### - DURING TAKEOFF ROLL -

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

### - IMMEDIATELY AFTER TAKEOFF -

Airspeed . . . . . 68 KIAS (flaps up)  
. . . . . 60 KIAS (flaps down)  
Mixture . . . . . IDLE CUTOFF  
Fuel Selector Valve . . . . . OFF  
Ignition Switch . . . . . OFF  
Wing Flaps . . . . . AS REQUIRED  
Master Switch . . . . . OFF

### - DURING FLIGHT (RESTART PROCEDURES) -

Airspeed . . . . . 68 KIAS  
Carburetor Heat . . . . . ON  
Fuel Selector Valve . . . . . BOTH  
Mixture . . . . . RICH (or set for alt)  
Ignition Switch . . . . . BOTH  
. . . . . (or start if prop is stopped)  
Primer . . . . . IN & LOCKED

*This checklist is only for training purposes and is not intended to replace the POH.  
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## - FORCED LANDINGS -

### - EMERGENCY LANDING WITHOUT ENGINE POWER -

Seats, Seat Belts/Harness . . . . . SECURE  
 Airspeed . . . . . 68 KIAS (flaps up)  
 . . . . . 60 KIAS (flaps down)  
 Mixture . . . . . IDLE CUTOFF  
 Fuel Selector Valve . . . . . OFF  
 Ignition Switch . . . . . OFF  
 Wing Flaps . . . . . AS REQ. (30° recommended)  
 Master Switch . . . . . OFF  
 Doors . . . . . UNLATCH prior to touchdown  
 Touchdown . . . . . SLIGHTLY TAIL LOW  
 Brakes . . . . . APPLY HEAVILY

### - PRECAUTIONARY LANDING WITH ENGINE POWER -

Seats, Seat Belts/Harness . . . . . SECURE  
 Wing Flaps . . . . . 20°  
 Airspeed . . . . . 60 KIAS  
 Selected Field . . . . . FLY OVER  
 . . . . . *noting terrain & obstructions retract flaps upon reaching safe altitude & airspeed*  
 Avionics Power Switch . . . . . OFF  
 Electrical Switches . . . . . OFF  
 Wing Flaps . . . . . 30° (on final app)  
 Airspeed . . . . . 60 KIAS  
 Master Switch . . . . . OFF  
 Doors . . . . . UNLATCH prior to touchdown  
 Touchdown . . . . . SLIGHTLY TAIL LOW  
 Ignition Switch . . . . . OFF  
 Brakes . . . . . APPLY HEAVILY

## - FIRES -

### - DURING START ON 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 mins  
 Engine . . . . . SHUTDOWN & inspect for damage

#### *If engine fails to start:*

Throttle . . . . . FULL OPEN  
 Mixture . . . . . IDLE CUTOFF  
 Cranking . . . . . CONTINUE  
 Fire Extinguisher . . . . . OBTAIN  
 Engine . . . . . SECURE  
 Master Switch . . . . . OFF  
 Ignition Switch . . . . . OFF  
 Fuel Selector Valve . . . . . OFF

Fire . . . . . EXTINGUISH  
 Fire Damage . . . . . INSPECT

### - ENGINE FIRE IN FLIGHT -

Mixture . . . . . IDLE CUTOFF  
 Fuel Selector . . . . . 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 provide an incombustible mixture*  
 Forced Landing . . . . . EXECUTE

### - CABIN FIRE -

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

## - FIRES -

### - ELECTRICAL FIRE IN FLIGHT -

Master Switch . . . . . OFF  
 Vents/Cabin Air & Heat . . . . . CLOSED  
 Fire Extinguisher . . . . . ACTIVATE  
 When Fire Extinguished . . . . . VENTILATE  
 Avionics Power Switch . . . . . OFF  
 All Other Switches (except ignition) . . . . . OFF  
 Master Switch . . . . . ON  
 Circuit Breakers . . . . . CHECK (do NOT reset)  
 Radio Switches . . . . . OFF  
 Avionics Power Switch . . . . . ON  
 Radio/Electrical Switches . . . . . ON  
 . . . . . *one at a time, with delay after each until short circuit is localized*

### - 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.*