

C-172H Emergency Procedures Checklist

Procedures in bold-faced type are immediate action items which should be committed to memory.

ENGINE FAILURE DURING TAKEOFF ROLL

1. **Throttle – IDLE**
2. **Brakes – APPLY**
3. Wing Flaps – RETRACT
4. Mixture – IDLE CUT-OFF
5. Ignition Switch – OFF
6. Master Switch – OFF

ENGINE FAILURE AFTER TAKEOFF (LOW ALT)

1. **Airspeed – 70 MPH (flaps UP)**
65 MPH (flaps DOWN)
2. Wing Flaps – AS REQUIRED
3. Land – STRAIGHT AHEAD
--When Time Permits--
4. Mixture – IDLE CUT-OFF
5. Fuel Selector Valve – OFF
6. Ignition Switch – OFF
7. Master Switch – OFF

ENGINE FAILURE IN FLIGHT (RESTART)

1. **Airspeed – BEST GLIDE (80 mph)**
--Note Wind, Select Landing Site, Turn
2. **Mixture – RICH**
3. **Fuel Selector Valve – BOTH**
4. **Carb Heat – ON**
5. **Fuel Boost Pump – ON**
6. **Ignition – BOTH (START if prop stopped)**
7. Primer – IN AND LOCKED
--Forced Landing if engine fails to start

FORCED LANDING WITHOUT ENGINE POWER

1. **Airspeed – BEST GLIDE (80 mph)**
2. Landing Site -- SELECT
3. Mixture – IDLE CUT-OFF
4. Fuel Selector Valve – OFF
5. Ignition Switch – OFF
6. Wing Flaps – AS REQUIRED (40° recommended)
7. Master Switch – OFF
8. Doors – UNLATCH
9. Touchdown – SLIGHTLY TAIL LOW
10. Brakes – APPLY HEAVILY

WING FIRE IN FLIGHT

1. **Navigation Light Switch – OFF**
2. **Pitot Heat Switch – OFF**
3. **Landing/Taxi Light Switch – OFF**
Sideslip to keep flames away from fuel tank/cabin. Land ASAP, flaps on final only.

ENGINE FIRE DURING START

1. **Cranking – CONTINUE**
--If engine starts--
2. Power – 1700 RPM for a few minutes
3. Engine – SHUTDOWN & inspect for damage
4. *--If engine fails to start--*
5. **Throttle – FULL OPEN**
6. **Mixture – IDLE CUT-OFF**
7. **Fuel Boost Pump – OFF**
8. **Cranking – CONTINUE (30-60 sec)**
9. Fire Extinguisher – OBTAIN
10. Master Switch – OFF
11. Ignition Switch – OFF
12. Fuel Selector Valve – OFF
13. Parking Brake – RELEASE
14. Evacuate/Extinguish Fire

ENGINE FIRE IN FLIGHT

1. **Mixture – IDLE CUT-OFF**
2. **Fuel Selector Valve – OFF**
3. **Fuel Boost Pump – OFF**
4. **Master Switch – OFF**
5. Cabin Heat/Air – OFF (except overhead vents)
6. **Airspeed – 110 MPH**
--If not extinguished, increase speed
7. **Forced Landing – EXECUTE**

ELECTRICAL FIRE IN FLIGHT

1. **Master Switch – OFF**
2. **Avionics Power Switch – OFF**
3. **All Other Switches (except ignition) – OFF**
4. **Vents/Cabin Air/Heat – CLOSED**
5. **Fire Extinguisher – ACTIVATE**
6. Cabin – VENTILATE when fire is out
7. Master Switch – ON
8. Circuit Breakers – CHECK; do not reset
9. Equipment – ON one at a time until faulty circuit located

CABIN FIRE IN FLIGHT

1. **Master Switch – OFF**
2. **Vents/Cabin Air/Heat – CLOSED**
3. **Fire Extinguisher – ACTIVATE**
4. Cabin – VENTILATE when fire is out
5. **Flight – LAND AS SOON AS POSSIBLE**

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PRECAUTIONARY LANDING WITH POWER

1. Wing Flaps – 20°
2. Airspeed – 65 MPH
3. Landing Site – OVERFLY, note terrain/obstructions
4. Go-Around – PERFORM
Set up for normal pattern
5. Avionics Power/Electrical Switches – OFF
6. Wing Flaps – 40° (on final approach)
7. Airspeed – 65 MPH
8. Master Switch – OFF
9. Doors – UNLATCH
10. Touchdown – SLIGHTLY TAIL LOW
11. Ignition Switch – OFF
12. Brakes – APPLY HEAVILY

LANDING WITH A FLAT TIRE

1. Approach – NORMAL
2. Touchdown – GOOD TIRE FIRST
3. Flat Tire – HOLD OFF GROUND as long as possible
4. Directional Control – MAINTAIN using brake on good wheel as required

DITCHING

1. Radio – TRANSMIT MAYDAY on 121.5 with location & intentions
2. Heavy Objects (in baggage area) – SECURE OR JETTISON
3. Approach – High Winds/Heavy Seas – INTO THE WIND; Light Winds/Heavy Swells – PARALLEL TO SWELLS
4. Wing Flaps – 20° to 40°
5. Power – ESTABLISH 300FT/MIN DESCENT AT 60 MPH
If no power avail, approach at 70 MPH with flaps up or 65 MPH with 10° flaps.
6. Cabin Doors – UNLATCH
7. Touchdown – LEVEL ATTITUDE AT ESTABLISHED RATE OF DESCENT
8. Face – CUSHION at touchdown w/coat
9. Airplane – EVACUATE through cabin doors
10. Flotation Devices – INFLATE WHEN CLEAR

STATIC SOURCE BLOCKAGE

(Erroneous Instrument Reading Suspected)

1. **Alternate Static Source Valve – PULL ON**
2. Airspeed – Consult calibration tables

INADVERTENT ICING ENCOUNTER

1. **Pitot Heat Switch – ON**
2. **INITIATE 180° TURN OR CHANGE ALTITUDE**
3. **Cabin Heat – MAXIMUM** (for windshield defrost)
4. **Throttle – INCREASE**
5. Carb/Air Filter Ice – MONITOR FOR SIGNS
--Apply carb heat as required
6. Mixture – AS REQUIRED
7. Landing Site – SELECT NEAREST SUITABLE
*--Landing off airport may be necessary
--Expect significantly higher stall speed
--Use 5-10 MPH higher approach speed*
8. Wing Flaps – LEAVE UP
9. Windshield – SCRAPE, if practical
10. Land – FLAPS UP IN LEVEL ATTITUDE
--Use forward slip to improve visibility

INADVERTENT SPIN (P-A-R-E)

1. Throttle – IDLE
2. Ailerons – NEUTRAL
3. Rudder – OPPOSITE DIRECTION OF ROTATION
4. Controls – FULL FORWARD
--After Spin Stops--
5. Rudder – NEUTRALIZE
6. Wings – LEVEL & recover from dive (beware of excess speed & avoid abrupt control movements)

AMMETER SHOWS EXCESSIVE RATE OF CHARGE (Full Scale Deflection)

1. Nonessential Radio/Electrical Equip – OFF
2. Flight – TERMINATE as soon as practical

AMMETER SHOWS CONTINUAL RATE OF DISCHARGE

1. Avionics Power Switch – OFF
2. Alternator Circuit Breaker – CHECK IN
3. Master Switch – OFF
4. Master Switch – ON
5. Ammeter – CHECK NORMAL INDICATION
6. Avionics Power Switch – ON
--If ammeter indicates discharge again--
7. Nonessential Radio/Electrical Equip – OFF
8. Flight – TERMINATE as soon as practical