

Cessna 172L - C-GBFB - Abnormal Proc.

01 Oct 2015

Ammeter - Excessive Rate Of Charge	
Alternator	OFF
Alternator Circuit Breaker	Pull
Non-Essential Electrics	OFF
Flight	Terminate ASAP

Ammeter - Insufficient Rate Of Charge	
Non-Essential Electrics	OFF
Flight	Terminate ASAP

Landing With Flat Tire	
Approach	Normal
Touchdown	Good Tire First

Ditching	
Mayday	Completed
Squawk	7700
Heavy Objects	Secure or Jettison
Approach	Into Wind
Flaps - With Power	40 Deg.
Airspeed - With Power	70 MPH, 300 ft/min descent
Cabin Doors	Unlatch
Touchdown	Level Attitude
Face	Cushion with Jacket
Egress	Perform

Inadvertent Icing Encounter	
Pitot Heat	ON
Icing Conditions	Exit
Cabin Heat	Full ON
Throttle	Open To Reduce Prop Ice
Carb Heat	As Required
Land	As Practicable
Flaps	0 Deg.
Left Window	Open, Clean Windshield Ice
Forward Slip	Perform For Visibility
Approach	75-85 MPH
Touchdown	Level Attitude

Communication Failure	
Radios	Check Frequency & Volume
Radio 1 & 2	No Duplicate Frequencies
Toggle Switches	Check On Comm 2
Intercom	Check Selection & Volume
Headset	Check Controls/Connection
Intercom	Try Speakers
Squawk	7600
Cellphone	Use If Present
CFS	Comm Failure Procedure

Cessna 172L - C-GBFB - Emergency Proc.

01 Oct 2015

Engine Fire When Starting	
Ignition Switch	Continue Cranking
If Engine Starts >	1700 RPM for 1 min.
	Shutdown & Inspect
If Engine Doesn't Start >	Continue Cranking
Throttle	Full Open
Mixture	Idle Cut-Off
Fuel Selector	OFF
Magnetos	OFF
Fire Extinguisher	Use

Engine Fire During Take-Off Run	
Throttle	Idle
Brakes	Apply
Flaps	Retract
Mixture	Idle Cut-Off
Magnetos	OFF
Master	OFF
Fire Extinguisher	Obtain
Cabin	Evacuate

Engine Fire-In Flight	
Mixture	Idle Cut-Off
Fuel Selector	OFF
Magnetos	OFF
Cabin Air & Heat	OFF
Master	OFF
Airspeed	120 MPH
> Fire Not Extinguishing	
Airspeed	Increase
Forced Landing	Perform

Engine Failure After Take-Off	
Airspeed - Flaps Up	75 MPH
Flaps Down	70 MPH
Mixture	Idle Cut-Off
Fuel Selector	OFF
Master	OFF

Engine Failure In-Flight	
Maximum Glide Speed	80 MPH (Flaps UP)
Carb Heat	Hot
Mixture	Rich
Fuel Selector	Both
Magnetos	Both
Primer	Locked
Mayday	Perform
Squawk	7700
Engine	Attempt Re-Start
> If No Start	
Forced Landing	Perform

Forced Landing	
Maximum Glide Speed	80 MPH (Flaps UP)
Mayday	Perform
Squawk	7700
Mixture	Idle Cut-Off
Fuel Selector	OFF
All Switches	OFF (Except Master Switch)
Airspeed	70 to 80 MPH (Flaps Up)
Wing Flaps	As Required
Airspeed	65 to 75 MPH (Flaps Down)
Master Switch	OFF
Doors	Unlatch
Touchdown	Slightly Tail Low
Apply Heavy Braking While Holding Full UP Elevator	

Wing Fire	
Navigation Lights	OFF
Strobes	OFF
Pitot Heat	OFF
Slip	Away From Fire

Cabin Fire	
Master Switch	OFF
Vents/Cabin Air/Heat	Closed
Fire Extinguisher	Use
Cabin	Ventilate
Land	ASAP

Electric Fire In Flight	
Master	OFF
Electrics	OFF
Cabin Heat/Air/Vents	Closed
Fire Extinguisher	Use
Cabin	Ventilate
Radios	OFF
Circuit Breakers	Check / Don't Reset
Master	On If Critical
Electrics	On If Critical
Land	As Practicable