

EMERGENCY PROCEDURES

1986 Cessna 172P – N9702L

Air Plains180 HP Conversion
STC SA196 CE & STC SA2800CE

Engine Failure During Takeoff Roll

1. **Throttle**..... Idle
2. **Brakes**Apply
3. Wing Flaps Retract
4. Mixture Idle Cut Off
5. Ignition SwitchOff
6. Master Switch.....Off

Engine Failure Immediately After Takeoff

1. **Airspeed**.....
70 KIAS (Flaps Up)
65 KIAS (Flaps Down)
2. Mixture Idle Cut Off
3. Fuel Selector.....Off
4. Ignition Switch.....Off
5. Wing Flaps.....As Required
6. Master SwitchOff

Engine Failure During Flight (Restart)

1. **Airspeed**..... **75 KIAS**
2. **Carb Heat**..... **On**
3. **Fuel Selector** **Both**
4. Mixture Rich
5. Ignition Both
(or START if propeller is stopped)
6. PrimerIn & Locked

Forced Landing Without Engine Power

1. Seat, Belts, Shoulder Secure
2. Airspeed 70 KIAS (Flaps Up)
65 KIAS (Flaps Down)
3. MixtureIdle Cut Off
4. Fuel Selector.....Off
5. Ignition Switch.....Off
6. Wing Flaps.....As Required (30° Recommended)
7. Master SwitchOff
8. Doors Unlatched Prior To Touchdown
9. Touchdown Slightly Tail Low
10. Brakes Apply Heavily

Precautionary Landing With Engine Power

1. Seat, Belts, Shoulder Secure
2. Wing Flaps..... 20°
3. Airspeed65 KIAS
4. Select Field Perform Fly Over Inspection
5. Avionics Power Switch & Electrical SwitchesOff
6. Flaps..... 30° on Final Approach
7. Airspeed65 KIAS
8. Master Switch Off
9. Doors Unlatched Prior To Touchdown
10. Touchdown..... Slightly Tail Low
11. Ignition SwitchOff
12. Brakes Apply Heavily

Engine Fire During Start

1. **Continue Cranking Engine**
2. If Engine Starts:Power 1700 RPM for a few minutes
3. Engine Shutdown and Inspect

If Engine Fails to Start:

4. **Throttle** **Full Open**
5. **Mixture**.....**Idle Cut Off**

6. **Cranking** **Continue**
7. **Fire Extinguisher** **Obtain**
8. **Master/Ignition/Fuel** **Off**
9. **Fire** **Extinguish**
10. **Fire Damage**..... **Inspect**

Engine Fire in Flight

1. **Mixture** **Idle Cut Off**
2. **Fuel Selector** **Off**
3. Master SwitchOff
4. Cabin Heat & AirOff (Except Overhead Vents)
5. Airspeed..... 100 KIAS (If fire is not extinguished, increase glide speed to find an airspeed, which will provide an incombustible mixture.)
6. Forced Landing w/o Engine PowerExecute

Electrical Fire in Flight

1. **Master Switch**..... **Off (Leave Ignition On)**
2. **Avionics Power Switch** .. **OFF**
3. **All Other Switches (Except Ignition)** **Off**
4. **Vents/Cabin Air/Heat..Closed**
5. **Fire Extinguisher**.....**Activate**

Warning
After discharging an extinguisher within a closed cabin, ventilate the cabin.

If fire is extinguished & electrical power is necessary

6. Master SwitchOn
7. Circuit Breakers Check for Faulty circuit (Do Not Reset)

8. Radio Switches OFF
9. Avionics Power Switch ON
10. Radio/Electrical Switches on one at a time w/ delay after each to locate short.
11. Vent cabin when assured fire is extinguished

Cabin Fire

1. **Master SwitchOff (Leave Ignition On)**
2. **Vents/Cabin Air/Heat..Closed**
3. **Fire Extinguisher**.....**Activate**

Warning
After discharging an extinguisher within a closed cabin, ventilate the cabin.

4. Land ..As soon as possible and inspect damage

Wing Fire

1. **Navigation Lights** **Off**
2. **Strobe Lights** **Off**
3. **Pitot Heat** **Off**
4. **Landing/Taxi Lights** **Off**

Note

Sideslip to keep flames away from the fuel tank and cabin, and land as soon as possible using flaps only as required for final approach and touchdown.



Icing

1. Pitot HeatOn
2. Turn back or change altitude to obtain an outside air temp that is less conducive to icing.
3. Pull cabin heat control to full out and open defroster outlet to obtain maximum windshield defroster airflow.
4. Open the throttle to increase engine speed and minimize ice build-up on propeller blades
5. Watch for signs of carburetor air filter ice and apply carburetor heat as required. An unexplained loss in engine speed could be caused by carburetor ice or air intake filter ice. Lean the mixture if carb heat is used continuously.
6. Plan a landing at the nearest airport. With an extremely rapid ice build-up, select a suitable "off airport" landing site.
7. With ice accumulation of ¼ inch or more on the wing leading edges, be prepared for significantly higher stall speed.
8. Leave wing flaps retracted. With a severe ice build-up on the horizontal tail, the change in wing wake airflow direction caused by wing flap extension could result in a loss of elevator effectiveness.
9. Open left window and if practical scrape ice from a portion of the windshield for visibility in landing approach.

10. Perform landing approach using a forward slip, if necessary, for improved visibility.
11. Approach at 80 to 90 KIAS depending upon the amount of accumulation.
12. Perform a landing in level attitude.

Ditching

1. Radio Transmit Mayday on 121.5 giving location and intentions and squawk 7700.
2. Heavy Objects Secure or Jettison.
3. Seats, Seat Belts, Shoulder Harnesses Secure
4. Approach
High winds, heavy seas Into the Wind.
Light winds, heavy swells Parallel to swells.
5. Flaps 20° to 30°
6. Power Est. a 300 FPM descent at 55 KIAS.

Note

- If no power is available, approach at 70 KIAS with flaps up or at 65 KIAS with 10° flaps.
7. Cabin Doors Unlatch
 8. Touchdown Level attitude at established descent rate.
 9. Face Cushion at touchdown with folded coat or seat cushion.
 10. Airplane Evacuate through Cabin doors. If necessary, open window and flood cabin to equalize pressure so doors can be opened.
 11. Life vests and raft Inflate

Airspeeds for Emergency Operations

Engine Failure After Takeoff:

Wing Flaps Up -- 70 KIAS
Wing Flaps Down -- 65 KIAS

Maneuvering Speed:

2550 Lbs – 105 KIAS
2150 Lbs – 95 KIAS
1750 Lbs – 85 KIAS

Maximum Glide:

2550 Lbs – 68 KIAS
2150 Lbs – 62 KIAS
1750 Lbs – 56 KIAS

Precautionary Landing With Engine Power – 65 KIAS

Landing Without Engine Power:

Wing Flaps Up – 70 KIAS
Wing Flaps Down – 65 KIAS

**For all other
Emergency
Abnormal
Procedures.
See the
POH
Section 3.**

This document is a guide to the Pilot Operating Handbook (POH) and is not to be used as a substitute for the POH. The POH is the primary source of information for the Pilot and is the only source of information for the Pilot. The Pilot is responsible for ensuring that the POH is used correctly and for ensuring that the POH is kept up to date.

I hereby certify that this document has been reviewed for accuracy.

William Kelly 12/12/05
Chief Pilot of Operations

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