

**Aviate - Navigate - Investigate - Communicate - Secure**

| <b>EMERGENCY PROCEDURES</b>  |  | <b>CESSNA 172/152</b>  |
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| <b>Engine Failure - Takeoff</b>  | Flaps to 30°<br>Airspeed to 55 KIAS<br>Master switch OFF<br>Doors UNLATCHED<br>Touch down TAIL LOW<br>Magnetos OFF<br>Braking MAXIMUM  | Master switch ON<br>Circuit breakers CHECK (only)<br>Electrics ON (one at a time)  |
| Throttle to IDLE<br>Braking MAXIMUM<br>Flaps RETRACTED<br>Mixture to CUTOFF<br>Magnetos OFF<br>Master switch OFF   |  | <b>Cabin Fire</b><br>Master switch OFF<br>Cabin heat, air, vents CLOSED<br>Use fire extinguisher<br>Vents OPEN (vents <u>only</u> )  |
| <b>Engine Failure - Climb</b>  | <b>Ditching</b><br>Transmit MAYDAY 121.5<br>Squawk 7700<br>Passenger briefing<br>Cargo SECURE/JETTISON<br>Approach:<br>Into winds if strong<br>Parallel to swells otherwise  | <b>Wing Fire</b><br>Navigation lights OFF<br>Strobe lights OFF<br>Pitot heat OFF<br>Side slip AWAY FROM FIRE   |
| Airspeed to 60 KIAS<br>Mixture to CUTOFF<br>Fuel valve OFF<br>Magnetos OFF<br>Flaps AS REQUIRED<br>Master switch OFF   |  | <b>Excessive Charging</b><br>Alternator OFF<br>Non-essential electrics OFF<br>Land at nearest airfield   |
| <b>Engine Failure - In Flight</b>  | Flaps to 30°<br>Descend 300 FPM 55 KIAS<br>Doors UNLATCHED<br>Cushion face<br>Touch down LEVEL<br>Evacuate aircraft  | <b>Discharging</b><br>Avionics OFF<br>Master switch OFF<br>Master switch ON<br>Low-voltage light CHECK<br>Radios ON<br>If Light Illuminates:<br>Alternator OFF<br>Non-essentials OFF<br>Land at nearest airfield |
| Airspeed to 60 KIAS<br>Carb air HOT<br>Primer IN and LOCKED<br>Fuel valve ON<br>Mixture RICH<br>Magnetos BOTH or START   |  |  |
| <b>Forced Landing</b>  | <b>Engine Fire During Start</b><br>Cranking CONTINUE<br>Successful Start:<br>1700 RPM for 2 minutes<br>Shutdown and inspect<br>Failed Start:<br>Continue cranking<br>Obtain extinguisher<br>Secure Engine:<br>Master switch OFF<br>Magnetos OFF<br>Fuel valve OFF<br>Use fire extinguisher |  |
| Airspeed to 65 KIAS<br>Landing site SELECT<br>Cause CHECK<br>Attempt restart<br>Transmit MAYDAY 121.5<br>Squawk 7700<br>Passenger briefing<br>Mixture to CUTOFF<br>Fuel valve OFF<br>Magnetos OFF<br>Flaps AS REQUIRED<br>Master switch OFF<br>Doors UNLATCHED<br>Touch down TAIL LOW<br>Braking MAXIMUM |  |  |
| <b>Precautionary Landing</b>   | <b>Engine Fire In Flight</b><br>Mixture to CUTOFF<br>Master switch OFF<br>Cabin heat & air CLOSED<br>Airspeed to 85 KIAS<br>Execute forced approach  | <b>Spin Recovery</b><br>Ailerons NEUTRAL<br>Throttle to IDLE<br>Rudder FULL OPPOSITE SPIN<br>Yoke BRISKLY FORWARD<br>Pull out gradually<br>Carb air COLD<br>Throttle to FULL                                     |
| Passenger briefing<br>Airspeed to 60 KIAS<br>Flaps to 20°<br>Trim for LEVEL FLIGHT<br>Field INSPECT from 500 AGL<br>Circuit at 1000 AGL<br>Notify ATC or FSS<br>Radios & electrics OFF   |  | <b>Spiral Dive Recovery</b><br>Throttle to IDLE<br>Ailerons OPPOSITE SPIRAL<br>Pull out gradually<br>Carb air COLD<br>Throttle to FULL   |
|  | <b>Electrical Fire</b><br>Master switch OFF<br>Other switches OFF<br>Cabin heat, air, vents CLOSED<br>Use fire extinguisher<br>Cabin heat, air, vents OPEN   | <b>Landing - Flat Main Tire</b><br>Flaps AS REQUIRED<br>Approach NORMAL<br>Touch down GOOD SIDE 1ST  |

| <b>EMERGENCY COMMUNICATIONS</b>    | <b>121.5 MHz</b>               | <b>SQUAWK 7700</b>        |
|------------------------------------|--------------------------------|---------------------------|
| MAYDAY, MAYDAY, MAYDAY             | <i>Intentions of PIC</i>       | <i>Colour of plane</i>    |
| THIS IS <i>ident, ident, ident</i> | <i>Location &amp; altitude</i> | <i>Number on board</i>    |
| <i>Description of problem</i>      | <i>Heading &amp; airspeed</i>  | <i>Extent of injuries</i> |
| <i>Help required</i>               | <i>Type of plane</i>           | <i>Repeat ident</i>       |