



EMERGENCY CHECK LIST

C172S I-SKYR

Edizione 2 Rev 0 01 Aprile 2020

ENGINE FAILURE DURING TAKE OFF RUN

THROTTLE	IDLE
BRAKES	APPLY
WING FLAPS	RETRACT
MIXTURE	CUTE - OFF
IGNITION SWITCH	OFF
MASTER SWITCH	OFF

ENGINE FAILURE IMMEDIATELY AFTER TAKE OFF

AIRSPEED (FLAP DOWN/UP)	65 KIAS/70 KIAS
LANDING GEAR	DOWN
MIXTURE	CUT-OFF
FUEL SELECTOR VALVE	CLOSED
WING FLAPS	AS REQUIRED (30° recommended)
IGNITION SWITCH	OFF
PRIMER	IN & LOCKED

ENGINE FAILURE DURING FLIGHT

AIRSPEED	80 KIAS
CARBURATOR HEAT	HOT
FUEL SELECTOR VALVE	BOTH
MIXTURE	RICH
IGNITION SWITCH	BOTH (or START if propeller is stopped)
PRIMER	IN & LOCKED

FORCED LANDING – NO ENGINE POWER

AIRSPEED (FLAP DOWN/UP)	65 KIAS/70 KIAS
MIXTURE	CUT-OFF
FUEL SELECTOR VALVE	CLOSED
IGNITION SWITCH	OFF
LANDING GEAR	DOWN (UP if terrain is rough or soft)
WING FLAPS	AS REQUIRED (30° recommended)
DOORS	UNLATCHED BEFORE TOUCHDOWN
MASTER SWITCH	OFF when landing is assured
TOUCHDOWN	SLIGHTLY TAIL LOW
BRAKES	APPLY HEAVILY

PRECUTIONARY LANDING – WITH ENGINE POWER

WING FLAPS	20°
AIRSPEED	65 KIAS
SELECTED FIELD	FLY OVER. Noting terrain and obstruction then retract flaps upon reaching a safe altitude and airspeed
ELECTRICAL SWITCH	OFF
LANDING GEAR	DOWN (UP if terrain is rough or soft)
WING FLAPS	30° (on final approach)
AIRSPEED	65 KIAS
DOORS	UNLATCHED BEFORE TOUCHDOWN
AVIONIC POWER & MASTER SWITCH	OFF
TOUCHDOWN	SLIGHTLY TAIL LOW
IGNITION SWITCH	OFF
BRAKES	APPLY HEAVILY



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DITCHING

EMERGENCY CALL	TRASMIT
TRANSPONDER	7700
HEAVY OBJECTS IN BAGGAGE AREA	SECURE OR JETTISON
POWER	ESTABLISH 300FT/MIN DESCENT AT 60 KIAS
APPROACH	HIGH WIND HEAVY SEA – INTO THE WIND LIGHT WIND HEAVY SWELLS PARALLEL TO THE SWELLS

NOTE : If no power is available approach at 70 KIAS with flaps up or at 65 KIAS with 10* flaps.

CABIN DOORS	UNLATCH
TOUCHDOWN	LEVEL ATTITUDE AT ESTABLISHED DESCENT
FACE	CUSHION at touchdown with folded coat
AIRPLANE	EVACUATE through cabin door. If necessary open windows and food cabin to equalize pressure so doors can be opened.
LIFE VEST & RAFT	INFLATE

ICING CONDITION

PITOT HEAT SWICTH	ON (if installed)
ALTITUDE	CHANGE or TURN BACK
CABIN HEAT & CABIN AIR	PULL/OPEN
DEFROSTER CONTROL	OPEN
PROPELLER RPM	INCREASE
CARBURATOR HEAT	Wait for sign of carburetor air filter obstructions. An unexplained loss of MAP could be caused by carburetor ice or air intake filter
MIXTURE CONTROL	LEAN if carburetor heat is used continuously.
LAND	At nearest airport

NOTE: With extremely rapid ice build up select a suitable "Off Airport" landing site.

ICE ACCUMULATION	If more than ¼ inches or more on wing leading edge be prepared for significantly higher stall speed.
WING FLAPS	With a severe ice build up on the horizontal tail, change in wing wake airflow direction caused by the wing flap extension could result in a loss of elevator effectiveness.

FIRE DURING START ON GROUND

CRANKING	CONTINUE to get a start which would suck the flames and accumulated fuel through the carburator and into the engine
IF ENGINE START	
POWER	1700 RPM (For a few minutes)
ENGINE	SHUTDOWN and inspect for damage
IF ENGINE FAIL TO START	
THROTTLE	FULL OPEN
MIXTURE	IDLE CUT - OFF
CRANKING	CONTINUE
FIRE EXTINGUISHER	OBTAIN (Have Ground Attendant obtain if not installed)
MASTER/IGNITION SWITCH	OFF
FUEL SELECTOR VALVE	CLOSED
FIRE	EXTINGUISH using fire extinguisher, wool blande or dirt
FIRE DAMAGE	INSPECT, Repair damage or replaced damaged component or wiring before another flight



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ENGINE FIRE IN FLIGHT

MIXTURE	IDLE CUT - OFF
FUEL SELECTOR VALVE	CLOSED
MASTER SWITCH	OFF
CABIN HEAT & AIR	OFF (Except overhead vents)
AIRSPEED	105 KIAS
IF FIRE IS NOT EXTINGUISHED, INCREASE GLIDE SPEED TO FIND AN AIRSPEED WHICH WILL PROVIDE AN INCOMBUSTIBLE MIXTURE	
FORCED LANDING	EXECUTE /Refer to FORCED LANDING – NO ENGINE POWER.

ELECTRICAL FIRE IN FLIGHT

MASTER SWITCH	OFF
AVIONIC POWER SWITCH	OFF
ALL OTHER SWITCHES	OFF (except Ignition Switch)
VENTS / CABIN AIR / HEAT	CLOSED
FIRE EXTINGUISHER	ACTIVATE (If available)

WARNING : AFTER DISCHARGING AN EXTINGUISHER WITHIN A CLOSED CABIN, VENTILATE THE CABIN

NOTE : If fire appears out and electrical power is necessary to continue the flight:

MASTER SWITCH	ON
CIRCUIT BREKERS	CHECK for faulty circuit. DO NOT RESET
RADIO SWITCHES	OFF
AVIONIC POWER SWITCHES	ON
RADIO ELECTRICAL SWITCHES	ACTIVATE (If available)
FIRE EXTINGUISHER	ON one at time, with delay after each until short circuit is localized.
VENTS/CABIN AIR/HEAT	OPEN when it is ascertained that fire is completely extinguished

CABIN FIRE

MASTER SWITCH	OFF
VENTS / CABIN AIR / HEAT	PERFORM
FIRE EXTINGUISHER	ACTIVATE

WARNING : AFTER DISCHARGING AN EXTINGUISHER WITHIN A CLOSED CABIN, VENTILATE THE CABIN

LAND the airplane as soon as possible and inspect for damage.

WING FIRE

NAV LIGHTS	OFF
STROBE LIGHTS	OFF
PITOT HEAT SWITCH	OFF
SIDESLIP)	PERFORM to keep the flames away from fuel tanks and land as soon as possible using flaps only as required for final approach and touchdown.

STATIC SOURCE BLOCKAGE

ERRONEOUS INSTRUMENT READING SUSPECTED

ALT STATIC SOURCE VALVE	OPEN
WINDOWS	CLOSED
AIRSPEED : Consult appropriate table in Section 5 of AFM	



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LANDING GEAR FAIL TO RETRACT

MASTER SWITCH	ON
LANDING GEAR LEVER	CHECK FULL UP
LANDING GEAR & GEAR PUMP CB	IN
GEAR UP LIGHT	CHECK
LANDING GEAR LEVER	RECYCLE
GEAR MOTOR	CHECK AMMETER (Operation and noise)

LANDING GEAR FAIL TO EXTEND

MASTER SWITCH	ON
LANDING GEAR LEVER	CHECK FULL DOWN
LANDING GEAR & GEAR PUMP CB	IN
EMERGENCY HAND PUMP	EXTEND & PUMP (About 35 cycles)
GEAR DOWN LIGHT	ON
PUMP HANDLE	STOW

GEAR UP LANDING

LANDING GEAR LEVER	UP
LANDING GEAR & GEAR PUMP CB	IN
RUNWAY	Select longest hard surface or smooth and RWY available
FLAPS	30° ON FINAL APPROACH
AIRSPEED	65 KIAS
DOORS (Prior to Touchdown)	UNLATCH
AVIONIC POWER & MASTER SWITCH	OFF when landing is assured
TOUCHDOWN	SLIGHTLY TAIL LOW
MIXTURE	IDLE CUT - OFF
IGNITION SWITCH	OFF
FUEL SELECTOR VALVE	CLOSED
AIRPLANE	EVACUATE

LANDING WITHOUT POSITIVE INDICATIONS OF GEAR LOCKING

BEFORE LANDING CHECK LIST	COMPLETED
APPROACH	NORMAL – FULL FLAPS
LANDING GEAR & GEAR PUMP CB	IN
LANDING	TAIL LOW as smoothly as possible
BRAKING	MINIMUM NECESSARY
TAXING	SLOWLY
ENGINE	SHUTDOWN before impacting gear

LANDING WITH A FLAT MAIN TIRE

APPROACH	NORMAL – FULL FLAPS
TOUCHDOWN	GOOD TIRE FIRST- Hold airplane off flat tire as long as possible with aileron control
DIRECTIONAL CONTROL	Maintain using brake on good wheel as required.



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**LANDING WITH A DEFECTIVE NOSE GEAR
(or Flat Nose Tire)**

MOVABLE LOAD	TRANSFER to baggage area
PASSENGER	MOVE TO REAR SEATS
BEFORE LANDING CHECK LIST	COMPLETED
RUNWAY	HARD SURFACE OR SMOOTH SOD
WING FLAPS	30°
CABIN DOORS	UNLATCH (Prior to Touchdown)
AVIONIC POWER & MASTER SWITCH	OFF when landing is assured
LAND	SLIGHTLY TAIL LOW
MIXTURE	IDLE CUT - OFF
IGNITION SWITCH	OFF
FUEL SELECTOR VALVE	CLOSED
ELEVATOR CONTROL	HOLD NOSE OFF GROUND as long as possible
AIRPLANE	EVACUATE as soon as it stops

**AMMETER SHOWS EXCESSIVE RATE OF CHARGE
(Full scale deflection)**

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ALTERNATOR	OFF
ALTERN. CIRCUIT BREAKERS	PULL
NON ESSENTIAL EQUIPMENT	OFF
FLIGHT	TERMINATE as soon as practical

**LOW VOLTAGE LIGHT ILLUMINATE ON DURING
FLIGHT
(Ammeter indicate discharge)**

AVIONIC POWER SWITCH	OFF
ALTERN. CIRCUIT BREAKERS	CHECK IN
MASTER SWITCH	OFF/ON
LOW VOLTAGE LIGHT ON DURING FLIGHT	CHECK OFF
AVIONICS POWER SWITCH	ON
IF LOW VOLTAGE LIGHT ILLUMINATES AGAIN	
ALTERNATOR SWITCH	OFF
NON ESSENTIAL EQUIPMENT	OFF
FLIGHT	TERMINATE as soon as practical

This Check List is compliant to Section 3 – Emergency Procedure of the **PILOT'S OPERATING HANDBOOK & AIRPLANE FLIGHT MANUAL 1st Edition – Rev. 2 Dated December 1983 Publication Number: D1194-2-13PH issued by CESSNA AIRCRAFT COMPANY – WICHITA - KANSAS**

Sky Services Flight Academy



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