

SKYHAWK N2720E

EMERGENCY/ABNORMAL CHECKLIST

For Use Only With an Approved C-172N POH/AFM
(Revised 10/19)

NOTE:

Immediate Action Items are Shown in **Bold**.

ENGINE FAILURE DURING TAKEOFF ROLL

- Throttle** **CLOSE**
- Brakes** **APPLY**
- Wing Flaps **RETRACT**
- Mixture **IDLE CUT-OFF**
- Magnetos **OFF**
- Master Switch **OFF**

ENGINE FAILURE

IMMEDIATELY AFTER TAKEOFF

- Airspeed** **LOWER NOSE & PITCH FOR BEST GLIDE**
- Land **STRAIGHT AHEAD/AVOID OBSTACLES**
- Flaps **(30° RECOMMENDED) AS REQUIRED**
- Power **AS AVAILABLE**
- Time Permitting **DECLARE EMERGENCY**
- Mixture **CUTOFF**
- Fuel Selector Valve **OFF**
- Magnetos **OFF**
- Master Switch **OFF**
- Doors **UNLATCH**

ENGINE FAILURE IN FLIGHT (Restart)

- Airspeed** **BEST GLIDE**
Note wind direction and speed, Pick & fly toward landing site
- Carburetor Heat** **ON**
- Fuel Selector Valve** **BOTH**
- Mixture** **RICH**
- Magnetos **BOTH**
- Starter **(IF PROP NOT WINDMILLING) ENGAGE**
- Primer **IN & LOCKED**

EMERGENCY LANDING NO ENGINE POWER

- Airspeed** **BEST GLIDE**
- Land Area **SELECT & INSPECT**
- Mixture **IDLE CUT-OFF**
- Fuel Selector Valve **OFF**
- Magnetos **OFF**
- MAYDAY** **TRANSMIT (LAST KNOWN FREQ./121.5)**
- Squawk **7700**
- Wing Flaps **(30° RECOMMENDED) AS REQUIRED**
- Master Switch **OFF**
- Doors **UNLATCH PRIOR TO TOUCHDOWN**
- Touchdown **SLIGHTLY TAIL LOW**
- Brakes **APPLY HEAVILY**

PRECAUTIONARY LANDING

WITH ENGINE POWER

- Airspeed **BEST GLIDE**
- Land Area **SELECT & INSPECT**
- Avionics Master Switch & Electrical Switches **OFF**

ON FINAL APPROACH

- Wing Flaps **30°**
- Airspeed **60 KIAS**
- Master Switch **OFF**
- Doors **(Prior to Touchdown) UNLATCH**
- Touchdown **SLIGHTLY TAIL LOW**
- Ignition Switch **OFF**
- Brakes **APPLY HEAVILY**

ENGINE FIRE DURING START

- Cranking** **CONTINUE**
to get the engine started which would suck flames and accumulated fuel through carburetor and into engine.

IF ENGINE STARTS

- Power **1700 RPM (for a few minutes)**
- Engine **SHUTDOWN**

IF ENGINE FAILS TO START

- Throttle** **FULL OPEN**
- Mixture** **IDLE CUT-OFF**
- Cranking** **CONTINUE**
- Fire Extinguisher **OBTAIN**
- Master Switch **OFF**
- Ignition Switch **OFF**
- Fuel Selector Valve **OFF**
- Fire **EXTINGUISH**
- Aircraft **EVACUATE**

ENGINE FIRE IN FLIGHT

- Mixture** **IDLE CUT-OFF**
- Fuel Selector Valve** **OFF**
- Master Switch **OFF**
- Cabin Heat & Air **OFF (Except Overhead Vents)**
- Airspeed **AT LEAST 100 KIAS**
- Forced Landing **EXECUTE**

ELECTRICAL FIRE IN FLIGHT

- Master Switch** **OFF**
- Vents, Cabin Heat & Air** **CLOSED**
- Fire Extinguisher** **ACTIVATE**
- Avionics Power Switch **OFF**
- All Other Switches (Except Ignition) **OFF**

WHEN FIRE IS OUT

- Cabin **Ventilate**
- IF FIRE APPEARS OUT & ELECTRICAL POWER REQUIRED**
- Master Switch **ON**
- Circuit Breakers **CHECK FAULTY CIRCUIT, DO NOT RESET**
- Avionics Power Switch **ON**
- Radios & Electrical Switches **ON (One at a Time)**

LAND AS SOON AS POSSIBLE

CABIN FIRE

Master Switch..... OFF
Vents, Cabin Air/Heat CLOSED
Fire ExtinguisherACTIVATE
CabinVENTILATE (When Fire is Out)

LAND AS SOON AS POSSIBLE

WING FIRE

Navigation Light Switch OFF
Pitot Heat Switch OFF
Strobe Light Switch OFF

Perform 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.

AMMETER: EXCESSIVE RATE OF CHARGE

For Ammeter Full-Scale Deflection

Alternator OFF
Nonessential Radio/Electrical Equipment OFF
Flight..... TERMINATE AS SOON AS PRACTICAL

OVER-VOLTAGE LIGHT ILLUMINATES

Avionics Power Switch..... OFF
Master Switch..... OFF (Both Sides)
Master Switch..... ON
Over-Voltage Light..... CHECK OFF
Avionics Power Switch..... ON

IF OVER-VOLTAGE LIGHT ILLUMINATES AGAIN

Flight..... TERMINATE AS SOON AS POSSIBLE

AMMETER SHOWS DISCHARGE

Avionics Power Switch..... OFF
Master Switch..... OFF
Alternator Circuit Breaker CHECK IN
Master Switch..... ON

If not Charging...

Alternator OFF
Nonessential Radio/Electrical Equipment OFF
Flight..... TERMINATE (As Soon as Practical)

INADVERTENT ICING ENCOUNTER

Pitot Heat ON
Course/Altitude ... REVERSE/CHANGE FOR BETTER O.A.T.
Cabin Heat/Defrost..... FULL ON
Throttle..... FULL (Minimize Ice Buildup on Propeller)
Carburetor Heat AS REQUIRED

Unexplained loss of engine speed could be caused by carburetor ice or intake filter ice.

Wing Flaps LEAVE RETRACTED
Windscreen REMOVE ICE

Reach through side window and scrape ice from a portion of the windscreen for visibility in the landing approach.

Approach65-75 KIAS (Depending on Ice Accumulation)
Touchdown.....LEVEL FLIGHT ATTITUDE

With ice accumulations of 1/4" or more on the wing leading edges, be prepared for significantly higher stalling speeds.

STATIC SOURCE BLOCKAGE

Alternate Static Source Valve.....PULL ON
Airspeed CONSULT TABLES IN POH SECTION 5

SPIN RECOVERY

Throttle..... IMMEDIATELY CLOSED
Ailerons NEUTRALIZE
Rudder..... FULL, OPPOSITE ROTATION
Turn Coordinator Indicates Direction of Rotation
Elevator Control BRISKLY FORWARD

WHEN ROTATION STOPS

Rudder..... NEUTRALIZE
Make Smooth Recovery From Resulting Dive

LANDING WITH A FLAT MAIN TIRE

ApproachNORMAL
Touchdown.....GOOD TIRE FIRST
Hold airplane off flat tire as long as possible.

LANDING WITH A FLAT NOSE TIRE

Approach NORMAL
Flaps AS REQUIRED
Touchdown.....ON MAINS (HOLD NOSE OFF)
Elevator Control FULL AFT UNTIL AIRCRAFT STOPS

CLEANING FOULED SPARK PLUGS

AFTER EXCESSIVE RPM DROP

(CAUTION: Hold brakes securely and remain vigilant for aircraft movement; only perform runup on surface free from gravel/dirt)

Throttle..... FULL
Mixture..... LEAN FOR RPM RISE

Maintain for 30 Seconds

Mixture..... FULL RICH
Throttle..... 1700

Perform Mag Check

NOTE:

While performing the above checklist, do not allow oil temperature to reach redline and be vigilant of oil pressure.

EMERGENCY DESCENT

Throttle..... IDLE
Mixture..... FULL RICH
Carburetor Heat ON
Bank..... 45°
Airspeed PITCH FOR Vno
Forced Landing EXECUTE