

### CABIN FIRE

Master Switch ..... OFF  
Vents, Cabin Air/Heat ..... CLOSED  
Fire Extinguisher .....ACTIVATE  
Cabin ..... VENTILATE (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

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

### 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.*

### VACUUM SYSTEM FAILURE

Vacuum Gauge ..... CHECK

*If vacuum is not within normal operating limits, a failure has occurred in the vacuum system and partial panel procedures may be required for continued flights.*

### 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*

### 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.*

Approach ..... 65-75 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

### LANDING WITH A FLAT MAIN TIRE

Approach ..... NORMAL

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

NORTHWEST FLIGHT SCHOOL

SKYHAWK N3021E

EMERGENCY/ABNORMAL CHECKLIST

For Use Only With an Approved C-172N POH/AFM (Revised 9/28/13)

NOTE:

Immediate Action Items are Shown in Bold.

ENGINE FAILURE DURING TAKEOFF ROLL

- Throttle ... CLOSE
Brakes ... APPLY
Wing Flaps ... UP
Mixture ... IDLE CUT-OFF
Ignition ... OFF
Master Switch ... OFF

ENGINE FAILURE

IMMEDIATELY AFTER TAKEOFF

- Airspeed ... LOWER NOSE & PITCH FOR BEST GLIDE
Land ... STRAIGHT AHEAD/AVOID OBSTACLES
Flaps ... (40° RECOMMENDED) AS REQUIRED
Power ... AS AVAILABLE
Time Permitting ... DECLARE EMERGENCY
Mixture ... CUTOFF
Fuel Selector Valve ... OFF
Ignition Switch ... OFF
Master Switch ... OFF
Doors ... UNLATCH

ENGINE FAILURE DURING FLIGHT (Restart)

- Airspeed ... BEST GLIDE
Note wind direction and speed, Pick & fly toward landing site
Carburetor Heat ... ON
Fuel Selector Valve ... BOTH
Mixture ... RICH
Ignition Switch ... BOTH, CHECK L & R (START if prop not windmilling)
Primer ... IN & LOCKED

PRECAUTIONARY LANDING

WITH ENGINE POWER

- Airspeed ... BEST GLIDE
Landing Area ... SELECT & INSPECT
Avionics Master Switch & Electrical Switches ... OFF

ON FINAL APPROACH

- Wing Flaps ... 40°
Airspeed ... 60 KIAS
Master Switch ... OFF
Doors ... (Prior to Touchdown) UNLATCH
Touchdown ... SLIGHTLY TAIL LOW
Ignition Switch ... OFF
Brakes ... APPLY HEAVILY

EMERGENCY LANDING NO ENGINE POWER

- Airspeed ... BEST GLIDE
Landing Area ... SELECT & INSPECT
Mixture ... IDLE CUT-OFF
Fuel Selector Valve ... OFF
Ignition Switch ... OFF
MAYDAY ... TRANSMIT (LAST KNOWN FREQ./121.5)
Squawk ... 7700
Wing Flaps ... (40° RECOMMENDED) AS REQUIRED
Master Switch ... OFF
Doors ... UNLATCH PRIOR TO TOUCHDOWN
Touchdown ... SLIGHTLY TAIL LOW
Brakes ... APPLY HEAVILY

EMERGENCY DESCENT

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

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



NORTHWEST FLIGHT SCHOOL