

Approved Procedures

ENGINE FAILURE DURING TAKEOFF ROLL

| | | |
|----------------------------|---------------|--------------|
| Throttle | Full/Full Out | IDLE |
| Brakes | | APPLY |
| Wing Flaps | | RETRACT |
| Mixture | Full/Full Out | IDLE CUT-OFF |
| Ignition Switch (Magneton) | | OFF |
| Master Switch (Alt & Bat) | | OFF |

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

| | | |
|----------------------------|------------------|----------------------------|
| Airspeed | From 50% 70-KIAS | From 5000 65-KIAS |
| Mixture | Full/Full Out | IDLE CUT-OFF |
| Fuel Shutoff Valve | Full/Full Out | PULL FULL OFF |
| Ignition Switch (Magneton) | | OFF |
| Wing Flaps | Full Recommended | AS REQUIRED |
| STBY Batt Switch | | OFF |
| Master Switch (Alt & Bat) | | OFF |
| Cabin Door | | UNLATCH PRIOR TO TOUCHDOWN |
| Land | | STRAIGHT AHEAD |

ENGINE FAILURE IN FLIGHT - Restart Sequence

| | | |
|---------------------|-----------------------------|---------|
| Airspeed | Wg Best Stalling Speed | 68-KIAS |
| Fuel Shutoff Valve | Push Full In | ON |
| Fuel Selector Valve | | BOTH |
| Fuel Pump Switch | | ON |
| Mixture Control | If restart has not occurred | RICH |
| Ignition Switch | If emp stopped START | BOTH |
| Fuel Pump Switch | | OFF |

EMERGENCY LANDING WITHOUT ENGINE POWER

| | | |
|----------------------------|-----------------------|----------------------------|
| Pilot&Passenger Seat Backs | MOST UPRIGHT POSITION | SECURE |
| Seats and Seat Belts | | SECURE |
| Airspeed | From 50% 70-KIAS | From 5000 65-KIAS |
| Mixture | Full/Full Out | IDLE CUT-OFF |
| Fuel Shutoff Valve | Full/Full Out | OFF |
| Ignition Switch (Magneton) | | OFF |
| Flaps | Full recommended | AS REQUIRED |
| STBY Batt Switch | | OFF |
| Master Switch (Alt & Bat) | When landing assured | OFF |
| Doors | | UNLATCH PRIOR TO TOUCHDOWN |
| Touchdown | | SLIGHTLY TAIL LOW |
| Brakes | | APPLY HEAVILY |

ENGINE FIRE DURING START ON GROUND

| | | |
|---|--|--------------|
| Ignition (Magneton) | Continue Cranking | START |
| If engine starts, Throttle | | 1800 RPM |
| Engine SHUTDOWN and inspect for damage | | |
| If engine fails to start, Throttle | Push Full In | FULL OPEN |
| Mixture | Full/Full Out | IDLE CUT-OFF |
| Ignition (Magneton) | Continue Cranking | START |
| Fuel Shutoff Valve | Full/Full Out | OFF |
| Fuel Pump Switch | | OFF |
| Ignition Switch (Magneton) | | OFF |
| STBY Batt Switch | | OFF |
| Master Switch (Alt & Bat) | | OFF |
| Engine | | SECURE |
| Parking Brake | | RELEASE |
| Fire Extinguisher | | OBTAIN |
| Aircraft | | EVACUATE |
| Fire | Using fire extinguisher, wool blankets, or fire EXTINGUISH | |
| Fire Damage Report & damaged components | | INSPECT |

ENGINE FIRE IN FLIGHT - Emergency Descent

| | | |
|---------------------------|------------------------------------|--------------|
| Mixture | Full/Full Out | IDLE CUT-OFF |
| Fuel Shutoff Valve | Full/Full Out | PULL OUT OFF |
| Fuel Pump Switch | | OFF |
| Master Switch (Alt & Bat) | | OFF |
| Cabin Vents | As needed | OPEN |
| Cabin Heat and Air | Push Full IN, except overhead area | OFF |
| Airspeed | | 500 KIAS |
| Force Landing | Land ASAP, Refer to POH | EXECUTE |

FORCED LANDING TO THE BEST SPOT (A-B-C Procedure)

| | | |
|----------------------|-----------------------|---------|
| Seats and Seat Belts | | SECURE |
| Airspeed | Wg Best gliding speed | 68-KIAS |
| Best spot | Turn into the wind | DECIDE |

Checklist Procedures: Apply the POH/MM

| | | |
|----------------------------|----------------------------|-------------------|
| Mixture | Full/Full Out | IDLE CUT OFF |
| Fuel Shutoff Valve | Full/Full Out | OFF |
| Ignition Switch (Magneton) | | OFF |
| Flaps | Full recommended for final | AS REQUIRED |
| Master Switch (Alt & Bat) | | OFF |
| Doors | When landing is assured | UNLATCH |
| Touchdown | Prior to touchdown | Slightly Tail Low |
| Brakes | | APPLY HEAVILY |

ELECTRICAL FIRE IN FLIGHT- Land As soon as possible

| | | |
|---|--------------------------------------|----------|
| STBY Batt Switch | | OFF |
| Master Switch (Alt & Bat) | | OFF |
| Vents/Cabin Air/Heat | Push Full IN, to avoid drift | CLOSED |
| Fire Extinguisher | | ACTIVATE |
| Avionics Switch (BUS1 and BUS2) | | OFF |
| All other switches | except ignition (magneton) | OFF |
| Vents/Cabin Air/Heat | When use for fire fully extinguished | OPEN |
| If fire is out, and electrical power is necessary for flight: | | |
| Circuit Breakers | For Open CircuitED, do not reset | CHECK |
| Master Switch (Alt & Bat) | | ON |
| STBY BATT Switch | | ARM |
| AVIONIC Switch (BUS1) | | ON |
| AVIONIC Switch (BUS2) | | ON |

Cessna 172S G1000 Checklist (Continue)

SIMULATED ENGINE FAILURE IN FLIGHT (FOR OUR AERO)

* A- Airspeed establish 50-70-K, (less loss of altitude)
 * B- Best place to land (Select a spot, fly into the wind, clear of obstacles, MARKED OR, Square 7000.)
 * C- Checklist (Restart sequence as explained above, Refer POH if engine doesn't start, MARKED OR, 7000, 20 Miles West of Denver, Altitude 7000, Altitude 2000, Engine Failure, If engine on board, forced landing immediate.)
 Apply the checklist items as demonstrated "FORCED LANDING TO THE BEST SPOT"

ELECTRICAL MALFUNCTIONS
 Symptoms: low/high voltage annunciator lights and/or discharge signs on POH. Immediate actions include below:

IGNITION SWITCH (MAGNETON) ANNUNCIATOR COMES ON OR MI BATT AMPG (MIS) SHOWS (Fuel/charge regulator problem)
 Master Switch ALT Only OFF
 Electrical Load- Reduce immediately as follows: Avionics Switch (BUS1) OFF, Fuel Heat OFF, SEACON, Landing, Taxi, A/C, Strake Lights and Cabin Heat. 22V OFF.
 Note: The main battery supplies electrical power to the main and essential buses until MI BATT VOLT is decreased below 20 volts. Once MI BATT VOLT falls below 20 V, the STBY Batt. System will automatically supply electrical power to the essential bus for at least 30 min. Select ADMS MIC and NAVS on the master panel and turn to the center frequency before entering frequency on 2 OFF.
 Code Land NAVS ... Turn to ACTIVE Frequency
 CodeS MIC and NAVS ... 2000 MIC and NAVS will be operative. SELECT Flight Devices ... Land in case of problem. TERMINATE

LOW VOLTAGE: LOW VOLTAGE ANNUNCIATOR (LVA) SHOWS
 Throttle Control - 1000 RPM, Low Voltage Annunciators - Check OFF.
 Note: Low Voltage annunciator remains on at 1000 RPM - Authorized maintenance personnel must do electrical system inspection prior to flight.

LOW VOLT ANNUNCIATOR COMES ON or DOES NOT GO OFF AT HIGHER RPM.
 Master Switch ALT Only OFF
 ALT FIELD Circuit Breaker CHECK IN
 Master Switch (Alt & Bat) CHECK IN
 Low Voltage Annunciators CHECK OFF
 MI BATT VOLT 20V or above MIC & NAVS CHECK OFF
 MI BATT AMPG CHECK OFF

ADMS MIC and NAVS ... Turn to ACTIVE Frequency
 CodeS MIC and NAVS ... 2000 MIC and NAVS will be operative. SELECT Flight Devices ... Land in case of problem. TERMINATE
 When AVIONIC BUS 2 is not in use, the following items will not operate: Autopilot, Audio Panel, COMMS & NAVS, Transmission, SFD
ADMS DATA SYSTEM FAILURE: NO X - PFD Airspeed Indicator
 ADMS BUS Circuit Breakers (E1, E2, E3, E4, E5, E6, E7, E8, E9, E10) CHECK IN
 Airspeed Indicator CHECK OFF
ADMS DATA SYSTEM FAILURE: NO X - PFD Airspeed Indicator
 ADMS BUS Circuit Breakers (E1, E2, E3, E4, E5, E6, E7, E8, E9, E10) CHECK IN
 Standby Attitude. USE FOR ALTITUDE INFORMATION

ADMS MIC and NAVS ... Turn to ACTIVE Frequency
 CodeS MIC and NAVS ... 2000 MIC and NAVS will be operative. SELECT Flight Devices ... Land in case of problem. TERMINATE
 When AVIONIC BUS 2 is not in use, the following items will not operate: Autopilot, Audio Panel, COMMS & NAVS, Transmission, SFD
ADMS DATA SYSTEM FAILURE: NO X - PFD Airspeed Indicator
 ADMS BUS Circuit Breakers (E1, E2, E3, E4, E5, E6, E7, E8, E9, E10) CHECK IN
 Standby Attitude. USE FOR ALTITUDE INFORMATION
RED X - HORIZONTAL SITUATION INDICATOR (HSI)
 ADMS BUS Circuit Breakers (E1, E2, E3, E4, E5, E6, E7, E8, E9, E10) CHECK IN
 Standby Attitude. USE FOR ALTITUDE INFORMATION
ICING (Avoid Visible Moisture, Freezing Rain/Temperature)
 Pilot Heat ON
 Flight Decision Turn Back or Change Altitude
 Cabin Heat ON
 Note: Increase Engine Speed to Minimum Prop. Ice. Watch for signs of ice accretion on the wing. Push a landing at the nearest airport.

WINDSHIELD CRACKS (air bleed, pump failure)
 Vacuum Indicator (VACV) CHECK EIS ENGINE PAGE (Make sure vacuum pointer is in green band limit)
 VFR flight TERMINATE
 Flight Decision LAND AS SOON AS PRACTICAL
SMOKE/FIRE IN CABIN (usually caused by electrical, heating system malfunction)
 Identify the Source of Fire ELIMINATE/REDUCE
 Note: Only Batt Switch and Master Switch OFF clear all windows and vents, after fire extinguished, open windows, if fire persists.
 Emergency Descent Forced landing. LAND ASAP

MANEUVERS CHECKLIST

BEFORE MANEUVER CHECK (PHASE1 and PPT)

| | |
|---------------|--|
| Height | 1500 AGL OR BETTER |
| Area | CLEAR OF TERRAIN, PICK FORCED LANDING SITE |
| Security | SEAT BELTS, ITEMS SECURE, FLAPS UP |
| Engine | Fuel selected, mixture, gauges, FLOW |
| Low-altitude | Test 90 degree turns |
| POH Checklist | CLEARING TURNS |
| POH Checklist | POWER, PITCH, TRIM |

STEP TURNS- HASEL, PPT

| | | |
|-------------------|--|--------------|
| Throttle | | 2500-RPM |
| Airspeed | Into the airplane | 60-KIAS |
| Heading | Push a reference point | NOTE and BUS |
| Turn | Smooth, 90-90° bank angle | BUS IN |
| Approach Airspeed | Less than 6000 RPM and 200 | MAINTAIN |
| Altitude | 20' prior to entry heading, roll out | MAINTAIN |
| Throttle | Maintain initial altitude and airspeed | 2500-RPM |

SLOW FLIGHT- HASEL, PPT

| | | |
|----------|-------------------------------|-------------------------------|
| Throttle | | 2500-RPM |
| Flaps | | MAINTAIN |
| Airspeed | Start warning horn on | INCREMENTALLY TO FULL 45-KIAS |
| Throttle | | AS REQUIRED |
| Throttle | Recovery | FULL OPEN |
| Flaps | | Raise to 20° |
| Airspeed | | Wg 62-KIAS |
| Flaps | | Raise INCREMENTALLY |
| Altitude | Initial altitude and airspeed | MAINTAIN |

POWER-ON STALL (Takeoff Stall)

| | | |
|----------------------|---------------------------------|-----------------------|
| HASEL | | PERFORM |
| Throttle | | 1500-RPM |
| Altitude | | MAINTAIN |
| Airspeed | | 62-KIAS |
| Throttle | | FULL OPEN |
| Pitch | Between 12° - 20° nose up | SLOWLY INCREASE |
| As Stall Recognition | | REDUCE AOA to horizon |
| Airspeed | | Wg 74-KIAS |
| Altitude | PPT-determined initial altitude | RECOVER |
| Throttle | | AS REQUIRED |

Velocity Speeds (KIAS)

| | |
|--|---------|
| Maximum Speed | 100 |
| Best Glide Speed | 55 |
| Best angle of climb speed | 60 |
| Best rate of climb speed | 74 |
| Maximum Flap Speed | 100 |
| Stalling speed (flaps up, clean) | 48 |
| Stalling speed (flaps down, clean) | 40 |
| Stalling speed (flaps down, gear down) | 40 |
| Maneuvering Speed | 100-105 |
| Final Approach Speed | 60-70 |

TAF/METAR Abbreviations

| Abbreviation | Meaning |
|--------------|--------------|
| BR | Light rain |
| CU | Clouds |
| CB | Thunderstorm |
| CA | Caution |
| CC | Clear |
| CD | Cloud |
| CE | Clear |
| CG | Clear |
| CH | Cloud |
| CI | Cloud |
| CM | Cloud |
| CO | Cloud |
| CS | Cloud |
| CT | Cloud |
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G1000 Quick Reference Guide

DP Hallahan



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ander jou ook mist en dan maar hopen dat dat het geval is

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