

CESSNA 172R (N35408)

FLIGHT CREW CHECKLIST



ELMENDORF AFB
AERO CLUB

CESSNA 172R *CHECKLIST*

DATA AND INFORMATION IN THIS CHECKLIST IS OBTAINED FROM SEVERAL DIFFERENT SOURCES AND IS PRESENTED ONLY AS A GUIDE.

THE PILOT IS RESPONSIBLE FOR THE SAFE OPERATION OF THE AIRCRAFT AND IT IS THE PILOT'S RESPONSIBILITY TO VERIFY THE ACCURACY OF THIS DATA.

THE EMERGENCY CHECKLIST IS PRESENTED AS RECOMMENDED ACTIONS. SOME SITUATIONS MAY REQUIRE THE PILOT TO DEVIATE IN THE INTEREST OF SAFETY.

HAVE A SAFE FLIGHT!

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PREFLIGHT INSPECTION

CABIN

- Legal Items - Check

A Air Worthiness Certificate	A Annual Inspection
R Aircraft Registration	V VOR
O Owner's Manual	I 100-Hour Inspection
W Weight & Balance	A Altimeter
	T Transponder
	E ELT

- Emergency Equipment - Check, *as required*
- HOBBS Meter - RECORD (*Flight Plan filed*)

-
- Control Wheel Lock..... REMOVE
 - Ignition Switch OFF
 - Avionics Master Switch..... OFF
 - Mixture IDLE CUT-OFF
 - Master **(RED)** Switches ON
 - Avionics Master Switch..... ON
 - Avionics Cooling Fan CHECK AUDIBLY
 - Avionics Master Switch..... OFF
 - Fuel Quantity Indicators CHECK
 - Pitot Heat Switch ON (*check for heat, then off*)
 - Annunciator Panel Low Fuel Annunciators..... OUT
 - Annunciator Panel Test Switch..... TEST (*11 indicator lights*)
 - Flaps..... EXTEND
 - Interior Lights CHECK (*for night flights*)
..... OFF (*for day flights*)
 - Exterior Lights CHECK
 - Master **(RED)** Switches OFF
 - Static Pressure Alternate Source Valve OFF (*Push in*)
 - Fuel Selector Valve..... BOTH
 - Fuel Shutoff Valve..... ON (*Push Full In*)

PREFLIGHT INSPECTION (continued)**EMPENNAGE**

1. Baggage Door.....SECURE
2. Flight Control Surfaces..... CHECK (*freedom of movement*)
3. Trim Tab..... CHECK (*secure*)
4. Flashing BeaconCHECK (*lens secure*)
5. Tail Light.....CHECK (*lens secure*)
6. Tail Tie-DownDISCONNECT
7. Antennas CHECK

RIGHT WING

1. Fuel Sumps (5) DRAIN (*free of water, sediment, closed*)
2. Wing Tie-Down/Ground/ChocksDISCONNECT
3. Wheel and Brakes.... CHECK (*security, leaks, pressure, wear*)
4. Wing FlapCHECK (*security, linkage, and track*)
5. Aileron..... CHECK (*freedom of movement and secure*)
6. Wing Tip and Navigation LightCHECK (*lens secure*)
7. Fuel Quantity CHECK VISUALLY & SECURE CAP

PREFLIGHT INSPECTION (continued)**NOSE**

1. Engine Oil Level..... CHECK (*Max: 8 qt / Min: 5 qt*)
2. Fuel Sumps (3) DRAIN (*free of water, sediment*)
3. Prop & Prop SpinnerCHECK (*for nicks, security*)
4. Engine Cowling CHECK (*for security*)
5. Alternator Belt CHECK
6. Engine Cooling Inlets CHECK
7. Air Filter CHECK (*for restrictions*)
8. Nose Wheel/Strut and Tire CHECK (*for proper inflation*)
9. Static Source OpeningCHECK (*no obstruction*)
10. Windshield.....CHECK (*clean*)

LEFT WING

1. Fuel Quantity CHECK & SECURE CAP
2. Wheel and Brakes.... CHECK (*security, leaks, pressure, wear*)
3. Stall Warning Opening CHECK (*for stoppage*)
4. Wing Tie-Down/Ground/ChocksDISCONNECT
5. Pitot TubeCHECK (*for obstructions*)
6. Fuel Vent Opening CHECK (*for stoppage*)
7. Landing & Taxi Light.....CHECK (*lens secure*)
8. Wing Tip and Navigation LightCHECK (*lens secure*)
9. Aileron..... CHECK (*freedom of movement and secure*)
10. Wing FlapCHECK (*security, linkage, and track*)
11. Fuel Sumps (5) DRAIN (*free of water, sediment, closed*)

CREW BRIEFING

- Flight Profile
- PIC
- Safety Pilot Duties: Clearing, Traffic Calls
- Transfer of Aircraft Control: AC 61.115
- Simulated Emergency Procedures
 - ☞ Continue checklist actions until stopped
 - ☞ Engine Failure - Throttle Only
 - ☞ Engine Clearing – every 500 Feet
- Actual Emergencies
- CRM
 - ☞ Sterile Cockpit:
 - T/O to L/O
 - Enter/In pattern for landing?
 - ☞ Who reads ground checklists?
 - ☞ Who reads airborne checklists?
 - ☞ Who sets radios?
 - ☞ Who answers radios?
 - ☞ Who navigates?
- Personal Minimums
 - ☞ Altitude ± ____ Feet
 - ☞ Airspeed ± ____ Knots
 - ☞ Heading ± ____ Degrees
- Simulated Instrument Approaches (If applicable)
 - ☞ Fly until simulated breakout

PRE TAKE-OFF PREPARATION

BEFORE STARTING ENGINE

1. Ignition KeyINSERTED
2. Preflight InspectionCOMPLETE
3. Tie-Downs / Chocks / Ground..... REMOVED
4. Seat Belts and Harnesses FASTENED
5. Parking Brake SET (*as desired*)
6. Circuit Breakers.....CHECKED IN
7. Avionics Power SwitchOFF
8. Fuel Selector Valve BOTH
9. Fuel Shutoff Valve ON (*Push Full In*)
10. Alternate AirOFF (*Push Full In*)

CAUTION

*The avionics power must be **OFF** during engine start to prevent damage to the avionics.*

11. Beacon Switch ON
12. Brakes APPLY

PRE TAKE-OFF PREP (continued)**STARTING ENGINE***If engine is warm, omit steps 2 & 4 below.*(Brief - **Engine Fire During Start** Emergency Procedure)

1. ThrottleOPEN 1/4 INCH
2. Mixture RICH
3. Master **(RED)** Switches ON
4. Auxiliary Fuel PumpON 3 SECONDS, THEN OFF
5. Mixture IDLE CUTOFF
6. Propeller Area.....CLEAR
7. Ignition Switch START
8. Mixture Advance to RICH when engine starts
9. Throttle 1000 RPM
10. Oil PressureCHECK, IN GREEN

AFTER STARTING ENGINE

1. Navigation Lights On as required
2. Avionics Master SwitchON (*Set and check volumes*)
3. Radios And Transponder..... SET and STANDBY
 ATIS 124.30
 Elmendorf Ground..... 121.80 / CLR DEL 128.80
 Elmendorf Tower..... 127.20
4. GPS.....PRESS “ENT” (OK (3 times) / ACKNOWLEDGE)
5. Suction.....IN GREEN, Annunciator Lights - OUT
6. FlapsRETRACT
7. Mixture LEAN (*as appropriate*)
8. ATIS/AWOS CHECK (*if applicable*)
9. Radio Call.....AS REQUIRED

PRE TAKE-OFF PREP (continued)**TAXIING***Single Pilot Rules**No Checklist items while taxiing*

1. Clear Area.....RADIO CALL (*as necessary*)
2. Brakes CHECK
3. Flight Controls..... SET FOR WIND

ENGINE RUN-UP

1. Parking Brake SET (*as desired*)
2. Seats, Seatbelts/Shoulder HarnessesSECURE
3. Doors/Windows.....CLOSED/LOCKED
4. Flight Controls.....FREE and CORRECT
5. Flight Instruments..... CHECK & SET
6. Fuel Quantity CHECK
7. Mixture RICH
8. Fuel Selector Valve RECHECK BOTH
9. Oil Pressure IN GREEN
10. Elevator Trim..... TAKE-OFF (*clear area behind plane*)
11. Throttle 1800 RPM
 - a. Magnetos.....CHECK (*150 max. drop; 50 differential*)
 - b. Alternate Air CHECK (*slight RPM drop*)
 - c. Engine Instruments, Ammeter, Suction Gauge ... CHECK
 - d. Annunciator PanelTEST / NONE ILLUMINATED
12. Throttle SLOWLY RETARD TO IDLE, (Rig Check)
13. Throttle 1000 RPM
14. Throttle Friction LockADJUSTED
15. Radios & AvionicsSET

PRE TAKE-OFF PREP (continued)

BEFORE TAKE-OFF CHECK

1. Pre-Take-off Briefing:
 - AIRSPEEDS → DISTANCES
 - DEPARTURE → EMERGENCY PROCEDURES
2. Wing Flaps..... SET FOR TAKE-OFF (0⁰ or 10⁰)
3. Engine InstrumentsCHECK IN GREEN
4. Navigation InstrumentsSET (if required)
5. GPS..... FLIGHT PLAN SELECTED (if required)
6. Autopilot.....OFF
7. Parking Brake RELEASE
8. Radio Call.....AS REQUIRED

When Cleared for Takeoff

9. Transponder ON (“ALT”)
10. Landing Light ON
11. Strobe/Nav Lights AS DESIRED

(For amplified take-off procedures, see POH.)

TAKE-OFF PROCEDURES

NORMAL TAKE-OFF

1. Wing Flaps..... RECHECK 0⁰ (Normal Setting)
2. Heading IndicatorCHECK ALIGNMENT
3. ThrottleAdvance Smoothly to FULL OPEN
4. Engine InstrumentsCHECK IN GREEN
5. Airspeed Indicator CHECK for Indication
6. Rotate.....55 KIAS
7. Climb Speed70 - 80 KIAS (or as instructed)
8. Wing Flaps RECHECK UP (after clear of obstacles)

SHORT FIELD TAKE-OFF

1. Wheel Brakes..... APPLY
2. Wing Flaps..... RECHECK 10⁰
3. Heading IndicatorCHECK ALIGNMENT
4. ThrottleAdvance Smoothly to FULL OPEN
5. Mixture RICH (above 3,000', lean to max RPM)
6. Engine InstrumentsCHECK IN GREEN
7. Wheel Brakes..... RELEASE
8. Airspeed Indicator CHECK FOR INDICATION
9. Rotate.....55 KIAS
10. Climb Speed65 KIAS (until clear of obstacles)
11. Wing Flaps.....RETRACT (after clear of obstacles)

TAKE-OFF PROCEDURES (continued)

SOFT FIELD TAKE-OFF

1. Wing Flaps.....RECHECK 10⁰
2. Heading IndicatorCHECK ALIGNMENT
3. Control Wheel FULL AFT
4. ThrottleAdvance Smoothly to FULL OPEN
5. Control WheelAFT (*to maintain nose wheel off ground*)
6. After Takeoff Maintain in ground effect until 75 KIAS
7. Climb Speed75 KIAS (*until clear of obstacles*)
8. Wing Flaps.....RETRACT (*after clear of obstacles*)

ENROUTE

ENROUTE CLIMB

1. Airspeed..... 70-85 KIAS
If Maximum Rate of Climb is necessary:
 - Sea Level74 KIAS
 - 2000'73 KIAS
 - 8000'72 KIAS
2. Throttle FULL OPEN
3. MixtureRICH below 3000'
.....LEAN for max RPM above 3000'

ENROUTE (continued)

LEVEL OFF/CRUISE

1. Power..... 2100 - 2700 RPM (< 75% power)
2. Elevator Trim..... ADJUST
3. Heading IndicatorSET
4. Mixture LEAN AS APPROPRIATE

Engine should be leaned at any cruise altitude. Consult any IP for procedures if you do not know how.

WARNING

*Improper leaning procedures will
greatly reduce endurance.*

5. Engine InstrumentsCHECK IN GREEN
6. Annunciator PanelCHECK, NONE ILLUMINATED
7. Circuit Breakers..... CHECK IN
8. LightsAS REQUIRED
9. Consult POH for cruise performance
10. Flight Plan Activate IF REQUIRED

DESCENT & LANDING

DESCENT

1. Fuel Selector Valve BOTH
2. Mixture ADJUST (*for smooth operation*)
..... (*FULL RICH for idle*)
3. Power and Trim AS DESIRED
4. Altimeter and NAV/GPS Switch SET
5. Wing Flaps AS DESIRED

Apply power every 1500 feet to avoid excess engine cooling and spark plug fouling.

BEFORE LANDING (GUMPS Check)

1. Seats/Seat Backs/Shoulder Harnesses SECURED
2. Fuel Selector Valve BOTH
3. Mixture RICH
4. Alternate Air CHECK (full out if icing conditions exist)
5. Landing/Taxi Lights ON

NORMAL LANDING

1. Wing Flaps AS DESIRED (< 110 KIAS for 10⁰)
..... (< 85 KIAS for >10⁰)
2. Final Approach Airspeed 65-75 KIAS (Flaps Up)
..... 60-70 KIAS (Flaps 30⁰)
3. Touchdown MAIN LANDING GEAR FIRST
4. Landing Roll LOWER NOSE WHEEL GENTLY
5. Wheel Brakes AS REQUIRED

DESCENT & LANDING (continued)

SHORT FIELD LANDING

1. Airspeed 65-75 KIAS (Flaps UP)
2. Wing Flaps 30⁰ (below 85 KIAS)
3. Airspeed 55 KIAS *on final (or as instructed)*
4. Power. REDUCE TOWARD IDLE (*after obstacle clearance*)
5. Touchdown MAIN LANDING GEAR FIRST
6. Landing Roll LOWER NOSE WHEEL IMMEDIATELY
7. Wheel Brakes APPLY HEAVILY
8. Wing Flaps RETRACT
9. Controls FULL AFT

SOFT FIELD LANDING

1. Airspeed 65-75 KIAS (Flaps Up)
..... 60-70 KIAS (Flaps 30⁰)
2. Wing Flaps 30⁰ (below 85 KIAS)
3. Airspeed 55 KIAS *on final (or as instructed)*
4. Touchdown MAIN LANDING GEAR FIRST
5. Landing Roll HOLD NOSE OFF (*aero brake*)
6. Controls FULL AFT
7. Wheel Brakes/Power AS REQUIRED TO TAXI

DESCENT & LANDING (continued)**BALKED LANDING**

1. Throttle FULL OPEN
2. FlapsRETRACT TO 20° (*Immediately*)
3. Climb Speed60 KIAS
4. FlapsRETRACT TO 10° (*after reaching 60 KIAS*)
..... Maintain 10° (*until clear of all obstacles*)
5. Flaps Up (*after reaching a safe altitude and 75 KIAS*)

AFTER LANDING (Clear of Runway)

1. Wing Flaps.....UP
2. Elevator Trim.....TAKE-OFF
3. MixtureAS REQUIRED
4. LightsAS REQUIRED
5. Transponder.....STBY
6. Flight Controls..... SET *for wind*
7. Radio Call.....AS REQUIRED

DESCENT & LANDING (continued)**SHUTDOWN**

1. All Lights except BeaconOFF
2. ThrottleIDLE
3. Avionics Power SwitchOFF
4. Magnetos GROUND CHECK
5. Throttle 1000 RPM
6. Mixture IDLE CUT-OFF
7. Ignition Switch OFF/KEY REMOVED
8. Master **(RED)** SwitchesOFF
9. Fuel Selector Valve BOTH

SECURING AIRCRAFT

1. Hobbs and Tach.....RECORD
2. Control Lock..... INSTALL
3. Chocked/Tied-Down/Locked/Pitot Cover..... INSTALL
4. Keys / Notebook / Checklist.....RETURNED

FLIGHT PLAN CLOSED

EMERGENCY PROCEDURES

EMERGENCY PROCEDURES

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EMERGENCY PROCEDURES

SPEEDS FOR EMERGENCY OPERATIONS

ENGINE FAILURE AFTER TAKE OFF:

Wing Flaps Up.....70 KIAS

Wing Flaps Down.....65 KIAS

MANEUVERING SPEED:

2550 lbs105 KIAS

2150 lbs98 KIAS

1900 lbs90 KIAS

Maximum Glide Speed.....68 KIAS
9 to 1 Glide Ratio = 1.5 NM/1000'

Precautionary Landing Speed65 KIAS
(With power available)

Landing Without Engine Power:

Wing Flaps Up.....70 KIAS

Wing Flaps Down.....65 KIAS

EMERGENCY PROCEDURES

FIRES

DURING START ON GROUND

1. **Cranking**.....**CONTINUE**, to get a start

IF ENGINE STARTS:

2. Power 1800 RPM for a few minutes
3. EngineSHUTDOWN and inspect for damage

IF ENGINE FAILS TO START:

4. **Throttle**..... **FULL OPEN**
5. **Mixture** **IDLE CUT-OFF**
6. **Cranking**..... **CONTINUE**
7. **Fuel Shutoff Valve****OFF (Pull Full Out)**
8. **Auxiliary Fuel Pump Switch**..... **OFF**
9. **Engine** **SECURE:**
 - Ignition Switch** **OFF**
 - Master (RED) Switches** **OFF**
 - Fuel Shutoff Valve****OFF (pull full out)**
 - Parking Brake** **RELEASE**
10. **Fire Extinguisher** **OBTAIN**
11. **Airplane** **EVACUATE**
12. **Fire** **EXTINGUISH**
13. **Fire Damage****INSPECT**

EMERGENCY PROCEDURES

ENGINE FAILURES

DURING TAKE-OFF RUN

1. **Throttle**..... **IDLE**
2. **Wheel Brakes** **APPLY** (*as required*)
3. **Wing Flaps**..... **RETRACT**

WHEN TIME PERMITS:

4. **Mixture** **IDLE CUT-OFF**
5. **Ignition Switch** **OFF**
6. **Master (RED) Switches** **OFF**

IMMEDIATELY AFTER TAKE-OFF

1. **Airspeed**..... **70 KIAS (Flaps UP)**
..... **65 KIAS (Flaps DOWN)**
2. **Wing Flaps**..... **AS REQUIRED**
3. **Land**..... **STRAIGHT AHEAD**

WHEN TIME PERMITS:

4. **Mixture** **IDLE CUT-OFF**
5. **Fuel Shutoff Valve** **OFF** (*Pull Full Out*)
6. **Ignition Switch** **OFF**
7. **Master (RED) Switches** **OFF**
8. **Cabin Door** **UNLATCH**

EMERGENCY PROCEDURES

ENGINE FAILURES (continued)

DURING FLIGHT

(Restart Procedure)

1. **Airspeed**..... **68 KIAS**
2. **Alternate Air** **ON (Pull Full Out)**
3. **Fuel Shutoff Valve** **ON (Push Full In)**
4. **Fuel Selector Valve** **BOTH**
5. **Auxiliary Fuel Pump** **ON**
6. **Mixture** **RICH**
7. **Ignition Switch** **BOTH** (*Start if prop has stopped*)

EMERGENCY PROCEDURES

FORCED LANDINGS

PRECAUTIONARY LANDING (With/ POWER)

1. Airspeed.....65 KIAS
2. Wing Flaps.....20⁰
3. Selected FieldFLY OVER (*note terrain/obstacles*)
4. Avionics Power and Electrical SwitchesOFF
(*After last emergency radio call*)
5. Wing Flaps.....30⁰ (*on Final*)
6. Airspeed.....65 KIAS
7. Master **(RED)** SwitchesOFF
8. Doors UNLATCH PRIOR TO TOUCHDOWN
9. Touchdown SLIGHTLY TAIL LOW
10. Ignition SwitchOFF
11. Wheel Brakes.....AS REQUIRED

NOTE:

If landing off airport, consider securing the engine when landing is assured.

- a. Fuel Shutoff Valve OFF (Pull Full Out)
- b. Mixture IDLE CUT-OFF
- c. Ignition SwitchOFF

EMERGENCY PROCEDURES

FORCED LANDINGS (continued)

EMERGENCY LANDING W/O POWER

1. Airspeed..... 70 KIAS (Flaps UP)
.....65 KIAS (Flaps DOWN)

When you are committed to land:

2. Mixture IDLE CUT-OFF
3. Fuel Shutoff ValveOFF (*Pull Full Out*)
4. Ignition SwitchOFF
5. Wing Flaps.....AS REQUIRED
6. Master **(RED)** SwitchesOFF (*when landing is assured*)
7. Doors UNLATCH PRIOR TO TOUCHDOWN
8. Touchdown SLIGHTLY TAIL LOW
9. Controls FULL AFT
10. Wheel Brakes.....AS REQUIRED

EMERGENCY SQUAWK: 7700

MAYDAY: 121.50

EMERGENCY PROCEDURES

FIRES

▪ **ENGINE FIRE IN FLIGHT**

1. Mixture **IDLE CUT-OFF**
2. Fuel Shutoff Valve **OFF** (*Pull full out*)
3. Auxiliary Fuel Pump Switch..... **OFF**
4. Master **(RED)** Switches **OFF**
5. Cabin Heat / Air..... **OFF** (*except overhead vents*)
6. Airspeed..... **100 KIAS**
(*If fire is not extinguished, increase glide angle*)
7. **PROCEED WITH FORCED LANDING w/o POWER**

▪ **ELECTRICAL FIRE IN FLIGHT**

1. Master **(RED)** Switches..... **OFF**
2. Avionics Power Switch **OFF**
3. All Other Switches (except Ignition)..... **OFF**
4. Vents / Cabin Heat / Air..... **CLOSED**
5. Fire Extinguisher **ACTIVATE** (*If Required*)
If fire has been extinguished
6. Vents / Cabin Heat / Air **OPEN**
(*If fire is out and electrical power is needed, proceed*)
7. Circuit Breakers..... **CHECK** for faulty circuit; do not reset
8. Master **(RED)** Switches **ON**
9. Avionics Power Switch **ON**
10. Essential Electrical Equipment Only **ON**
(*One at a time with delay to locate short circuit*)

EMERGENCY PROCEDURES

FIRES (continued)

▪ **CABIN FIRE**

1. Master **(RED)** Switches..... **OFF**
2. Vents / Cabin Heat / Air..... **CLOSED**
3. Fire Extinguisher **ACTIVATE**

WARNING

AFTER DISCHARGING FIRE EXTINGUISHER AND THE FIRE IS EXTINGUISHED, VENTILATE CABIN.

4. Vents / Cabin Heat / Air **OPEN** (*to ventilate cabin*)
5. **Land as soon as possible!**

▪ **WING FIRE**

1. Landing/Taxi Light Switches..... **OFF**
2. Navigation Light Switch..... **OFF**
3. Strobe Light Switch..... **OFF**
4. Pitot Heat Switch **OFF**

NOTE

Perform a sideslip to keep the flames away from the fuel tank and cabin; land as soon as possible; using flaps only as required for final approach and touchdown.

5. **LAND AS SOON AS POSSIBLE.**

EMERGENCY PROCEDURES

ICING

(The first place you will probably notice icing is on the leading edge of the tires.)

1. **Pitot Heat.....ON**
2. **Turn back and/or change altitude.**
3. **Pull Cabin Heat Control Full Out & Open Defroster Outlets**
..... CABIN AIR CONTROL - MAX HEAT
4. Watch for signs of induction icing and apply alternate air as required. Lean mixture for max RPM if alternate air is used continuously.
5. Plan for a landing at the nearest airport.
6. Stall Speed will increase with 1/4" ice.
7. **DO NOT USE FLAPS.**
8. Open window to scrap ice from windscreen.
9. Land in forward slip, if required, to increase visibility.
10. Approach Speed..... 65 to 75 KIAS, depending on ice
11. Land in level attitude.

STATIC SOURCE BLOCKAGE

1. **Static Pressure Alternate Source Valve..... PULL ON**
2. Airspeed.....CONSULT CALIBRATION TABLES
.....IN SECTION 5 OF POH
3. Fly an airspeed 1 to 2 knots higher than normal.
4. **LAND AS SOON AS PRACTICAL.**

EMERGENCY PROCEDURES

ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS

EXCESSIVE RATE OF CHARGE ON AMMETER

1. Alternator.....OFF

CAUTION:

WITH ALTERNATOR OFF, COMPASS ERRORS AS MUCH AS 25° MAY OCCUR.

2. Nonessential Electrical Equipment.....OFF
3. **LAND AS SOON AS PRACTICAL.**

LOW VOLTAGE ANNUNCIATOR

(AMMETER INDICATES DISCHARGE)

1. Avionics Master SwitchOFF
2. Alternator Circuit Breaker CHECK IN
3. Master **(RED)** SwitchesOFF
4. Master **(RED)** Switches ON
5. Low Voltage Annunciator CHECK OFF
6. Avionics Master Switch ON

If low voltage light illuminates again:

7. Alternator.....OFF
8. Nonessential Electrical Equipment.....OFF
9. **LAND AS SOON AS PRACTICAL.**

EMERGENCY PROCEDURES

INADVERTENT SPIN

1. ThrottleIDLE
2. Ailerons NEUTRAL
3. FlapsRETRACT
4. Rudder HOLD OPPOSITE DIRECTION OF ROTATION

NOTE:

Determine direction of rotation

- Turn coordinator left, ball right, heading decreasing
= Left spin
- Turn coordinator right, ball left, heading increasing
= Right spin

5. ControlsFULL FORWARD

AFTER SPINNING STOPS:

6. RudderNEUTRALIZE
7. Wings..... LEVEL
8. Pitch Attitude.....RETURN TO LEVEL FLIGHT

IN-FLIGHT GUIDE

LOST COMMUNICATIONS

If radio failure is suspected, try the other radio. If this does not work, proceed as follows:

1. Radio
 - Volume CHECK
 - Squelch ADJUST
 - Frequency CHECK/RECYCLE
 - Speaker/Phone Switch CHECK
2. Audio Select Panel
 - Microphone Selector Switch CHECK
 - Speaker Select Switch CHECK (*push for speaker*)
 - Audio Select Buttons AS DESIRED
3. Microphone
 - Connections CHECK
 - Stuck Microphone CHECK (*look for "T" on radio*)
4. Circuit Breakers CHECK
5. Master **(RED)** and Avionics Master Switches ON
6. Attempt Contact LAST GOOD FREQUENCY
7. Radio MONITOR TOWER & TRANSMIT IN BLIND
8. Transponder NORDO (7600)
9. Navigation Aids MONITOR

LOST YOUR RADIO **BEFORE** CONTACTING Elmendorf AFB?

1. Land at non-towered Airport and attempt to call Tower at 552-2728, tell them you are NORDO and ask for instructions.

LOST YOUR RADIO **AFTER** CONTACTING Elmendorf AFB?

2. Continue inbound; maintain 800 feet in the EDF segment. Fly to the:
 - Antenna Farm (squawk 7600)
 - Hold and watch for **GREEN** Light Gun Signals from Tower
 - Acknowledge by rocking wings or flashing landing light at night. Land on any runway.
 - Call Base Operations after landing.

DO NOT LAND WITHOUT CLEARANCE.

LIGHT GUN SIGNALS

Signal	On the Ground	In the Air
STEADY GREEN	Cleared for take off	Cleared to land
FLASHING GREEN	Cleared for taxi	Return for landing and look for steady green
STEADY RED	STOP	Give way to other aircraft and continue to circle
FLASHING RED	Taxi clear of runway in use	Airport unsafe - Do not land
FLASHING WHITE	Return to starting point on airport	Not applicable
ALTERNATING RED & GREEN	Exercise extreme caution	Exercise extreme caution

DETERIORATING WEATHER

If weather is deteriorating:

1. Reverse course and return to better weather.
2. Alter route to avoid areas of bad weather.
3. Call FSS for updated weather and forecasts.
4. Land as soon as possible.

DIVERSION TO ALTERNATE

1. Select nearest suitable airfield from your present position.
2. Compute new course and altitude; calculate wind correction, actual distance, ETA, and fuel required from present position to airfield.
3. Update flight plan with local FSS.
4. After landing, close your flight plan and contact the AERO CLUB to advise of your intentions.

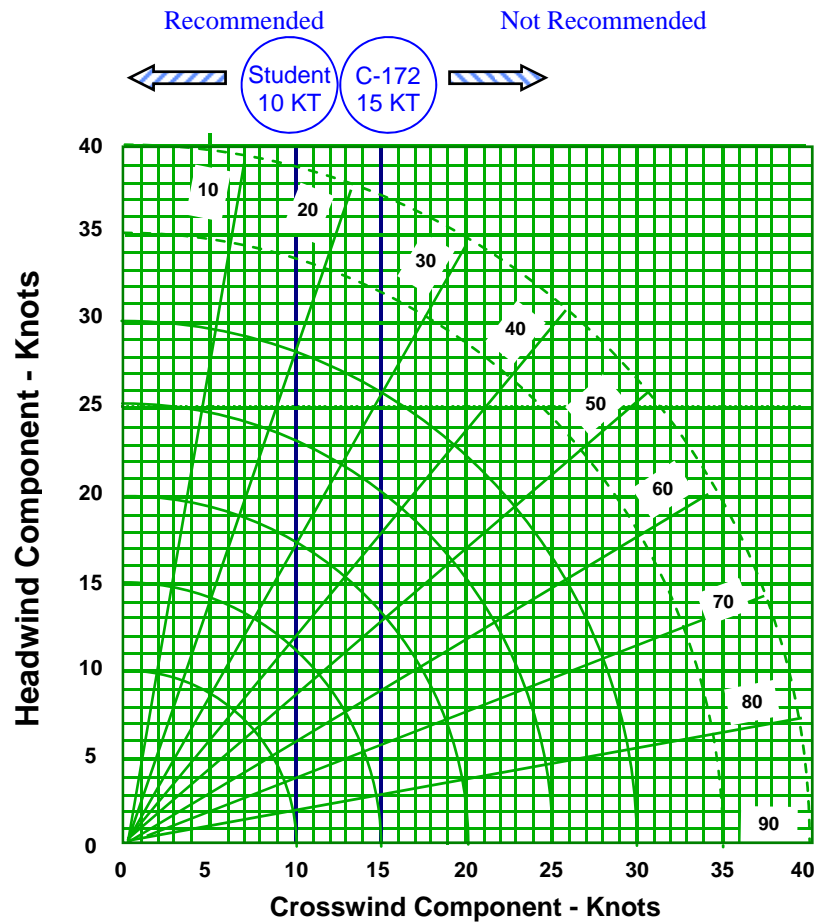
REMAINING OVERNIGHT CHECKS

1. Before leaving on planned overnight trips:
 - a. Take extra engine oil.
 - b. Plan where you will obtain fuel.
 - c. Take chocks and tie-down kit with you.
2. Before leaving the aircraft:
 - a. Install control locks and covers.
 - b. Ensure all switches are off.
 - c. Remove keys and lock all doors including baggage door.
 - d. Secure aircraft with proper tie-downs. (Take and use Aero Club provided tie-down kit if necessary)
3. Call FSS to close flight plan (1-800-WX BRIEF).
4. If a maintenance problem(s) exists with the aircraft, call for guidance from the Elmendorf Aero Club

Club Phone Number: (907) 753-4167
(907) 552-5435
5. If severe weather is anticipated, attempt to get the aircraft hangared.

TAKE-OFF/LANDING CROSSWIND LIMITS

Manufacturer Recommended/Locally Approved



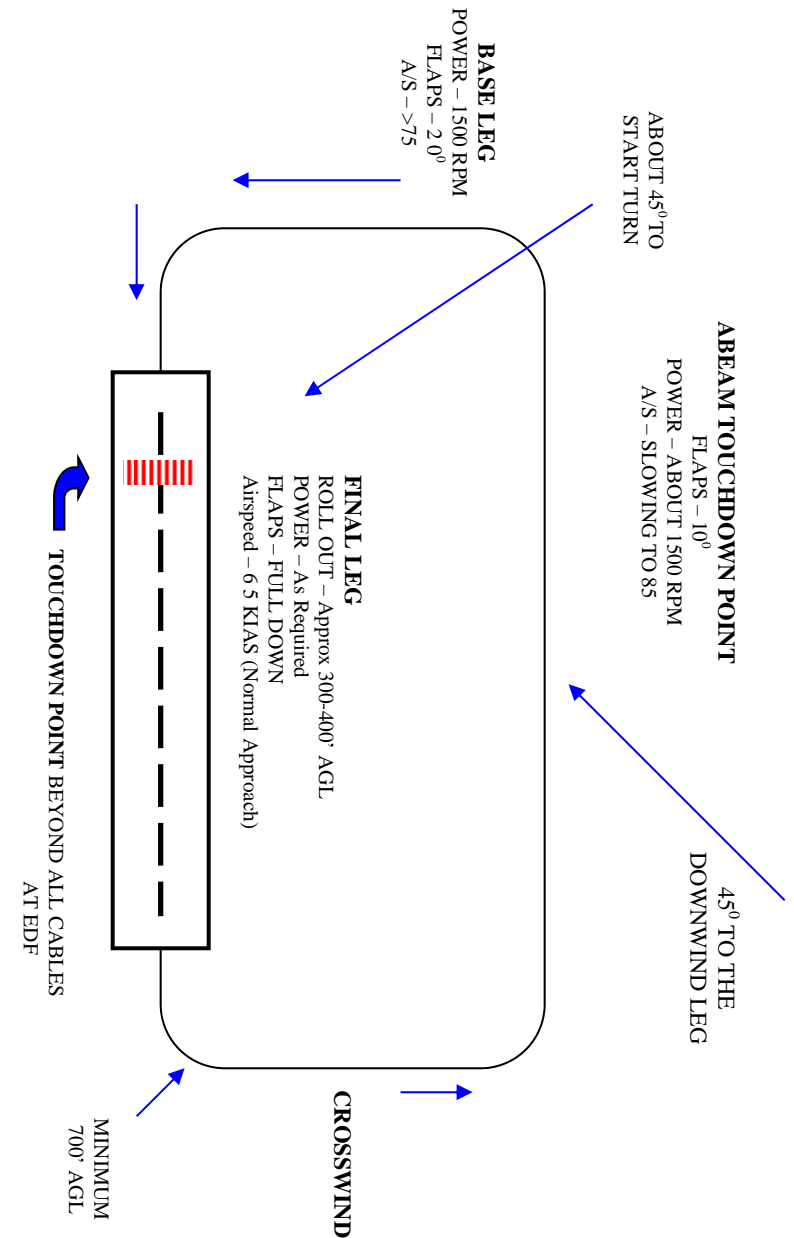
COMMUNICATION FREQUENCIES

Elmendorf ATIS	124.30	EDF Final Controller (PAR)	134.9
Elmendorf Tower	127.20	EDF Base Ops (PTD)	134.1
Elmendorf Ground	121.80	Rescue Coord Center (RCC)	123.1

NAVIGATION FREQUENCIES

EDF LOC	110.30	VOT 111.00
ANC Approach (N)	119.1 / 118.6	VOR 113.15 (TED)
ANC Approach (S)	126.40	

NORMAL PATTERN ENTRY & APPROACH



CRUISE PERFORMANCE										
PRESS ALT FT	RPM	20°C BELOW STANDARD TEMP			STANDARD TEMP			20°C ABOVE STANDARD TEMP		
		% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2000	2550	----	----	----	76	115	10.2	72	114	9.6
	2500	77	112	10.3	72	112	9.6	68	111	9.1
	2400	69	107	9.2	64	106	8.7	61	105	8.3
	2300	61	101	8.3	58	99	7.9	55	97	7.6
	2200	55	94	7.5	52	91	7.2	49	89	6.9
	2100	49		6.8	46		6.6	43		6.3
4000	2600	----	----	----	76	117	10.2	75	117	9.6
	2500	73	115	9.7	68	114	9.2	70	114	8.7
	2400	65	112	8.8	62	111	8.3	66	10	8
	2300	58	106	8	55	105	7.6	59	103	7.3
	2200	52	100	7.3	49	98	6.9	53	95	6.6
	2100	46	92	6.6	44	90	6.3	49	87	6.1
6000	2650	----	----	----	76	120	10.1	75	119	9.6
	2600	77	117	10.3	72	117	9.6	71	116	9.1
	2500	69	115	9.3	65	114	8.8	67	113	8.4
	2400	62	112	8.4	59	111	8	64	109	7.6
	2300	56	105	7.7	57	104	7.3	57	101	7

Just in Case

Aero Club.....753-4167

552-5435

Base Ops552-2107

EDF Tower552-2728

Base WX.....552-4903