# Cessna 152 Quick Reference Checklist For simulation use only, not for real world flight

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PREFLIGHT	SHORT FIELD TAKEOFF
Ignition Switch OFF	Wing Flaps10°
Master SwitchON	Carburetor Heat
WARNING: When turning on the master switch, using an external	Brakes
power source, or pulling the propeller through by hand, treat the	ThrottleFULL OPEN
propeller as if the ignition switch were on. Do not stand, nor allow	Mixture RICH (above 3000 feet, LEAN to obtain maximum RPM)
anyone else to stand within the arc of the propeller, since a loose or	Brakes
broken wire, or a component malfunction, could cause the propeller to	Elevator Control
rotate.	Climb Speed 54 KIAS (until all obstacles are cleared) Wing Flaps
Fuel Quantity Indications	RETRACT slowly after reaching 60 KIAS
Master SwitchOFF	CLIMB
Fuel Shutoff ValveON	Airspeed
Empennage Control Surfaces CHECK freedom of movement and	Throttle
security	Mixture.RICH below 3000 feet, LEAN for maximum RPM above 3000
Ailerons	feet
BEFORE STARTING ENGINE	1.555
Preflight Inspection	CRUISE
Fuel Shutoff ValveON	Power
Radios, Electrical Equipment OFF	Elevator Trim
Brakes TEST and SET	Mixture LEAN
Circuit Breakers	DESCENT
	Mixture ADJUST for smooth operation (full rich for idle power)
STARTING ENGINE	Power
Mixture	Carburetor Heat
Carburetor Heat	PRE-LANDING
Master Switch	Mixture RICH
Prime AS REQUIRED (up to 3 strokes - none if engine is warm)	Carburetor Heat ON (apply full heat before closing throttle)
Throttle OPEN 1/2 INCH (CLOSED if engine is warm)	NORMAL LANDING
Propeller Area	Airspeed
Master Switch	Wing Flaps AS DESIRED (below 85 KIAS)
Ignition Switch	Airspeed
Throttle ADJUST for 1000 RPM or less Oil Pressure CHECK Flashing	Touchdown MAIN WHEELS FIRST
Beacon and Navigation LightsON as required	Landing Roll LOWER NOSE WHEEL GENTLY
Radios ON	Braking MINIMUM REQUIRED
BEFORE TAKEOFF	SHORT FIELD LANDING
Parking Brake	Airspeed
Flight Controls FREE and CORRECT	Wing Flaps
Flight Instruments	Airspeed
Fuel Shutoff ValveON	Power REDUCE to idle as obstacle is cleared Touchdown MAIN
Mixture	WHEELS FIRST
Elevator Trim	BrakingAPPLY HEAVILY
Throttle	Wing Flaps
MagnetosCHECK (RPM drop should not exceed 125 RPM on	BALKED LANDING
either magneto or 50 RPM differential between magnetos).	ThrottleFULL OPEN
Carburetor Heat	Carburetor Heat
Engine Instruments and Ammeter	Wing Flaps
Suction Gage	Airspeed
Throttle	Wing Flaps RETRACT (slowly)
Radios	
Strobe Lights	AFTER LANDING Wing Flaps
Brakes Release	
NORMAL TAKEOFF	Carburetor Heat
Wing Flaps0° - 10°	SECURING AIRPLANE
Carburetor Heat	Parking Brake SET
ThrottleFULL OPEN	Radios, Electrical Equipment
Elevator ControlLIFT NOSE WHEEL at 50 KIAS	Mixture IDLE CUT-OFF (pull full out)
Climb Speed	Ignition Switch OFF
	Master SwitchOFF

# Emergency Procedures Checklist For simulation use only, not for real world flight

Light Winds, Heavy Swells PARALLEL TO SWELLS Wing Flaps 30° Power ESTABLISH 300 FT/MIN DESCENT AT 55 KIAS. Touchdown LEVEL ATTITUDE AT ESTABLISHED RATE OF DESCENT  ENGINE FIRE IN FLIGHT Mixture 1DLE CUT-OFF Fuel Selector Valve 0FF Master Switch 0FF Cabin Heat and Air 0FF (except wing root vents)  LANDING WITH A FLAT MAIN TIRE Wing Flaps AS DESIRED Wing Flaps NORMAL Touchdown GOOD TIRE FIRST, hold airplane off flat tire as long as possible with aileron control  AMMETER SHOWS EXCESSIVE RATE OF CHARGE Alternator Circuit Breaker PULL Nonessential Electrical Equipment OFF Flight TERMINATE as soon as practical	Trottle DIE Brakes APPLY Wing Flaps RETRACT Moutre DIDE CUT OFF Ignition Switch OFF More Master Switch OFF More Plays AS REQUIRED AS RECURS AS REQUIRED AS RECURS AS REQUIRED		
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Engine   SHUTDOWN and inspect for damage   Master Switch   OFF	Ratinger Switch  Micture    DLE CUT-OFF Wing Flaps		
Master Switch.  OFF ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF Airspeed	Master Switch		
ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF Airspeed	Canaling   CONTINUE in an effort to obtain a start	<u> </u>	·
Arspeed	Airspeed IDLE CUT-OFF Wing Flaps AS REQUIRED Equition Switch OFF Wing Flaps AS REQUIRED Trimer IN and LOCKED File Master Switch OFF Primer IN and LOCKED AND MINISTER IN A CONTROL AND MINISTER AND		
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Fuel Selector Valve — OFF Brakes — AS REQUIRED Master Switch — OFF Bull Sulfus Fall URE DURING FLIGHT Airspeed . 60 KIAS Carburetor Heat — 0N N Primer — Nand LOCKED Holl Shutoff Valve — 0N N Horrier — Nand LOCKED Historier	Fuel Selector Valve		
Wing Flaps AS REQUIRED  ENGINE FAILURE DURING FLIGHT  Airspeed  60 KIAS Carburetor Heat.  60 KIAS Carburetor Heat.  60 KIAS Carburetor Heat.  61 Nand LOCKED Fuel Shutoff Valve.  62 No. 63 No. 64 No. 65 No. 64 No. 65 No. 65 No. 66 No. 66 No. 66 No. 67 No.	Miscre Switch.  Sarburetor Heat.  On Miscre Switch 10 Arispeed.  Alspeed.  A		
FINGINE FAILURE DURING FLIGHT Airspeed 6 KIAS Carburetor Heat 0 N Primer	Fire Damage		
Airspeed	Airspeed 60 KIAS Carburetor Heat 0n Mater Switch 10 CKED Fuel Shutoff Valve 0N Mixture BOTH (or START if propeller is stopped)  EMERGENCY LANDING WITHOUT ENGINE POWER Airspeed 65 KIAS (flaps UP), 60 KIAS (flaps DOWN) Mixture 10 LE CUT-OFF Fuel Shutoff Valve 0F Mater Switch 10 CKED Ignition Switch 10 CKED Fignition Switc	Master SwitchOFF	
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Carburetor Heat ON Hotter IIN and LOCKED Fuel Shutoff Valve. ON Mixture. ISSUED STATE of Propeller is stopped gintion switch BOTH (or START if propeller is stopped)  EMERGENCY LANDING WITHOUT ENGINE POWER Airspeed 65 KIAS (flaps UP). 60 KIAS (flaps DOWN) Mixture. IDLE CUT-OFF Fuel Shutoff Valve. OFF Guel Shutoff Valve. OFF Fuel Shutoff Valv	Carburetor Heat		
Primer I. IN and LOCKED ON Master Switch. OF EVENT SHARE TO SWITCH SHARE SWITCH. OF START if propeller is stopped to SWITCH SWIT	Primer   Na and LOCKED   Mixture   No	·	
Fuel Shutoff Valve.  Mixture.  RICH Ignition Switch.  BOTH (or START if propeller is stopped)  EMERGENCY LANDING WITHOUT ENGINE POWER Airspeed.  65 KIAS (flaps UP), 60 KIAS (flaps DOWN) Mixture.  IDLE CUT-OFF Fuel Shutoff Valve.  OFF Guel Shutoff Valve.  OFF Guinton Switch.  OFF Touchdown  SLIGHTLY TAIL LOW Brakes.  APPLY HEAVILY PRECAUTIONARY LANDING WITH ENGINE POWER Airspeed.  Airspeed.  AS REQUIRED (30' recommended) Airspeed.  Airspeed.  AS REQUIRED (30' recommended) Airspeed.  AS REQUIRED (30' recommended) Airspeed.  AFPLY HEAVILY PRECAUTIONARY LANDING WITH ENGINE POWER Airspeed.  AS REQUIRED (30' recommended) AFPLY HEAVILY PRECAUTIONARY LANDING WITH ENGINE POWER Airspeed.  AS REQUIRED (30' recommended) AFPLY HEAVILY PRECAUTIONARY LANDING WITH ENGINE POWER Airspeed.  AS REQUIRED (30' recommended) AFPLY HEAVILY PRECAUTIONARY LANDING WITH ENGINE POWER Airspeed.  AS SAMPLY HEAVILY Brakes.  OFF Full Shutoff Valve.  Goff (incuit Breakers out and electrical power is excessary for continuance of Mixer Switch.  OFF Guint Breakers.  CHECK for faulty circuit, do not reset addio/ Switches.  OFF Wing Flaps.  30' (on final approach) Airspeed.  STATIC SOURCE BLOCKAGE  WING Flaps.  APPLY HEAVILY DITCHING  NOTE: Perform a sideslip to keep the flames away from the fuel tank and cabin, and land as soon as possible, with flaps retracted  STATIC SOURCE BLOCKAGE  Wing Flaps.  30' Power ESTABLISH 300 FT/MIN DESCENT AT 55 KIAS Touchdown.  LEVEL ATTITUDE AT ESTABLISHED RATE OF Fuel Selector Valve.  DESCENT  ENGINE FIRE IN FLIGHT  Mixture.  IDLE CUT-OFF Fuel Selector Valve.  OFF Fuel Selector Valve.  OFF (except wing root vents)  File but mediate the cabin.  ACTIVATE (if available)  ACTIVATE (if available)  CHECK for faulty circuit, do not reset addio/ Switches.  ONF Circuit Breakers  CHECK for faulty circuit, do not reset addio/ Switches.  OFF Walter Switch.  OFF Walter Switch.  OFF Walter Switch.  OFF Washer Switch.  OFF Base or ACTIVATE (if available)  CHECK for faulty circuit, do not reset addio/ Switches.  OFF Walter Switch.	Fuel Shutoff Valve  RICH Ignition Switch BOTH (or START if propeller is stopped)  EMERGENCY LANDING WITHOUT ENGINE POWER Airspeed 6.5 KIAS (flaps UP). 60 KIAS (flaps DOWN) Mixture Fuel Shutoff Valve DILE CUT-OFF Ignition Switch 1.0 KIAS (flaps UP). 60 KIAS (flaps DOWN) Mixture Fuel Shutoff Valve DILE CUT-OFF Ignition Switch 1.0 CFF Ignition		
Mixture. RICH Ignition Switch. BOTH (or START if propeller is stopped)  EMERGENCY LANDING WITHOUT ENGINE POWER Airspeed. 65 KIAS (flaps UP), 60 KIAS (flaps DOWN) Mixture. IDLE CUT-OFF Fuel Shutoff Valve. OFF Guntion Switch. OFF (smiton Switch) States Switch OFF (smiton Switch) Switch Switch Switch OFF (smiton Switch) Switch Switch OFF (smiton Switch) Switch Switch OFF (switch) Switch Switch OFF (switch) Switch Switch Switch Switch OFF (switch) Switch Swit	Mixture BOTH (or START if propeller is stopped)  Ignition Switch BOTH (or START if propeller is stopped)  Ignition Switch BOTH (or START if propeller is stopped)  Impreed Both (or START if propeller is stopped)  Impreed Goth (as the stopped)  Impreed Goth (as the stopped)  Incomplete Goth (as the stopped Goth (as the stopped)  Incomplete Goth (as the stopped Goth (as the stopped)  Incomplete Goth (as the stopped)  Incomplete Goth (as the stopped)  Incomplete Goth (as the stoppedd)  Incomplete Goth (as the stopped Goth (as the stoppedd)  Incompl		All Other Switches (except ignition switch) OFF
Ignition Switch	EMERGENCY LANDING WITHOUT ENGINE POWER Airspeed		Vents/Cabin Air/HeatCLOSED
WANNING: Arter discharging an extinguisner within a closed calon, ventilate the cabin.	### Comparison of the Comparis		Fire Extinguisher ACTIVATE (if available)
Airspeed	Airspeed	- ,	WARNING: After discharging an extinguisher within a closed cabin,
Mixture IDLE CUT-OFF Fuel Shutoff Valve OFE glants of Switch OFE glants of Switch OFE glants of Switch OFE glants of Switch OFE Wing Flaps AS REQUIRED (30° recommended) Master Switch OFF Touchdown SLIGHTLY TAIL LOW Brakes ASSES OFE ASSESSIVE RATE OF CHARGE ASSESSIVE RATE OF Fuel Selector Fluel Shelpt on Single Plants of Switch OFE Alternator Circuit Breaker OFE Reading File Switch OFE Switch OFE OFE Switch OFE OFE Cabin Heat and Air . OFF (except wing root vents) Cabin Heat and Air . OFF (ex	Mixture IDLE CUT-OFF Fuel Shutoff Valve OF Ignition Switch OFF Ignition Switch OFF Ignition Switch OFF Wing Flaps AS REQUIRED (30° recommended) Master Switch OFF Touchdown SLIGHTLY TAIL LOW Brakes APPLY HEAVILY Brakes APPLY HEAVILY Brakes APPLY HEAVILY HEAVILY PRECAUTIONARY LANDING WITH ENGINE POWER Airspeed 60 KIAS Wing Flaps 20° Selected FieldFLY OVER, noting terrain and obstructions, then retract flaps upon reaching a safe altitude and airspeed Signaps Office of States Witch OFF Wing Flaps 30° (on final approach) Airspeed 55 KIAS Master Switch OFF Touchdown SLIGHTLY TAIL LOW Ignition Switch OFF Touchdown SLIGHTLY TAIL LOW Ignition Switch OFF Touchdown SLIGHTLY TAIL LOW Ignition Switch OFF Touchdown Intentions and SQUAWK 7700 if transponder is installed Heavy Objects (in baggage area) SECURE OR JETTISON Approach High Winds, Heavy Swells PARALLEL TO SWELLS Wing Flaps Approach Signaps Office of DeSCENT Storbe Light Switch OFF Strobe Light Switch OFF ODESCENT AT 55 KIAS Touchdown LEVEL ATTITUDE AT ESTABLISHED RATE OF DESCENT DESCENT OFF Sulfaster Switch OFF (except wing root verts) Airspeed .85 KIAS (Iff fire is not extinguished, increase glide speed to find an airspeed which wild provide an incombustible mixture) Airspeed .85 KIAS (Iff fire is not extinguished, increase glide speed to find an airspeed which wild provide an incombustible mixture)		
Mixture. IDLE CUT-OFF fuel Shutoff Valve. OFF genition Switch. OFF genition Switch. OFF genition Switch. OFF genition Switch. OFF Master Switch Swing Flaps. 20' Selected FieldFLY OVER, noting terrain and obstructions, then retract flaps upon reaching a safe altitude and airspeed Radio and Electrical Switches. OFF Wing Flaps. 30' (on final approach Airspeed	Mixture		If fire appears out and electrical power is necessary for continuance of
Fuel Shutoff Valve. OFF Ignition Switch OFF Wing Flaps. AS REQUIRED (30° recommended) Master Switch. OFF Master Switch. OFF Avionics Power Switch. OFF Avionics Power Switch. OFF Avionics Power Switch ON Markes. APPLY HEAVILY PRECAUTIONARY LANDING WITH ENGINE POWER Airspeed 6.06 KIAS Wing Flaps. 20° Selected FieldFLY OVER, noting terrain and obstructions, then retract flaps upon reaching a safe altitude and airspeed Warsinged Switchs. OFF Wing Flaps. 30° (on final approach) Airspeed . 55 KIAS Master Switch. OFF Touchdown SLIGHTLY TAIL LOW Ignition Switch OFF Brakes APPLY HEAVILY DITCHING New Application of the property of the prope	Fuel Shutoff Valve		
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Brakes. APPLY HEAVILY PRECAUTIONARY LANDING WITH ENGINE POWER Airspeed. 60 KIAS Wing Flaps. 20° Selected FieldFLY OVER, noting terrain and obstructions, then retract flaps upon reaching a safe altitude and airspeed Radio and Electrical Switches. 0FF Wing Flaps. 30° (on final approach) Airspeed. 55 KIAS Master Switch. 0FF Touchdown SLIGHTLY TAIL LOW Ignition Switch. 0FF Touchdown SLIGHTLY TAIL LOW Ignition Switch. 0FF Radio. TRANSMIT MAYDAY on 121.5 MHz, giving location and intentions and SQUAWK 7700 if transponder is installed Heavy Objects (in baggage area) SECURE OR JETTISON Approach High Winds, Heavy Seas INTO THE WIND Light Winds, Heavy Swells PARALLEL TO SWELLS Wing Flaps 30° Power ESTABLISH 300 FT/MIN DESCENT AT 55 KIAS. Touchdown LEVEL ATTITUDE AT ESTABLISHED RATE OF DESCENT DESCENT  ENGINE FIRE IN FLIGHT  Mixture IDLE CUT-OFF Fuel Selector Valve 0FF (except wing root vents)  Marker Switch OPEN when it is ascertained that fire is completely extinguished Completely extinguished  CABIN FIRE  Master Switch. OPEN when it is ascertained that fire is completely extinguished  CABIN FIRE  Master Switch. OPEN when it is ascertained that fire is completely extinguished  CABIN FIRE  Master Switch. OPEN Warty-Heat Closed cabin, Air/Heat OPEN CABIN FIRE  Master Switch. OPEN Warty-Heat Closed cabin, Alary-Heat Closed cabin, Amary-Heat Closed cabin, Amary-Heat Closed cabin, Amary-Heat Closed (fire extinguisher within a closed cabin, Amary-Heat Closed (fire extinguisher)  Marker Switch OPEN (fire extinguisher)  CABIN FIRE  Master Switch OPEN (ARTH OFF)  Strobe Light Switch OPEN (ARTH OFF)  Norte: Perform a s	## Short circuit is localized PRECAUTIONARY LANDING WITH ENGINE POWER  Airspeed		
Airspeed	Vents/Cabin Air/Heat OPEN when it is ascertained that fire is completely extinguished  Vents/Cabin Air/Heat OPEN when it is ascertained that fire is completely extinguished  Vents/Cabin Air/Heat OPEN when it is ascertained that fire is completely extinguished  Vents/Cabin Air/Heat OPEN when it is ascertained that fire is completely extinguished  CABIN FIRE  Master Switch. OFF  Vents/Cabin Air/Heat OPEN when it is ascertained that fire is completely extinguished  CABIN FIRE  Master Switch. OFF  Vents/Cabin Air/Heat OPEN when it is ascertained that fire is completely extinguished  CABIN FIRE  Master Switch. OFF  Vents/Cabin Air/Heat OPEN when it is ascertained that fire is completely extinguished  CABIN FIRE  Master Switch. OFF  Vents/Cabin Air/Heat OPEN when it is ascertained that fire is completely extinguished  CABIN FIRE  Master Switch. OFF  Vents/Cabin Air/Heat OPEN when it is ascertained that fire is completely extinguished  CABIN FIRE  Master Switch. OFF  Vents/Cabin Air/Heat OPEN when it is ascertained that fire is completely extinguished  CABIN FIRE  Master Switch. OFF  Vents/Cabin Air/Heat OPEN when it is ascertained that fire is completely extinguished  CABIN FIRE  Master Switch. OFF  Vents/Cabin Air/Heat OPEN vents/Cabin Air/Heat OFF  Vents/Cabin Air/Heat OPEN vents/Cab	BrakesAPPLY HEAVILY	
Airspeed	Airspeed	PRECAUTIONARY LANDING WITH ENGINE POWER	
Wing Flaps	Selected FieldFLY OVER, noting terrain and obstructions, then retract flaps upon reaching a safe altitude and airspeed Radio and Electrical Switches		·
Selected FieldFLY OVER, noting terrain and obstructions, then retract flaps upon reaching a safe altitude and airspeed Radio and Electrical Switches	Selected FieldFLY OVER, noting terrain and obstructions, then retract flaps upon reaching a safe altitude and airspeed Adio and Electrical Switches. OFF Wing Flaps. 30' (on final approach) Airspeed 55 KIAS Master Switch. OFF Touchdown. SLIGHTLY TAIL LOW Ignition Switch. OFF Brakes. APPLY HEAVILY DITCHING Radio TRANSMIT MAYDAY on 121.5 MHz, giving location and intentions and SQUAWK 7700 if transponder is installed Heavy Objects (in baggage area). SECURE OR JETTISON Approach. High Winds, Heavy Seas. INTO THE WIND Light Winds, Heavy Swells PARALLEL TO SWELLS Wing Flaps. 30' Power. ESTABLISH 300 FT/MIN DESCENT AT 55 KIAS. Touchdown. LEVEL ATTITUDE AT ESTABLISHED RATE OF DESCENT  ENGINE FIRE IN FLIGHT  Mixture. IDLE CUT-OFF Cabin Heat and Air. OFF (except wing root vents) Airspeed 85 KIAS (If fire is not extinguished, increase glide speed to find an airspeed which iwill provide an incombustible mixture)  Master Switch. OFF Vents/Cabin Air/Heat CLOSED (to avoid drafts) Vents/Cabin Air/Heat ACTIVATE (if available) WARNING: After discharging an extinguisher within a closed cabin, ventilate the cabin.  Land the airplane as soon as possible to inspect for damage WINTS FIRE Navigation Light Switch OFF NoTE: Perform a sideslip to keep the flames away from the fuel tank and cabin, and land as soon as possible, with flaps retracted  NOTE: Perform a sideslip to keep the flames away from the fuel tank and cabin, and land as soon as possible, with flaps retracted  NOTE: Perform a sideslip to keep the flames away from the fuel tank and cabin, and land as soon as possi	·	
flaps upon reaching a safe altitude and airspeed Radio and Electrical Switches	flaps upon reaching a safe altitude and airspeed Radio and Electrical Switches  OFF Wing Flaps	<b>O</b> 1	
Radio and Electrical Switches	Radio and Electrical Switches OFF Wing Flaps. 30° (on final approach) Airspeed		
Wing Flaps	Wing Flaps	maps apon roadining a bare antibade and anopolea	
Airspeed	Airspeed	Radio and Electrical Switches OFF	
Master Switch	Master Switch		Fire Extinguisher ACTIVATE (if available)
Touchdown SLIGHTLY TAIL LOW Ignition Switch OFF Brakes APPLY HEAVILY  DITCHING  Radio TRANSMIT MAYDAY on 121.5 MHz, giving location and intentions and SQUAWK 7700 if transponder is installed Heavy Objects (in baggage area) SECURE OR JETTISON Approach High Winds, Heavy Seas INTO THE WIND Light Winds, Heavy Swells PARALLEL TO SWELLS Wing Flaps 30° Power ESTABLISH 300 FT/MIN DESCENT AT 55 KIAS. Touchdown LEVEL ATTITUDE AT ESTABLISHED RATE OF DESCENT  ENGINE FIRE IN FLIGHT  Mixture IDLE CUT-OFF Fuel Selector Valve OFF Master Switch OFF (except wing root vents)  Alternator Circuit Breaker OFF Cabin Heat and Air OFF (except wing root vents)	Touchdown SLIGHTLY TAIL LOW Ignition Switch OFF Brakes APPLY HEAVILY DITCHING Radio TRANSMIT MAYDAY on 121.5 MHz, giving location and intentions and SQUAWK 7700 if transponder is installed Heavy Objects (in baggage area) SECURE OR JETTISON Approach High Winds, Heavy Seas INTO THE WIND Light Winds, Heavy Swells PARALLEL TO SWELLS Wing Flaps 30 Power ESTABLISH 300 FT/MIN DESCENT AT 55 KIAS. Touchdown LEVEL ATTITUDE AT ESTABLISHED RATE OF DESCENT  ENGINE FIRE IN FLIGHT  Mixture IDLE CUT-OFF Fuel Selector Valve DFF (except wing root vents) Addressed OFF (except wing root vents) Airspeed 85 KIAS (If fire is not extinguished, increase glide speed to find an airspeed which iwill provide an incombustible mixture)  WING FIRE  Navigation Light Switch OFF Strobe Light Switch OFF Strobe Light Switch OFF Strobe Light Switch OFF NOTE: Perform a sideslip to keep the flames away from the fuel tank and acabin, and land as soon as possible, with flaps retracted STATIC SOURCE BLOCKAGE  NOTE: Perform a sideslip to keep the flames away from the fuel tank and acabin, and land as soon as possible, with flaps retracted STATIC SOURCE BLOCKAGE  NOTE: Perform a sideslip to keep the flames away from the fuel tank and acabin, and land as soon as possible, with flaps retracted STATIC SOURCE BLOCKAGE  NOTE: Perform a sideslip to keep the flames away from the fuel tank and acabin, and land as soon as possible, with flaps retracted STATIC SOURCE BLOCKAGE  NOTE: Perform a sideslip to keep the flames away from the fuel tank and cabin, and land as soon as possible, with flaps retracted STATIC SOURCE BLOCKAGE  NOTE: Perform a sideslip to keep the flames away from the fuel tank and cabin, and land as soon as possible, with flaps retracted STATIC SOURCE BLOCKAGE  NOTE: Perform a sideslip to keep the flames away from the fuel tank and cabin, and land as soon as possible, with flaps retracted STATIC SOURCE BLOCKAGE  NOTE: Perform a sideslip to keep the flames away from the	Wing Flaps30° (on final approach)	Fire Extinguisher
Ignition Switch OFF Brakes APPLY HEAVILY  DITCHING  Radio TRANSMIT MAYDAY on 121.5 MHz, giving location and intentions and SQUAWK 7700 if transponder is installed Heavy Objects (in baggage area) SECURE OR JETTISON Approach High Winds, Heavy Seas INTO THE WIND Light Winds, Heavy Swells PARALLEL TO SWELLS Wing Flaps 30° Power ESTABLISH 300 FT/MIN DESCENT AT 55 KIAS. Touchdown LEVEL ATTITUDE AT ESTABLISHED RATE OF DESCENT  ENGINE FIRE IN FLIGHT Mixture IDLE CUT-OFF Fuel Selector Valve OFF Gabin Heat and Air OFF (except wing root vents)  INTO THE WIND And cabin, and land as soon as possible, with flaps retracted selection and and cabin, and land as soon as possible, with flaps retracted selection Light Switch OFF NOTE: Perform a sideslip to keep the flames away from the fuel tank and cabin, and land as soon as possible, with flaps retracted selection Light Switch OFF NOTE: Perform a sideslip to keep the flames away from the fuel tank and cabin, and land as soon as possible, with flaps retracted selection Light Switch OFF NOTE: Perform a sideslip to keep the flames away from the fuel tank and cabin, and land as soon as possible, with flaps retracted selection and cabin, and land as soon as possible, with flaps retracted selection and cabin, and land as soon as possible, with flaps retracted selection and cabin, and land as soon as possible, with flaps retracted selection and cabin, and land as soon as possible, with flaps retracted selection and cabin, and land as soon as possible, with flaps retracted selection and cabin, and land as soon as possible, with flaps retracted selection and cabin, and land as soon as possible, with flaps retracted selection and cabin, and land as soon as possible, with flaps retracted selection and cabin, and land as soon as possible, with flaps retracted selection and cabin, and land as soon as possible, with flaps retracted selection and cabin, and cabin,	Ignition Switch	Wing Flaps	Fire Extinguisher ACTIVATE (if available)  WARNING: After discharging an extinguisher within a closed cabin, ventilate the cabin.
Brakes	Brakes. APPLY HEAVILY  DITCHING  Radio TRANSMIT MAYDAY on 121.5 MHz, giving location and intentions and SQUAWK 7700 if transponder is installed Heavy Objects (in baggage area) SECURE OR JETTISON Approach High Winds, Heavy Seas INTO THE WIND Light Winds, Heavy Swells PARALLEL TO SWELLS Wing Flaps 30 Power ESTABLISH 300 FT/MIN DESCENT AT 55 KIAS. Touchdown LEVEL ATTITUDE AT ESTABLISHED RATE OF DESCENT  ENGINE FIRE IN FLIGHT  Mixture IDLE CUT-OFF Fuel Selector Valve OFF Gabin Heat and Air OFF (except wing root vents) Airspeed 85 KIAS (If fire is not extinguished, increase glide speed to find an airspeed which iwill provide an incombustible mixture)  APPLY HEAVILY Strobe Light Switch OFF Pitot Heat Switch OFF WOTE: Perform a sideslip to keep the flames away from the fuel tank and cabin, and land as soon as possible, with flaps retracted  STATIC SOURCE BLOCKAGE Alternate Static Source Valve PULL ON LANDING WITH A FLAT MAIN TIRE Wing Flaps AS DESIRED Alternate Static Source Valve NORMAL Touchdown GOOD TIRE FIRST, hold airplane off flat tire as long as possible with aileron control  AMMETER SHOWS EXCESSIVE RATE OF CHARGE Alternate Static Source Valve NORMAL Touchdown GOOD TIRE FIRST, hold airplane off flat tire as long as possible with aileron control  AMMETER SHOWS EXCESSIVE RATE OF CHARGE Alternate Static Source Valve NORMAL Touchdown GOOD TIRE FIRST, hold airplane off flat tire as long as possible with aileron control  AMMETER SHOWS EXCESSIVE RATE OF CHARGE Alternate Static Source Valv	Wing Flaps.30° (on final approach)Airspeed.55 KIASMaster Switch.OFF	Fire Extinguisher ACTIVATE (if available)  WARNING: After discharging an extinguisher within a closed cabin, ventilate the cabin.  Land the airplane as soon as possible to inspect for damage
Pitot Heat Switch	DITCHING  Radio TRANSMIT MAYDAY on 121.5 MHz, giving location and intentions and SQUAWK 7700 if transponder is installed Heavy Objects (in baggage area) SECURE OR JETTISON Approach	Wing Flaps30° (on final approach)Airspeed55 KIASMaster SwitchOFFTouchdownSLIGHTLY TAIL LOW	Fire Extinguisher ACTIVATE (if available)  WARNING: After discharging an extinguisher within a closed cabin, ventilate the cabin.  Land the airplane as soon as possible to inspect for damage  WING FIRE
Radio TRANSMIT MAYDAY on 121.5 MHz, giving location and intentions and SQUAWK 7700 if transponder is installed Heavy Objects (in baggage area) SECURE OR JETTISON Approach High Winds, Heavy Seas INTO THE WIND Light Winds, Heavy Swells	Radio TRANSMIT MAYDAY on 121.5 MHz, giving location and intentions and SQUAWK 7700 if transponder is installed Heavy Objects (in baggage area) SECURE OR JETTISON Approach High Winds, Heavy Seas INTO THE WIND Light Winds, Heavy Swells PARALLEL TO SWELLS Wing Flaps	Wing Flaps30° (on final approach)Airspeed55 KIASMaster SwitchOFFTouchdownSLIGHTLY TAIL LOWIgnition SwitchOFF	Fire Extinguisher ACTIVATE (if available)  WARNING: After discharging an extinguisher within a closed cabin, ventilate the cabin.  Land the airplane as soon as possible to inspect for damage  WING FIRE  Navigation Light Switch
intentions and SQUAWK 7700 if transponder is installed Heavy Objects (in baggage area)	intentions and SQUAWK 7700 if transponder is installed Heavy Objects (in baggage area)	Wing Flaps30° (on final approach)Airspeed55 KIASMaster SwitchOFFTouchdownSLIGHTLY TAIL LOWIgnition SwitchOFFBrakesAPPLY HEAVILY	Fire Extinguisher
Heavy Objects (in baggage area)	Heavy Objects (in baggage area)	Wing Flaps	Fire Extinguisher
Approach High Winds, Heavy Seas INTO THE WIND Light Winds, Heavy Swells PARALLEL TO SWELLS Wing Flaps 30° Power ESTABLISH 300 FT/MIN DESCENT AT 55 KIAS. Touchdown LEVEL ATTITUDE AT ESTABLISHED RATE OF DESCENT  ENGINE FIRE IN FLIGHT  Mixture IDLE CUT-OFF Fuel Selector Valve OFF (except wing root vents)  Cabin Heat and Air OFF (except wing root vents)  Alternate Static Source Valve PULL ON LANDING WITH A FLAT MAIN TIRE  Wing Flaps AS DESIRED Wing Flaps NORMAL Touchdown GOOD TIRE FIRST, hold airplane off flat tire as long as possible with aileron control  AMMETER SHOWS EXCESSIVE RATE OF CHARGE Alternator Circuit Breaker PULL Nonessential Electrical Equipment OFF Flight TERMINATE as soon as practical	Approach High Winds, Heavy Seas INTO THE WIND Light Winds, Heavy Swells PARALLEL TO SWELLS Wing Flaps	Wing Flaps	Fire Extinguisher
Approach High Winds, Heavy Seas INTO THE WIND Light Winds, Heavy Swells PARALLEL TO SWELLS Wing Flaps	Approach High Winds, Heavy Seas INTO THE WIND Light Winds, Heavy Swells PARALLEL TO SWELLS Wing Flaps	Wing Flaps	Fire Extinguisher
Wing Flaps	Wing Flaps	Wing Flaps	Fire Extinguisher
Wing Flaps	Power ESTABLISH 300 FT/MIN DESCENT AT 55 KIAS. Touchdown LEVEL ATTITUDE AT ESTABLISHED RATE OF DESCENT  ENGINE FIRE IN FLIGHT  Mixture IDLE CUT-OFF Fuel Selector Valve OFF Master Switch OFF Cabin Heat and Air OFF (except wing root vents) Airspeed 85 KIAS (If fire is not extinguished, increase glide speed to find an airspeed which iwill provide an incombustible mixture)  Wing Flaps AS DESIRED Approach NORMAL Touchdown GOOD TIRE FIRST, hold airplane off flat tire as long as possible with aileron control  AMMETER SHOWS EXCESSIVE RATE OF CHARGE Alternator OFF Alternator Circuit Breaker PULL Nonessential Electrical Equipment OFF Flight TERMINATE as soon as practical	Wing Flaps	Fire Extinguisher
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Touchdown LEVEL ATTITUDE AT ESTABLISHED RATE OF DESCENT  ENGINE FIRE IN FLIGHT  Mixture IDLE CUT-OFF Fuel Selector Valve OFF Master Switch OFF Cabin Heat and Air OFF (except wing root vents)  Touchdown GOOD TIRE FIRST, hold airplane off flat tire as long as possible with aileron control  AMMETER SHOWS EXCESSIVE RATE OF CHARGE  Alternator OFF Alternator Circuit Breaker PULL  Nonessential Electrical Equipment OFF  Flight TERMINATE as soon as practical	Touchdown LEVEL ATTITUDE AT ESTABLISHED RATE OF DESCENT  ENGINE FIRE IN FLIGHT  Mixture	Wing Flaps	Fire Extinguisher
DESCENT  Possible with aileron control  AMMETER SHOWS EXCESSIVE RATE OF CHARGE  Alternator	ENGINE FIRE IN FLIGHT  Mixture	Wing Flaps	Fire Extinguisher
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Cabin Heat and AirOFF (except wing root vents)  FlightTERMINATE as soon as practical	Cabin Heat and AirOFF (except wing root vents) Airspeed 85 KIAS (If fire is not extinguished, increase glide speed to find an airspeed which iwill provide an incombustible mixture)	Wing Flaps	Fire Extinguisher
	Airspeed 85 KIAS (If fire is not extinguished, increase glide speed to find an airspeed which iwill provide an incombustible mixture)	Wing Flaps	Fire Extinguisher
Aliapeed Ou MAU (II life is not extinguished, increase gilde speed to	find an airspeed which iwill provide an incombustible mixture)	Wing Flaps	Fire Extinguisher
		Wing Flaps	Fire Extinguisher
	Forced Landing FXFCUTE (as described in Emergency Landing	Wing Flaps	Fire Extinguisher

Forced Landing . . . . . EXECUTE (as described in Emergency Landing Without Engine Power)

## **Emergency Procedures Checklist**

For simulation use only, not for real world flight

### LOW-VOLTAGE LIGHT ILLUMINATES DURING FLIGHT

**NOTE**: Illumination of the low-voltage light may occur during low RPM conditions with an electrical load on the system such as during a low RPM taxi. Under these conditions, the light will go out at higher RPM. The master switch need not be recycled since an over-voltage condition has not occurred to de-activate the alternator system.

Radios	OFF	
Alternator Circuit Breaker		
Master Switch	OFF (both sides)	
Master Switch	ON	
Low-Voltage Light	CHECK OFF	
Radios	ON	
If low-voltage light illuminates again:		
Alternator	OFF	
Nonessential Radio and Electrical Equipment	OFF	
Flight TERMINATE as soon as practical		

#### **INADVERTENT ICING ENCOUNTER**

Turn pitot heat switch ON.

Turn back or change altitude to obtain an outside air temperature that is less conducive to icing.

Pull cabin heat control full out and open defroster outlet to obtain maximum defroster air temperature. For greater air flow at reduced temperatures, adjust the cabin air control as required.

Open the throttle to increase engine speed and minimize ice buildup on propeller blades.

Watch for signs of carburetor air filter ice and apply carburetor as required. An unexplained loss in engine speed could be caused by carburetor ice or air intake filter ice. Lean the mixture for maximum RPM, if carburetor heat is used continuously.

Plan a landing at the nearest airport. With an extremely rapid ice build-up, select a suitable "off airport" landing site.

With an ice accumulation of 1/4 inch or more on the wing leading edges, be prepared for significantly higher stall speed.

Leave wing flaps retracted. With a severe ice build-up on the horizontal tail, the change in wing wake airflow direction caused by wing flap extension could result in a loss of elevator effectiveness.

Open left window and, if practical, scrape ice from a portion of the windshield for visibility in the landing approach.

Perform a landing approach using a forward slip, if necessary, for improved visibility.

Approach at 65 to 75 KIAS depending upon the amount of the accumulation.

Perform a landing in level attitude.