CESSNA 172RG
(N9390B)

FLIGHT CREW CHECKLIST

ELMENDORF AFB
AERO CLUB

CESSNA 172RG 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 Annual Inspection
  - B VOR
  - R Aircraft Registration
  - I 100-Hour Inspection
  - O Owner’s Manual
  - A Altimeter
  - W Weight & Balance
  - T Transponder
  - E ELT

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

1. Landing Gear Lever ........................................... DOWN
2. Control Wheel Lock ............................................ REMOVE
3. Ignition Switch .................................................. OFF
4. Avionics Power Switch ........................................ OFF
5. Mixture .......................................................... IDLE CUT-OFF
6. Master Switch .................................................. ON
7. Avionics Master Switch ....................................... ON
8. Avionics Cooling Fan .......................................... CHECK AUDIBLY
9. Avionics Master Switch ....................................... OFF
10. Fuel Quantity Indicators ...................................... CHECK
11. Landing Gear Position Indicator Light (Green) ILLUMINATED
12. Pitot Heat Switch ............................................. ON (check for heat, then off)
13. Flaps .............................................................. EXTEND
14. Interior Lights ................................................. CHECK (for night flights)
   ................................................................. OFF (for day flights)
15. Exterior Lights ................................................. CHECK
16. Master Switch .................................................. OFF
17. Static Pressure Alternate Source Valve ...................... OFF
18. Fuel Selector Valve .......................................... BOTH
PREFLIGHT INSPECTION

EMPENNAGE

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

RIGHT WING

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

NOSE

1. Engine Oil Level .................CHECK (Max: 8 qts / Min: 5 qts)
2. Fuel Sump (1)..................DRAIN (free of water, sediment)
3. Prop & Prop Spinner ............CHECK (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. Nose Gear Doors..................CHECK (for security)
10. Landing/Taxi Light.....................CHECK
11. Static Ports (left & right side) .........CHECK (no obstruction)
12. Windshield ..................................CHECK (clean)

LEFT WING

1. Fuel Quantity.........................CHECK & SECURE CAP
2. Wheel and Brakes .........CHECK (security, leaks, pressure, wear)
3. Wing Tie-Down/Ground/Chocks............DISCONNECT
4. Pitot Tube.................................CHECK (for obstructions)
5. Stall Warning Vane.........CHECK (for freedom of movement)
6. Fuel Tank Vent Opening..............CHECK (for stoppage)
7. Wing Tip and Navigation Light..........CHECK (lens secure)
8. Aileron..........................CHECK (freedom of movement and secure)
9. Wing Flap.........................CHECK (security, linkage, and track)
10. Fuel Sump (1)..................DRAIN (security, linkage, and track)
CREW/PASSENGER 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 Key .......................................................... INSERTED
2. Preflight Inspection .................................................. COMPLETE
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 Switch ............................................ OFF
8. Fuel Selector Valve ................................................ BOTH
9. Cowl Flaps ............................................................ OPEN

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

10. Beacon Switch ...................................................... ON
11. Brakes ................................................................. APPLY
PRE TAKE-OFF PREPARATION

STARTING ENGINE

(Brief *Engine Fire During Start* Emergency Procedure)

1. Throttle ........................................ OPEN 1/4 INCH
2. Mixture ........................................ RICH
3. Propeller ........................................ HIGH RPM
4. Carburetor Heat ................................. COLD
5. Prime ........................................ AS REQUIRED
6. Master Switch (Battery Side Only) ............ ON
7. Propeller Area .................................... CLEAR
8. Ignition Switch .................................. START
9. Throttle .......................................... OPEN 1000 RPM
10. Oil Pressure ................................. CHECK, IN GREEN SECTOR
11. Master Switch (Alternator Side) ............... ON

AFTER STARTING ENGINE

1. Avionics Power Switch .................. ON (*Set and check volume*)
2. Radios And Transponder ............ SET and STANDBY
   ATIS ........................................ 124.30
   Elmendorf Ground .................... 121.80 / CLR DEL 128.80
   Elmendorf Tower ................... 127.20
3. Suction ........................................ IN GREEN
4. Flaps .............................................. RETRACT
5. Mixture ........................................... Lean (*as appropriate*)
6. ATIS/AWOS ................................. Check (*if applicable*)
7. Radio Call .................................. AS REQUIRED
8. Parking Brake ............................. SET (*as desired*)
9. Seats, Seatbelts/Shoulder Harnesses ....... SECURE
10. Doors/Windows ............................. CLOSED/LOCKED
11. Flight Controls ............................ FREE and CORRECT
12. Flight Instruments ......................... CHECK & SET
13. Fuel Quantity .............................. CHECK
14. Auxiliary Fuel Pump ON (Check for rise in PSI), then OFF
15. Fuel Selector Valve ....................... RECHECK BOTH
16. Oil Pressure .................................... GREEN SECTOR
17. Mixture ........................................ RICH
18. Elevator Trim .............................. TAKE-OFF (*clear area behind plane*)
19. Throttle ....................................... 1800 RPM
   a. Magnetos .................. CHECK (*150 max. drop; 50 differential*)
   b. Propeller ............................. CYCLE
   c. Carburetor Heat ........................ CHECK (*for RPM drop*)
   d. Engine Instruments and Ammeter .......... CHECK
   e. Suction Gauge ...................... IN GREEN SECTOR (*4.5 to 5.4*)

TAXIING  *Single Pilot Rules*

*No Checklist while taxiing*

1. Clear Area .......................... RADIO CALL (*as necessary*)
2. Brakes .................................... CHECK
3. Flight Controls ..................... SET FOR WIND
4. Parking Brake ............................. SET (*as desired*)
5. Seats, Seatbelts/Shoulder Harnesses ....... SECURE
6. Doors/Windows ............................. CLOSED/LOCKED
7. Flight Controls ............................ FREE and CORRECT
8. Flight Instruments ......................... CHECK & SET
9. Fuel Quantity .............................. CHECK
10. Auxiliary Fuel Pump ON (Check for rise in PSI), then OFF
11. Fuel Selector Valve ....................... RECHECK BOTH
12. Oil Pressure .................................... GREEN SECTOR
13. Mixture ........................................ RICH
14. Elevator Trim .............................. TAKE-OFF (*clear area behind plane*)
15. Throttle ....................................... 1800 RPM
   a. Magnetos .................. CHECK (*150 max. drop; 50 differential*)
   b. Propeller ............................. CYCLE
   c. Carburetor Heat ........................ CHECK (*for RPM drop*)
   d. Engine Instruments and Ammeter .......... CHECK
   e. Suction Gauge ...................... IN GREEN SECTOR (*4.5 to 5.4*)
PRE TAKE-OFF PREPARATION

BEFORE TAKE-OFF CHECK

1. Pre-Take-off Briefing:
   - AIRSPEEDS
   - DISTANCES
   - DEPARTURE
   - EMERGENCY PROCEDURES
2. Seat Backs.......................... MOST UPRIGHT POSITION
3. Seatbelts/Shoulder Harnesses ....................... SECURE
4. Doors/Windows........................... CLOSED/LOCKED
5. Wing Flaps ................................ SET FOR TAKE-OFF (0°)
6. Engine Gauges ......................... CHECK IN GREEN
7. Navigation Instruments ..................... SET (if required)
8. Parking Brake.......................... RELEASE
9. Radio Call.................................. AS REQUIRED
   When Cleared for Takeoff
10. Transponder............................ ON (“ALT”)
11. Landing Light................................ ON
12. Strobe Lights............................ AS DESIRED
   *(For amplified take-off procedures, see pages 4-25.)*

TAKE-OFF

NORMAL TAKE-OFF

1. Wing Flaps ........................................ 0° *(normal setting)*
2. Carburetor Heat.................................. COLD
3. Heading Indicator.............................. CHECK ALIGNMENT
4. Flight Controls ............................... SET FOR WIND
5. Throttle............................................ FULL OPEN and 2700 RPM
6. Airspeed Indicator.............................. CHECK for Indication
7. Rotate ............................................. 55 KIAS
8. Climb Speed................................. 70 – 80 KIAS *(or as instructed)*
9. Wheel Brakes .................................... APPLY
10. Landing Gear................................. RETRACT in climb out

SHORT FIELD TAKE-OFF

1. Wing Flaps ........................................ 0°
2. Carburetor Heat.................................. COLD
3. Heading Indicator.............................. CHECK ALIGNMENT
4. Wheel Brakes .................................... APPLY
5. Throttle.......................... FULL THROTTLE and 2700 RPM
6. Mixture.......................... RICH (above 3,000’ lean to max RPM)
7. Engine Instruments............................. CHECK in Green Sectors
8. Wheel Brakes .................................... RELEASE
9. Elevator .................................. SLIGHTLY TAIL-LOW ATTITUDE
10. Climb Speed................................. 63 KIAS, until clear of obstacles
11. Landing Gear................................. RETRACT after obstacles are cleared
TAKE-OFF

SOFT FIELD TAKE-OFF

1. Wing Flaps .............................................................. 10°
2. Elevator ................................ SLIGHTLY TAIL-LOW ATTITUDE
3. Control Wheel .......................................................... AFT
4. Wheel Brakes .................................................. AS REQUIRED
5. Throttle ................................ FULL THROTTLE and 2700 RPM
6. Lift-off and Accelerate to 63 KIAS in GROUND EFFECT
7. Wing Flaps .......... RETRACT, slowly after 70 KIAS
8. Climb Speed ...................... 80 KIAS (or as instructed)

ENROUTE

ENROUTE CLimb

1. Airspeed ............................................................... 85-95 KIAS

   If Maximum Rate of Climb is necessary:
   Sea Level ........................................................... 84 KIAS
   2000’ .............................................................. 83 KIAS
   4000’ .............................................................. 81 KIAS
2. Throttle ................................................................. 25 Inches
3. Propeller ................................................................. 2500 RPM
4. Cowl Flaps ................................ OPEN as required
5. Mixture .............................................................. RICH below 3000’

   .................................................. LEAN for max RPM above 3000’

LEVEL OFF/CRUISE

1. Power15 – 25 inches, 2100-2700 RPM (less than 75% power)
2. Elevator and Rudder Trim.......................... ADJUST
3. Mixture .............................................. LEAN AS APPROPRIATE
4. Cowl Flaps ............................................................ CLOSED

   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 Instruments ........................................... CHECK
6. Circuit Breakers ........................................... CHECK
7. Lights .......................................................... AS REQUIRED
8. Consult POH for cruise performance
9. DG .............................................................. SET
10. Flight Plan Activate ........................................ IF REQUIRED
DESIGN, LANDING & SHUTDOWN

DESIGN

1. Fuel Selector Valve ............................................ BOTH
2. Mixture .................................................. ENRICHEN as required
3. Power and Trim ........................................ AS DESIRED
4. Carburetor Heat............AS REQUIRED to prevent carb icing
5. Cowl Flaps .................................................. CLOSED
6. Wing Flaps .................................................. AS DESIRED

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

LANDING

BEFORE LANDING

1. Seats/Seat Backs/Shoulder Harnesses................. SECURED
2. Fuel Selector Valve .................. BOTH
3. Mixture ............................................... RICH
4. Landing Gear CHECK (Observe gear down and gear lights)
   The landing gear may be extended below 140 KIAS to increase rate of descent.
5. Carburetor Heat...........ON (apply before reducing power)
6. Propeller .......................................... HIGH RPM
7. Landing/Taxi Lights........................................ ON

NORMAL LANDING

1. Wing Flaps ............... AS DESIRED (< 130 KIAS for 10°)
   .................................................(< 100 KIAS for >30°)
2. Final Approach Airspeed .......... 65-75 KIAS (Flaps Up)
   .................................................................. 60-70 KIAS (Flaps 30°)
3. Touchdown..........................MAIN LANDING GEAR FIRST

SHORT FIELD LANDING

1. Airspeed ............................................. 65-75 KIAS (Flaps UP)
2. Wing Flaps ..................................... 30° (below 100 KIAS)
3. Airspeed .................................. 63 KIAS on final (or as instructed)
4. Power.........REDUCE TO IDLE, once obstacle is clear
5. Touchdown...........MAIN LANDING GEAR FIRST
6. Wheel Brakes ...............APPLY HEAVILY
7. Wing Flaps ........................................... RETRACT

SOFT FIELD LANDING

1. Airspeed ............................................. 65-75 KIAS (Flaps Up)
   .......................................................... 60-70 KIAS (Flaps 30°)
2. Wing Flaps ........ AS DESIRED (< 130 KIAS for 10°)
   .................................................................. ( < 100 KIAS for >10°)
3. Touchdown...........MAIN LANDING GEAR FIRST
4. Landing Roll...........LOWER NOSE WHEEL GENTLY
5. Wheel Braking .......................MINIMUM REQUIRED

BALKED LANDING

1. Throttle ..............FULL OPEN and 2700 RPM
2. Carburetor Heat .................... COLD
3. Flaps ............................................. RETRACT TO 20°
4. Climb Speed ............................................ 55 KIAS
5. Flaps ..........RETRACT slowly after reaching 65 KIAS
6. Cowl Flaps ..................OPEN
AFTER LANDING (Clear of Runway)

1. Wing Flaps .......................................................... UP
2. Carburetor Heat ...................................................... COLD
3. Cowl Flaps ............................................................. OPEN
4. Elevator Trim ......................................................... TAKE-OFF
5. Mixture ................................................................. AS REQUIRED
6. Lights ................................................................. AS REQUIRED
7. Transponder .......................................................... STBY
8. Flight Controls ....................................................... SET for wind
9. Radio Call ............................................................. AS REQUIRED

SHUTDOWN

1. All Lights except Beacon .......................................... OFF
2. Throttle ................................................................. IDLE
3. Avionics Power Switch .............................................. OFF
4. Magnetos ............................................................ GROUND CHECK
5. Throttle ................................................................. 1000 RPM
6. Mixture ................................................................. IDLE CUT-OFF
7. Ignition Switch ....................................................... OFF/KEY REMOVED
8. Master Switch ........................................................ OFF
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

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SPEEDS FOR EMERGENCY OPERATIONS

ENGINE FAILURE AFTER TAKE OFF:
   Wing Flaps Up ....................................... 70 KIAS
   Wing Flaps Down ................................. 65 KIAS

MANEUVERING SPEED:
   2650 lbs ........................................... 106 KIAS
   2250 lbs ........................................... 98 KIAS
   1850 lbs ........................................... 89 KIAS

Maximum Glide Speed ......................... 73 KIAS @ 2650 Lbs
                                         67 KIAS @ 2250 Lbs
                                         61 KIAS @ 1850 Lbs

Precautionary Landing Speed ..................... 65 KIAS
(With power available)

Landing Without Engine Power:
   Wing Flaps Up ....................................... 75 KIAS
   Wing Flaps Down ................................. 65 KIAS
FIRES

- DURING START ON GROUND
  1. Cranking .................................. CONTINUE, to get a start

  IF ENGINE STARTS:
  2. Power .................................. 1700 RPM for a few minutes
  3. Engine .................................. SHUTDOWN and inspect for damage

  IF ENGINE FAILS TO START:
  4. Throttle .................................. FULL OPEN
  5. Mixture .................................. IDLE CUT-OFF
  6. Cranking .................................. CONTINUE
  7. Fuel Selector Valve ......................... OFF
  8. Engine .................................. SECURE:
     Ignition Switch .......................... OFF
     Master Switch .......................... OFF
     Fuel Selector Valve ..................... OFF
  9. Parking Brake .......................... RELEASE
  10. Airplane .................................. EVACUATE
  11. Fire .................................. EXTINGUISH
  12. Fire Damage .......................... INSPECT

EMERGENCY PROCEDURES

ENGINE FAILURES

DURING TAKE-OFF RUN
  1. Throttle .................................. IDLE
  2. Wheel Brakes .......................... APPLY
  3. Wing Flaps ................................ RETRACT
  4. Mixture .................................. IDLE CUT-OFF
  5. Ignition Switch .......................... OFF
  6. Master Switch .......................... OFF

IMMEDIATELY AFTER TAKE-OFF
  1. Airspeed .......................... 70 KIAS (Flaps UP)
     .................................. 65 KIAS (Flaps DOWN)
  2. Mixture .................................. IDLE CUT-OFF
  3. Fuel Selector Valve ......................... OFF
  4. Ignition Switch .......................... OFF
  5. Wing Flaps .......................... AS REQUIRED (30° Recommended)
  6. Master Switch .......................... OFF
  7. Cabin Door .......................... UNLATCH
  8. Land .................................. STRAIGHT AHEAD

DURING FLIGHT (Restart Procedure)
  1. Airspeed .......................... 75 KIAS
  2. Carburetor Heat .......................... ON
  3. Fuel Selector Valve ....................... BOTH
  4. Mixture .................................. RICH
  5. Ignition Switch .......................... BOTH (Start if prop stopped)
  6. Primer .................................. IN and LOCKED
EMERGENCY PROCEDURES

FORCED LANDINGS

PRECAUTIONARY LANDING (W/ POWER)

1. Airspeed ................................................................. 65 KIAS
2. Wing Flaps .............................................................. 20°
3. Selected Field ....................... FLY OVER (note terrain/obstacles)
4. Electrical Switches .................................................. OFF
5. Landing Gear ............... DOWN (UP if terrain is rough or soft)
6. Wing Flaps ......................................................... 30° (on Final)
7. Airspeed ................................................................. 65 KIAS
8. Doors .................. UNLATCH PRIOR TO TOUCHDOWN
9. Avionics Power and Master Switches ................. OFF
10. Touchdown ................. SLIGHTLY TAIL LOW
11. Controls ............................................................... FULL AFT
12. Wheel Brakes ........................................................ AS REQUIRED

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

a. Fuel Selector Valve .............................................. OFF
b. Mixture ...................................................... IDLE CUT-OFF
c. Ignition ................................................................. OFF

EMERGENCY SQUAWK: 7700
MAYDAY: 121.50
EMERGENCY PROCEDURES

FIRES

- ENGINE FIRE IN FLIGHT
  1. Mixture.............................................. IDLE CUT-OFF
  2. Fuel Selector Valve.............................................. OFF
  3. Master Switch .................................................. OFF
  4. Cabin Air Heat and Air ........... OFF, except overhead vents
  5. Airspeed ...................................................... 105 KIAS
     (If fire is not extinguished, increase glide speed)
  6. PROCEED WITH FORCED LANDING w/o POWER

- ELECTRICAL FIRE IN FLIGHT
  1. Master Switch ........................................... OFF
  2. Avionics Power Switch ........................................ OFF
  3. All Other Electrical Switches ................................ OFF
  4. Vents / Cabin Air / Heat .................................. CLOSED
  5. Fire Extinguisher ..................... ACTIVATE, If Required
     If fire has been extinguished
  6. Vents / Cabin Air / Heat..........................OPEN
  7. Circuit Breakers ...... CHECK for faulty circuit; do not reset
  8. Master Switch ........................................... ON
  9. Avionics Power Switch ................................. ON
 10. Radio/Electrical Switches ......................... ON
    (One at a time with delay to locate short circuit)

- CABIN FIRE
  1. Master Switch .................................................. OFF
  2. Vents / Cabin Air / Heat ................................ CLOSED
  3. Fire Extinguisher ........................................ ACTIVATE
    AFTER DISCHARGING FIRE EXTINGUISHER AND THE FIRE IS EXTINGUISHED, VENTILATE CABIN.
  4. Vents / Cabin Air / Heat ..................OPEN to ventilate cabin
  5. Windows .......................................................... OPEN
  6. Land as soon as possible!

- WING FIRE
  1. Navigation Light Switches ......................... OFF
  2. Strobe Light Switch ..................................... OFF
  3. 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.
  4. Land as soon as possible.

Elmendorf Aero Club
EMERGENCY PROCEDURES

ICING
(The first place you will probably notice icing is on the leading edge of the tires, if gear is down.)

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 engine icing ............ SET MAX RPM
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 .......... 80 to 90 KIAS, depending on ice.
11. Land in level attitude.

STATIC SOURCE BLOCKAGE
1. Static Pressure Alternate Source Valve ..........PULL ON
2. Windows ............................................................... CLOSED
3. Airspeed .......... CONSULT CALIBRATION TABLES .......... IN SECTION 5 OF POH
4. Fly an airspeed 1 to 2 knots higher than normal.

EMERGENCY PROCEDURES

ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS

EXCESSIVE RATE OF CHARGE ON AMMETER

1. Alternator ................................................................. OFF
2. Alternator Circuit Breaker ........................................... PULL
   CAUTION: WITH ALTERNATOR OFF, COMPASS ERRORS AS MUCH AS 25° MAY OCCUR.
3. Nonessential Electrical Equipment ......................... OFF
4. LAND AS SOON AS PRACTICAL.

LOW VOLTAGE ANNUNICATOR
(AMMETER INDICATES DISCHARGE)

1. Avionics Power Switch ............................................. OFF
2. Alternator Circuit Breaker ............................... CHECK IN
3. Master Switch .......................... OFF (Both Sides)
4. Master Switch .......................................................... ON
5. Low Voltage Annunciator ......................... CHECK OFF
6. Avionics Power Switch ............................... CHECK OFF
   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. Throttle ................................................................. IDLE
2. Ailerons ............................................................. NEUTRAL
3. Flaps ................................................................. RETRACT
4. Rudder .......................... HOLD OPPOSITE DIRECTION OF ROTATION

NOTE:

To determine direction of rotation:

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

5. Controls .................................................. FULL FORWARD

AFTER SPIN STOPS:

6. Rudder ................................................ NEUTRALIZE
7. Wings ................................................ LEVEL
8. Pitch Attitude ..................... RETURN TO LEVEL FLIGHT

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 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
   - Hold and watch for 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**

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

**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. (Use tie-down kit if necessary)

3. Call FSS to close flight plan (1-800-WX BRIEF).

4. If a maintenance problem 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
Elmendorf Tower  127.20
Elmendorf Ground  121.80

NAVIGATION FREQUENCIES
EDF LOC  110.30
ANC Approach (N)  119.1 / 118.6
ANC Approach (S)  126.40