

N111LH

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EMERGENCY CHECKLIST

ENGINE FIRE DURING START					
If Engine Starts					
CONTINUE CRANKING					
Throttle	1700 RPM 3-4 minutes				
Mixture	IDLE CUTOFF				
Ignition	OFF				
Master	OFF				
EXIT AIRPLANE					
If Engine Does NOT Start					
If Engine Does	NOT Start				
	NOT Start TINUE CRANKING				
CON	TINUE CRANKING				
CON Throttle	TINUE CRANKING FULL OPEN				
CON Throttle Mixture	TINUE CRANKING FULL OPEN IDLE CUTOFF				
CON Throttle Mixture Master	TINUE CRANKING FULL OPEN IDLE CUTOFF OFF				

IN-FLIGHT FIRE					
Engine Fire					
Mixture	IDLE CUTOFF				
Fuel Selector	OFF				
Master	OFF				
Cabin Heat/Air	OFF				
Airspeed	100 KIAS OR HIGHER				
EXECUTE FORCED LANDING					
Electrical Fire					
Master	OFF				
All Other Electrical Sw	itches OFF				
Ignition	ON				
Cabin Heat/Air/Vents	CLOSED				
Fire Extinguisher	ACTIVATE				
Cabin Heat/Air/Vents					
IF ELECTRICAL POWER IS NEEDED FOR					
REMAINDER OF FLIGHT, TURN ON MASTER					
AND AVIONICS ONE BY ONE AS					
NECESSARY UNTIL SHORT CIRCUIT IS					
LOCALIZED					
LOW OIL PRESSURE					

LOW OIL PRESSURE					
Oil Temp	CHECK				
If Normal					
LAND TO INSPECT ASAP					
If Abnormal					
Assume Imminent Engine Failure					
EXECUTE EMERGENCY/FORCED LANDING					

ENGINE	FAILURE						
Trim for V _G	65 KIAS						
Landing Site	LOCATE						
Fuel Selector	BOTH						
Mixture	RICH						
Carb Heat	ON						
Primer	IN AND LOCKED						
Ignition Switch	START						
If Engine Fails to Restart							
Transponder	7700						
Comms	121.5 MAYDAY						
Fuel	121.5 WATDAT						
	OFF						
Selector							
Mixture	IDLE CUTOFF						
Ignition	OFF						
Doors	AJAR						
Master	OFF						
EXECUTE FOR							
EXIT AIRPLANE							
ROUGH ENGINI	E/POWER LOSS						
Possible							
Carb Heat	ON						
If Resolved							
Throttle	ADJUST						
Carb Heat	OFF						
Possible Fouled Spark Plugs							
Ignition	L or R						
Mixture	LEAN						
Ignition BOTH							
ELEVATOR CONTROL FAILURE							
Trim	60 KIAS						
Flaps	20°						
CONTROL GLIDE WITH POWER ONLY							
During the Flare:							
Throttle	CLOSE						
Trim	FULL NOSE UP						
UNPLANNED ICI	NG ENCOUNTER						
Pitot Heat	ON						
Altitude	CHANGE						
Cabin Heat	ON						
	-						
Defroster Outlet	OPEN						
Throttle	OPEN						
Carb Heat	AS REQ'D						
Mixture	N IF CARB HEAT USED						
	CONTINUOUSLY						



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HELPFUL INFORMATION

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V SPEEDS (kts)		PIREPS												
V _R 55	1 [Туре		UA-Routine, UUA-Urgent										
V _x 59	1	/ov					Location							
V _Y 73	1	/TM			Time									
Normal Climb 70-80	1	/FL			Altitude/Flight Level									
V _{so} 41		/TP			Aircraft Type									
V ₅₁ 47		/SK					Sky Cover							
V _{FE} 0-10° 110		/wx					Visibility/Weather							
V _{FE} 10-40° 85		/TA					Temperature (Celsius)							
V _A Max Gross 97		/wv					Wind							
V _A 1,950 lbs 89		/тв				Turbulence								
V _{NO} 128		/IC				Icing								
V _{NE} 160		/RM								ŀ	Rema	arks		
V _G 65	4					MIS	C IN	FO						
Max Window Open 160	_	Ģ	iPS	Unc				28 Days						
Max Demonstrated X-Wind 15	╡┟	GPS Updates			20 Days									
Recommended Entry Speeds:		VFR Sectionals IFR Enroute Charts												
Chandelles/Lazy 8s 105									50	Day	/S			
Steep Turns 95	_	Ар	pro	acn	Plat	ces								
ICAO FLIGHT PLANS				A	IC LI	GHT	GUN	I SIG	NAL	S				
7. Aircraft ID Tail Number			GROU	IND		SIGNAL			AIR					
8. Flight Rules I–IFR, V-VFR									Cleared to Land		-			
Type of Flight G-Gen. Aviation		Cleared for Takeoff												
9. # of Aircraft Only if more than 1		Cleared		to Taxi				Return for Landing			_			
Aircraft Type C172		STOP								Give Way/Circle				
Wake Category L-Light		Taxi Clear of Runway			,				Airport Unsafe					
10. Equipment /G		Taxi Clear of Run		51 KUNWAY							DO NOT LAND			
13. Dep. Airport KXXX		Return to Starting Point		nt	000		\bigcirc	N/A						
Time Departure Time		Exercise Extreme Caution		on				Exercise Extreme Caution		n				
15. Cruising Speed TAS NOXXX						_								
Level FXXX or AXXX	-	PRESSURE RPM		20 ⁰ C BELOW STANDARD TEMP		DW TEMP	STAN MP TEMPER		ANDARD		20°C ABOVE STANDARD TEMP			
Route Insert Rt and Alt/Speed Changes	- Ľ	ALTITUDE FT		8HP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH		
16. Dest. Airport KXXX	- [2000	2500 2400 2300 2200 2100	72 64	111 106	8.0	75 67 60	116	8.4 7.5	71 63 56 50 45	115	7.9 7.1 6.3 5.8 5.4		
EET Est. Elapsed Time	-		2200 2100	56 50	101 95	7.1 6.3 5.8	53 47	105 100 94	8.4 7.5 6.7 6.1 5.6	50 45	105 99 93	5.8 5.4		
18. Other 0 or RMK/XXX Endurance Fuel in Hrs/Min	-			76	116	8.5	75	118	84	71 67 60 54 48 44	118 115 109 104	7.9		
Persons on Board # of people			2550 2500 2400 2300 2200 2100	76 68 60	111 105	7.6 6.8	75 71 64 57	115 110 105	8.0 7.1 6.4			7.5 6.7 6.1		
Fill in the rest including PIC Name			2200	54 48	100 94	6.1 5.6	51 46	99 93	5.9 5.5	48 44	98 92	5.7 5.3		
AIRCRAFT INFO		6000	2600 2500 2400	72 64	116 110	8.1 7.2 6.5	75 67 60	120 115 109	8.4 7.6 6.8 6.2	71 64 57 52	120 114 109	7.9 7.1 6.4 5.9		
			2300 2200 2100	57 51	57 105	9 5.9	54 49 44	104 98 92	5.7	57 52 47 42	103 97 91	5.9 5.5 5.2		
Tire Pressure31 PSI NOSE, 29 PSI MAINTotal/Useable Fuel54/50 gal		8000	2650	40	93		75	122	5.4 8.4	71	122	1		
			2600 2500	76 68 61	120 115 110	8.6 7.7 6.9	71 64 58	120 114 109	8.0 7.2 6.5	67 60 55	119 113 108	7.9 7.5 6.8 6.2 5.8 5.4		
Oil 4-6 qts Max Takeoff Weight 2,300 lbs			2600 2500 2400 2300 2200	55 49	104 98	6.2 5.7	50 52 47	109 103 97	6.0 5.5	50 45	108	5.8 5.4		
Basic Empty Wt/Arm 1,517 lbs/39.95		10,000	2050	76 72	122		71	122	8.0	67 64	121			
281/ - 604 Alt Battery 241/	+		2600 2500 2400 2300 2200	65 58 52 47	120 114 109 103 97	8.5 8.1 7.3 6.5 6.0 5.6	68 61 55 50 45	119 114 108 102 96	7.6 6.8 6.2	64 58 52	118 112 107	7.5 7.1 6.5 6.0 5.6 5.3		
Electrical 10 Amp/hr			2300 2200	52 47					5.8 5.4	48 44	101 95	5.6 5.3		
10 Amp/m	1073mp/m								*					