

(IF UNABLE TO ABORT TAKEOFF)

POWER LOSS IMMEDIATELY AFTER TAKEOFF / NO RESTART

MAINTAIN AIRCRAFT CONTROL

BEST GLIDE – 70 KIAS (80 MPH) *Full Gross Weight*
FUEL SELECTOR – OFF
MIXTURE – FULL LEAN / IDLE CUTOFF
FLAPS – DOWN
MASTER & MAGS – OFF

*UNLATCH DOORS
PROTECT BODY*

POWER LOSS IN FLIGHT

BEST GLIDE – 70 KIAS (80 MPH) *Full Gross Weight*
NOTE WIND DIRECTION & VELOCITY
PICK LANDING SITE
MIXTURE – FULL RICH
FUEL SELECTOR – CHECK / SWITCH / BOTH *Note Gauges*
AUX FUEL PUMP – TRY START POSITION FOR RESTART
MAGNETOS – CHECK ALL
MASTER – ON

EMERGENCY LANDING ON WATER w/o ENGINE POWER

AIRSPEED – 70 KIAS (Flaps UP), 65 KIAS (Flaps DOWN)
LANDING GEAR – UP *3-Blue Lights*
MIXTURE – FULL LEAN / IDLE CUTOFF
FUEL VALVE – OFF
IGNITION SWITCH – OFF
WATER RUDDERS – UP
WING FLAPS – AS REQ. *30° Recommended*
MASTER – OFF
DOORS – UNLATCH PRIOR TO APPROACH
TOUCHDOWN – SLIGHTLY TAIL LOW
CONTROL WHEEL – FULL AFT *As Amphib Decelerates*

EMERGENCY LANDING ON LAND w/o ENGINE POWER

AIRSPEED – 70 KIAS (Flaps UP), 65 KIAS (Flaps DOWN)
SQUAWK 7700
DECLARE EMERGENCY *TWR, APP, Unicom, 121.5*
MIXTURE – FULL LEAN / IDLE CUTOFF
FUEL VALVE – OFF
SEATBELTS / HARNESS
GEAR – DOWN *If Landing On Runway*
GEAR – UP *If Landing On Rough Or Soft Terrain*
WING FLAPS – AS REQ. *40° Recommended*
MASTER & IGNITION – OFF
UNLATCH DOOR & PROTECT BODY

ELECTRICAL FIRE IN FLIGHT

ALL ELECTRICAL DEVICES + MASTER – OFF *Mags – On*
CLOSE VENTS, CABIN HEAT, & AIR *Oxygen?*
IF FIRE OUT, MASTER ON ONLY IF CRITICAL *Vents – Open*
THEN ONE ESSENTIAL ELECTRICAL DEVICE AT A TIME
RESET CIRCUIT BREAKER(S) ONLY IF CRITICAL

ENGINE FIRE IN FLIGHT

MIXTURE – FULL LEAN / IDLE CUTOFF
FUEL SELECTOR – OFF
MASTER – OFF *Mags – On*
CABIN HEAT & AIR – OFF *Except Overhead Vents*
INCREASE AIRSPEED TO EXTINGUISH – LAND ASAP

ENGINE FIRE DURING START

CONTINUE CRANKING ENGINE
IF START – RUN A FEW SECONDS - SHUTDOWN - INSPECT
IF NO START – MIXTURE - IDLE CUTOFF & FUEL SELECTOR - OFF
THROTTLE – FULL OPEN
CONTINUE CRANKING ENGINE A FEW SECONDS
MASTER & MAGS – OFF
EVACUATE / FIRE EXTINGUISHER

ICING

PITOT HEAT – ON
CABIN HEAT & DEFROST – MAXIMUM
STRONGLY CONSIDER 180° TURN
ATTAIN HIGHER OR LOWER ALTITUDE
INCREASE ENGINE SPEED
FLAPS – NOT RECOMMENDED FOR LANDING
LAND FASTER AS NEEDED

GEAR FAILS TO GO UP OR DOWN

BATT - ON, RECHECK GEAR SWITCH IN DESIRED POSITION, CK GEAR CB IN, GEAR LTS - 3 BLUE for UP & 3 GREEN for DOWN, CK VISUALLY.
If Still Not In Desired Position: RECYCLE GEAR SWITCH, GEAR MOTOR - CHECK RED LIGHT ON, REDUCE AIRSPEED.
If Gear Motor Inop or Gear Still Not In Desired Position: PULL GEAR CB, PUT GEAR SWITCH IN DESIRED POSITION, SELECT DESIRED POSITION ON EMERG. VALVE, PUMP EMERG. HAND PUMP UNTIL RESISTANCE HEAVY (APPROX 150 CYCLES) CK LIGHTS AND

UNICOM: 122.7 122.725 122.8 122.975 123.0 123.05
MULTICOM: 122.9 (CTAF) 122.75 (Air To Air)
FSS: 122.2
GROUND: 121.3 121.7 121.9 123.5 123.9
EMERGENCY: 121.5

TOWER SIGNALS	ON GROUND	IN FLIGHT
Steady Green	Cleared For Takeoff	Cleared To Land
Flashing Green	Cleared To Taxi	Return For Landing
Steady Red	Stop	Yield & Continue Circling
Flashing Red	Taxi Clear of Landing Area	Airport Unsafe - Do Not Land
Flashing White	Return To Starting Point	N/A
Alternating Red & Green	Use Extreme Caution	Use Extreme Caution

Cessna 172 M 180 HP Amphibian Lycoming: O-360, 180 HP

Empty Weight: 1885.26 LBS *(Specific Plane Weight)*
Max. Useful Load: 664.74 LBS *(Including Fuel @ 6 lbs/gal)*
Max. Baggage Area: 120.00 LBS *(Included In Useful Load)*
Max. T.O. Weight: 2550.00 LBS

Fuel Type: 100LL (Blue) / 100 (Green) / 80 (Red)
Usable Fuel: 38 Gallons
Oil Capacity: 8 Quarts *(Minimum 6)*
Electrical: 12-14 VOLT / 60 AMP
Tire Pressure: Nose - 45 PSI / Main - 38 PSI