

**Approved Procedures**

**ENGINE FAILURE DURING TAKEOFF ROLL**

|                            |               |              |
|----------------------------|---------------|--------------|
| Throttle                   | Pull Full Out | IDLE         |
| Brakes                     |               | APPLY        |
| Wing Flaps                 |               | RETRACT      |
| Mixture                    | Pull Full Out | IDLE CUT-OFF |
| Ignition Switch (Magneton) |               | OFF          |
| Master Switch (Alt & Bat)  |               | OFF          |

**ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF**

|                            |                  |                            |
|----------------------------|------------------|----------------------------|
| Airspeed                   | From 50% 70-KIAS | From 5000 65-KIAS          |
| Mixture                    | Pull Full Out    | IDLE CUT-OFF               |
| Fuel Shutoff Valve         | Pull Full Out    | PULL FULL OFF              |
| Ignition Switch (Magneton) |                  | OFF                        |
| Wing Flaps                 | Full Recommended | AS REQUIRED                |
| STBY Batt Switch           |                  | OFF                        |
| Master Switch (Alt & Bat)  |                  | OFF                        |
| Cabin Door                 |                  | UNLATCH PRIOR TO TOUCHDOWN |
| Land                       |                  | STRAIGHT AHEAD             |

**ENGINE FAILURE IN FLIGHT - Restart Sequence**

|                     |                             |         |
|---------------------|-----------------------------|---------|
| Airspeed            | At Best Stalling Speed      | 68-KIAS |
| Fuel Shutoff Valve  | Push Full In                | ON      |
| Fuel Selector Valve |                             | BOTH    |
| Fuel Pump Switch    |                             | ON      |
| Mixture Control     | If restart has not occurred | RICH    |
| Ignition Switch     | If emp stopped START        | BOTH    |
| Fuel Pump Switch    |                             | OFF     |

**EMERGENCY LANDING WITHOUT ENGINE POWER**

|                            |                       |                            |
|----------------------------|-----------------------|----------------------------|
| Pilot&Passenger Seat Backs | MOST UPRIGHT POSITION | SECURE                     |
| Seats and Seat Belts       |                       | SECURE                     |
| Airspeed                   | From 50% 70-KIAS      | From 5000 65-KIAS          |
| Mixture                    | Pull Full Out         | IDLE CUT-OFF               |
| Fuel Shutoff Valve         | Pull Full Out         | OFF                        |
| Ignition Switch (Magneton) |                       | OFF                        |
| Flaps                      | Full recommended      | AS REQUIRED                |
| STBY Batt Switch           |                       | OFF                        |
| Master Switch (Alt & Bat)  | When landing assured  | OFF                        |
| Doors                      |                       | UNLATCH PRIOR TO TOUCHDOWN |
| Touchdown                  |                       | SLIGHTLY TAIL LOW          |
| Brakes                     |                       | APPLY HEAVILY              |

**ENGINE FIRE DURING START ON GROUND**

|   |  |              |
|---|--|--------------|
| Ignition (Magneton)                     | Continue Cranking                            | START        |
| If engine starts, Throttle              |  | 1800 RPM     |
| Engine SHUTDOWN and inspect for damage  |  |              |
| If engine fails to start, Throttle      | Push Full In                                 | FULL OPEN    |
| Mixture                                 | Pull Full Out                                | IDLE CUT-OFF |
| Ignition (Magneton)                     | Continue Cranking                            | START        |
| Fuel Shutoff Valve                      | Pull Full Out                                | OFF          |
| Fuel Pump Switch                        |  | OFF          |
| Ignition Switch (Magneton)              |  | OFF          |
| STBY Batt Switch                        |  | OFF          |
| Master Switch (Alt & Bat)               |  | OFF          |
| Engine                                  |  | SECURE       |
| Parking Brake                           |  | RELEASE      |
| Fire Extinguisher                       |  | OBTAIN       |
| Aircraft                                |  | EVACUATE     |
| Fire                                    | Using fire extinguisher, seal vents, or etc. | EXTINGUISH   |
| Fire Damage Report & damaged components |  | INSPECT      |

**ENGINE FIRE IN FLIGHT - Emergency Descent**

|                           |                                    |              |
|---------------------------|------------------------------------|--------------|
| Mixture                   | Pull Full Out                      | IDLE CUT-OFF |
| Fuel Shutoff Valve        | Pull Full Out                      | PULL OUT OFF |
| Fuel Pump Switch          |                                    | OFF          |
| Master Switch (Alt & Bat) |                                    | OFF          |
| Cabin Vents               | As needed                          | OPEN         |
| Cabin Heat and Air        | Push Full In, except overhead area | OFF          |
| Airspeed                  |                                    | 500 KIAS     |
| Force Landing             | Land ASAP, Refer to POH            | EXECUTE      |

**FORCED LANDING TO THE BEST SPOT (A-B-C Procedure)**

|                      |                       |         |
|----------------------|-----------------------|---------|
| Seats and Seat Belts |                       | SECURE  |
| Airspeed             | At best gliding speed | 68-KIAS |
| Best spot            | Turn into the wind    | DECIDE  |

Checklist Procedures: Apply the POH/MM

|                            |                            |                   |
|----------------------------|----------------------------|-------------------|
| Mixture                    | Pull Full Out              | IDLE CUT OFF      |
| Fuel Shutoff Valve         | Pull Full Out              | OFF               |
| Ignition Switch (Magneton) |                            | OFF               |
| Flaps                      | Full recommended for final | AS REQUIRED       |
| Master Switch (Alt & Bat)  |                            | OFF               |
| Doors                      | When landing is assured    | UNLATCH           |
| Touchdown                  | Prior to touchdown         | Slightly Tail Low |
| Brakes                     |                            | APPLY HEAVILY     |

**ELECTRICAL FIRE IN FLIGHT- Land As soon as possible**

|   |                                      |          |
|---|--------------------------------------|----------|
| STBY Batt Switch  |                                      | OFF      |
| Master Switch (Alt & Bat)                                     |                                      | OFF      |
| Vents/Cabin Air/Heat  | Push Full In, to avoid drift         | CLOSED   |
| Fire Extinguisher   |                                      | ACTIVATE |
| Avionics Switch (BUS1 and BUS2)                               |                                      | OFF      |
| All other switches  | except ignition (magneton)           | OFF      |
| Vents/Cabin Air/Heat  | When use for fire fully extinguished | OPEN     |
| If fire is out, and electrical power is necessary for flight: |                                      |          |
| Circuit Breakers  | For Open CircuitED, do not reset     | CHECK    |
| Master Switch (Alt & Bat)                                     |                                      | ON       |
| STBY BATT Switch  |                                      | ARM      |
| AVIONIC Switch (BUS1)   |                                      | ON       |
| AVIONIC Switch (BUS2)   |                                      | ON       |

**Cessna 172S G1000 Checklist (Continue)**

**SIMULATED ENGINE FAILURE IN FLIGHT (FOR OUR AERO)**

\* A- Airspeed establish 60-70-K, (less loss of altitude)  
 \* B- Best place to land (Select a spot, fly into the wind, clear of obstacle, MARKED OR, Square 7000.)  
 \* C- Checklist (Restart sequence as explained above, Refer POH if engine doesn't start, MARKED OR, 7000, 20 Miles West of Airport, Altitude 1000, Altitude 1000, Engine Failure, if engine on board, forced landing immediate.)  
 Apply the checklist items as demonstrated "FORCED LANDING TO THE BEST SPOT"

**ELECTRICAL MALFUNCTIONS**  
 Symptoms: low/high voltage annunciator lights and/or discharge signs on PDI. Immediate actions include below:

**IGNITION SWITCH (MAGNETON) ANNUNCIATOR COMES ON OR MI BATT AMPG (MIS) SHOWS** (Voltage regulator problem)  
 Master Switch (Alt Only) OFF  
 Electrical Load- Reduce immediately as follows: Avionics Switch (BUS1) OFF, Fuel Heat OFF, SEACON, Landing, Taxi, A/C, Brake Lights and Cabin Heat. 27V OFF.  
 Note: The main battery supplies electrical power to the main and essential buses until MI BATT VOLT is decreased below 20 volts. Once MI BATT VOLT falls below 20 V, the STBY Batt. System will automatically supply electrical power to the essential bus for at least 30 min. Select ADMS MIC and NAVS on the master panel and turn to the center frequency before entering frequency on 2 OFF.  
 Code Land NAVS ... Turn to ACTIVE Frequency  
 CodeS MIC and NAVS ... 2000 MIC and NAVS will be operative. SELECT Flight Devices ... Land in case as practical. TERMINATE

**LOW VOLTAGE: LOW VOLTAGE ANNUNCIATOR (LVA) SHOWS**  
 Throttle Control - 1000 RPM, Low Voltage Annunciators - Check OFF.  
 Note: Low Voltage annunciator remains on at 1000 RPM - Authorized maintenance personnel must do electrical system inspection prior to flight.

**LOW VOLT ANNUNCIATOR COMES ON or DOES NOT GO OFF AT HIGHER RPM.**  
 Master Switch (Alt Only) OFF  
 ALT FIELD Circuit Breaker CHECK IN  
 Master Switch (Alt & Bat) CHECK IN  
 Low Voltage Annunciator CHECK OFF  
 MI BATT VOLT 20V or above  
 MI BATT AMPG 20 or above  
 Master Switch (Alt Only) OFF  
 Master Switch (Alt & Bat) CHECK OFF

**ADVISORY (Circuit Breakers) BUS1 and BUS2, Fuel Heat OFF** CHECK IN Standby Attitude Indicator. USE FOR ALTITUDE INFORMATION

**RED X- HORIZONTAL SITUATION INDICATOR (SDI)**  
 ADVISORY (Circuit Breakers) BUS1 and BUS2, Fuel Heat OFF CHECK IN Standby Attitude Indicator. USE FOR ALTITUDE INFORMATION

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**SCING (Avoid Voids, Moisture, Freezing Rain/Temperature)**  
 Pilot Heat ON  
 Flight Decision Turn Back or Change Altitude  
 Cabin Heat ON  
 Note: Increase Engine Speed to Minimum Prop. for. Watch for signs of ice on the prop. (ing. Push a landing at the nearest airport.)

**WINDMILL PROTECTION (air bleed, pump failure)**  
 Vacuum Indicator (VACV) CHECK EG ENGINE PAGE (Make sure vacuum pointer is in green band limit)  
 VFR Flight TERMINATE  
 Flight Decision LAND AS SOON AS PRACTICAL  
**SMOKE/FIRE IN CABIN** (usually caused by electrical, heating system malfunction)  
 Detect the Source of Fire ELIMINATE/REDUCE  
 Note: Only Batt Switch and Master Switch OFF, close all windows and vents, after fire extinguished, open windows, if fire persists.  
 Emergency Descent Forced landing. LAND ASAP

**MANEUVERS CHECKLIST**

**BEFORE MANEUVERS CHECK (PHASE1 and PPT)**

|               |  |
|---------------|--|
| Height        | 1500 AGL OR BETTER                         |
| Area          | CLEAR OF TERRAIN, PICK FORCED LANDING SITE |
| Security      | SEAT BELTS, ITEMS SECURE, FLAPS UP         |
| Engine        | Fuel selected, mixture, gauges, FLOW       |
| Low-altitude  | Test 90 degree turns                       |
| POH Checklist | CLEARING TURNS                             |
| POH Checklist | POWER, PITCH, TRIM                         |

**STEP TURNS- HASEL, PPT**

|                   |  |              |
|-------------------|--|--------------|
| Throttle          |  | 1500-RPM     |
| Airspeed          | Into the airplane                      | 60-KIAS      |
| Heading           | Pitch a reference point                | NOTE and BUS |
| Turn              | Smooth, 90-90° bank angle              | BUS IN       |
| Approach Airspeed | Less than 6000, 6000 RPM and PPT       | MAINTAIN     |
| Altitude          | 20' prior to entry heading, roll out   | MAINTAIN     |
| Throttle          | Maintain initial altitude and airspeed | 1500-RPM     |

**SLOW FLIGHT- HASEL, PPT**

|          |                               |                               |
|----------|-------------------------------|-------------------------------|
| Throttle |                               | 1500 RPM                      |
| Flaps    |                               | MAINTAIN                      |
| Airspeed | Start warning horn on         | INCREMENTALLY TO FULL 45 KIAS |
| Throttle |                               | AS REQUIRED                   |
| Throttle | Recovery                      | FULL OPEN                     |
| Flaps    |                               | RAISE TO 20"                  |
| Airspeed |                               | to 62 KIAS                    |
| Flaps    |                               | RAISE INCREMENTALLY           |
| Altitude | Initial altitude and airspeed | MAINTAIN                      |

**POWER-ON STALL (Takeoff Stall)**

|                      |                                 |                       |
|----------------------|---------------------------------|-----------------------|
| HASEL                |                                 | PERFORM               |
| Throttle             |                                 | 1500 RPM              |
| Altitude             |                                 | MAINTAIN              |
| Airspeed             |                                 | 62 KIAS               |
| Throttle             |                                 | FULL OPEN             |
| Pitch                | Between 12° - 20° nose up       | SLOWLY INCREASE       |
| As Stall Recognition |                                 | REDUCE AOA to horizon |
| Airspeed             |                                 | to 74 KIAS            |
| Altitude             | PPT-determined initial altitude | RECOVER               |
| Throttle             |                                 | AS REQUIRED           |

**Velocity Speeds (KIAS)**

|                                |       |
|--------------------------------|-------|
| Maximum Speed                  | 100   |
| Best Glide Speed               | 55    |
| Best angle of climb speed      | 60    |
| Best rate of climb speed       | 74    |
| Maximum Stall Speed            | 100   |
| Stalling speed (30° flap down) | 60    |
| Stall speed (flap down)        | 60    |
| Maximum Cruise Speed           | 100   |
| Maximum Approach Speed         | 60-70 |
| Final Approach Speed           | 60-70 |

**Abbreviation TAF/METAR Abbreviations Meaning**

|          |                        |               |  |
|----------|------------------------|---------------|--|
| →, Blank | Light intensity        | FD            | Smoke                                  |
| BK       | Moderate intensity     | TEMPO         | Temporary                              |
| BR       | Sky Clear              | PROB          | Probability                            |
| BLW      | Fine Clouds 1-2/8      | SECUR         | Securing                               |
| BRN      | Scattered 3-4/8        | OCNL          | Occasional                             |
| BVC      | Broken 5-7/8           | INTMT         | Intermittent                           |
| OV       | Overcast 8/8           | PR            | Partial                                |
| MI       | Shallow                | DR            | Low drifting                           |
| SC       | Patches                | SH            | Showers                                |
| BL       | Blowing                | FZ            | Freezing                               |
| TS       | Thunderstorm           | DC            | Drizzle                                |
| RA       | Rain                   | SG            | Snow Grains                            |
| SN       | Snow                   | PL            | Ice Pellets                            |
| IC       | Ice Crystals           | GR            | Soft Hail                              |
| GR       | Hail                   | GS            | Soft Grains                            |
| UP       | Unknown Precipitation  | VC            | In the vicinity (5-10 Miles from (SM)) |
| FG       | Fog                    | WA            | Waterspout                             |
| BR       | Brilliant              | BC            | Breath                                 |
| DU       | Dust or Sand           | PR            | Partial                                |
| SA       | Sand                   | PR            | Partial                                |
| SO       | Squall                 | PO            | Partial                                |
| DS       | Duststorm              | SB            | Sandstorm                              |
| FC       | Funnel Cloud           | E             | Ended At Time                          |
| B (Time) | Begin At Time          | Z (digit)Time | Minutes of current or next 7 Time      |
| ACLD     | Station Type           | VRB           | Variable                               |
| RMK      | Remark                 | IG            | Quoting                                |
| RMK      | Remarks (Visual Range) | CB            | Cumulonimbus                           |
| SF       | Sea Level Pressure     | FR            | Frost                                  |
| SM       | Station Model          | PR            | Probability greater than 95%           |
| CRND     | Cloud/Visibility ON    | NO            | Not Available                          |

**AFC LIGHT GUN SIGNALS**

If red light flashes, the transponder should be set to 7600 and light signals should be received from the tower.

| COLOR & TYPE   | ON THE GROUND            | IN FLIGHT   |
|----------------|--------------------------|---|
| FLASHING GREEN | Cleared for taxi         | Return for landing (to be followed by steady green) |
| STEADY RED     | STOP!                    | Give way to other aircraft and continue circling    |
| FLASHING RED   | Taxi clear of the runway | Aircraft unsafe, Do not land                        |
| FLASHING WHITE | Return to starting point | Not Applicable (N/A)                                |
| ALL OTHERS     | Exercise extreme caution |   |

**NOTE:** The Pilot in Command (PIC) Must Ensure The Aircraft Is Operated In Accordance With The Approved Aircraft Flight Manual (AFM) At All Times.

# G1000 Quick Reference Guide Ebook

**Rachel Sandford**



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