

Revision Update #0, August 11, 2020

SPEEDS FOR NORMAL OPERATION

1977 C-172N (N733FN)

TAKEOFF, FLAPS UP:

Normal Climb Out.....70-80 KIAS

Short Field Takeoff, Flaps Up, Speed at 50'56 KIAS

ENROUTE CLIMB, FLAPS UP:

Normal, Sea Level.....75-85 KIAS

Normal, 10,000 Feet.....70-80 KIAS

V_y Best Rate of Climb, Sea Level.....73 KIAS

Best Rate of Climb, 10,000 Feet.....68 KIAS

V_x Best Angle of Climb, Sea Level59 KIAS

Best Angle of Climb, 10,000 Feet.....61 KIAS

LANDING APPROACH:

Normal Approach, Flaps Up.....60-70 KIAS

Normal Approach, Flaps 40.....55-65 KIAS

Short Field Approach, Flaps 40.....60 KIAS

BALKED LANDING:

Maximum Power, Flaps 20.....55 KIAS

MAXIMUM RECOMMENDED TURBULENT AIR

V_a PENETRATION SPEED:

2300 lbs.....97 KIAS

1950 lbs.....89 KIAS

1600 lbs.....80 KIAS

MAXIMUM DEMONSTRATED CROSSWIND

COMPONENT:

15 KNOTS

V _{S0}	41 KIAS	V _X	59 KIAS	V _Y	73 KIAS
V _{S1}	47 KIAS	V _{FE}	85 KIAS		
V _{NO}	128 KIAS	V _{NE}	160 KIAS	V _A	80-97 KIAS

PREFLIGHT INSPECTION

0. PREP

- 1) Airworthiness Documentation—VERIFY AIRWORTHY
- 2) Weight & C.G.—WITHIN ENVELOPE
- 3) Performance (Takeoff & Landing) —COMPUTED

1. CABIN

- 1) Keys – Not in Ignition
- 2) Hobbs Time—VERIFY
- 3) Registration—ONBOARD
- 4) Airworthiness Cert—ONBOARD
- 5) Flight Manual/Operating Limitation—ONBOARD
- 6) Control Wheel Lock and Throttle Lock—REMOVE
- 7) Avionics Master Switch—OFF
- 8) Electrical Switches (Except Beacon)—OFF
- 9) Master Switch—ON
 - Fuel Indicators—CHECK QUANTITY
 - Flaps—DOWN (except in cold Wx, temp below 40°F)
 - Lights Operational (beacon, nav, landing)—VERIFY
 - Pitot heat—CHECK (if IFR)
 - Alternator side OFF, check overvoltage red light ON
- 10) Master Switch—OFF
- 11) Alt Static Knob—Pull and verify ALT and VSI flux
- 12) Trim Tab—Check and Verify direction of rotation

2. FUSELAGE AND EMPENNAGE

- 1) Baggage Door—LOCKED
- 2) Left side Fuselage—Check for dents, popping rivets, stress
- 3) Antennas—CHECK VHF Comms, Transponder, GPS, ELT, VOR, LOC, Glideslope and any others that are applicable
- 4) Tail Tie Down—DISCONNECT
- 5) Control Surfaces—CHECK freedom of movement and security. Nuts, pins, safety wires, trailing edges.
- 6) Right side Fuselage—Same as Left side above

3. RIGHT WING

- 1) Flap—CHECK for binding, rollers, bolts, push rod play
- 2) Aileron—CHECK freedom of movement and security.
Check hinges, bolts and pins, trailing edges.
- 3) Wing tip lights and leading edge—CHECK
- 4) Wing Tie Down—DISCONNECT
- 5) Main Wheel Tire—remove chock, CHECK for proper inflation (29 PSI). CHECK pin, bolts, valve cap, rim, sidewalls, tread, brake rotor, brake line, safety wires, wheel strut and wing strut.
- 6) Fuel Sample Wing—CHECK for water, sediment and proper grade (100LL – Blue), safety wire on drain
- 7) Fuel Sample Fuel Strainer—CHECK for water, sediment and proper grade (100LL – Blue), reseal handle
- 8) Fuel Quantity—CHECK VISUALLY for desired level, rubber grommet, vent hole rubber cover
- 9) Fuel Filler Cap—SECURE

4. NOSE

- 1) Engine Oil Level—CHECK. NOT LESS THAN 4 QUARTS.
- 2) Cowling Cover for Security—CHECK cowl fasteners on both sides by pressing on cowling. Re-tighten loose fasteners.
- 3) Propeller and Spinner—VERIFY KEYS ON DASH FIRST!! CHECK for blade nicks and cone security.
Remove cowling plugs.
- 4) Alternator Belt/Alternator Bracket—CHECK for less than half inch play, alt brace safety wires, flywheel chips, bird nests
- 5) Landing/Taxi Light—CHECK for condition, cleanliness and operation
- 6) Carburetor Air Filter—CHECK for restrictions, excessive dust, or foreign matter
- 7) Check engine mounts by lightly pulling on exhaust stack
- 8) Anti-shimmy damper—CHECK for bending piston, leaking seals, and pins

- 9) Steering Rods to Nose Gear—CHECK for ball joint motion and pins
- 10) Torque Links—CHECK for cracks and pins
- 11) Nose Wheel Strut and Tire—CHECK for proper inflation.
Four fingers on the strut, 31 psi, tread, sidewall, rim, bolts, valve cap, and pins.
- 12) Fuel or Oil Leaks—CHECK
- 13) Static Source Opening (left side fuselage)—CHECK for blockage

5. LEFT WING

- 1) Main Wheel Tire—remove chock, CHECK for proper inflation (29 PSI). CHECK pin, bolts, valve cap, rim, sidewalls, tread, brake rotor, brake line, safety wires, wheel strut and wing strut.
- 2) Fuel Sample Wing—CHECK for water, sediment and proper grade (100LL – Blue), safety wire on drain
- 3) Fuel Quantity—CHECK VISUALLY for desired level, rubber grommet
- 4) Fuel Filler Cap—SECURE
- 5) Pitot Tube—REMOVE cover. CHECK opening and drain hole for blockage.
- 6) Stall Warning Opening—CHECK for blockage
- 7) Fuel Tank Vent Opening—CHECK for blockage
- 8) Wing Tie Down—DISCONNECT
- 9) Wing tip lights and leading edge—CHECK
- 10) Aileron—CHECK freedom of movement and security.
Check hinges, bolts and pins, trailing edges.
- 11) Flap—CHECK for binding, rollers, bolts, push rod play

6. Final Walk Around Airplane: stand back at 10 and 4 o'clock positions- verify removal of tie downs, chocks, plugs, covers, obstructions, fuel caps, or anything that does not look correct.

PREFLIGHT INSPECTION COMPLETE

BEFORE STARTING ENGINE

CONDUCT PASSENGER BRIEFING

FOR ALL PASSENGERS

- Establish who is PIC and transfer of controls
- Operation of Seatbelts and Shoulder Harness
- Operation of Doors and Windows
- No smoking policy in aircraft
- Emergency and survival equipment on board
- Emergency Procedures (on takeoff roll, immediately after takeoff, and enroute)
- Normal /Emergency Exits and Egress Procedures
- Crew duties (scanning for traffic, obstacles, etc)

FOR NON-FLYING PASSENGERS

- Passenger Discomfort, location of airsick bags
 - Use of heating and air vents
 - Use of headsets, intercom
 - Non interference with controls
1. Seats, Belts, Shoulder Harnesses—ADJUST and LOCK
 2. Fuel Selector Valve—BOTH, Check in detent.
 3. Avionics Power/Electrical Switches—OFF (Except Beacon)
 4. Circuit Breakers—CHECK IN
 5. Brakes—HOLD

BEFORE STARTING CHECKLIST COMPLETE

ENGINE START

(Temperature Above Freezing)

1. Mixture—RICH
2. Carburetor Heat—COLD
3. Prime—AS REQUIRED (2 to 6 strokes letting primer tube fully fill; none if engine is still warm)
4. Throttle—OPEN 1/8 INCH
5. Master Switch—ON
6. Propeller Area—CLEAR—YELL “CLEAR PROP!”

7. Apply toe brakes
8. Ignition Switch—Insert Key and START
9. Throttle—ADJUST FOR 1000 RPM immediately
10. Oil Pressure—CHECK in green.
11. Mixture—LEAN 4-6 TURNS
12. Beacon Switch—CHECK ON

ENGINE START CHECKLIST COMPLETE

AFTER START

RUNWAY INCURSION PREVENTION – REVIEW

- Read back all runway crossing and/or hold short instructions
- Review airport layout as part of preflight planning and before descending to land, and while taxiing as required
- Know airport signage
- Review NOTAMs for information on runway/taxiway closures and construction areas
- Request progressive taxi instructions when unsure of taxi route
- Check traffic before crossing runways or entering a taxiway
- When landing, clear active runway ASAP then wait for taxi instructions before further movement
- Use proper radio phraseology as described in AIM to respond to all ground control instructions
- Write down complete taxi instructions at unfamiliar airport

1. Avionics Power Switches—ON & SET FREQUENCIES
Check GPS database currency date and OBS accuracy
2. ATIS/AWOS—OBTAIN
3. Transponder—SET BEACON CODE
4. Altimeter—SET
5. Flaps—UP
6. Heading Indicator—SET to COMPASS
7. Nav and Taxi Lights—ON (as required)

EZF
CTAF-122.8
A-128.125
RMN
CTAF- 122.725
A-126.325

AFTER START CHECKLIST COMPLETE

TAXI

1. Airport Diagram—AVAILABLE
2. Taxi Call—CONTACT & COMPLY
 - TOWERED—Ground Control
 - NON-TOWERED—Unicom
3. Brakes—CHECK
4. Flight Instruments (TC/AI/DG/MC) —CHECK in turns

TAXI CHECKLIST COMPLETE

RUN UP

1. Brakes—HOLD
2. Cabin Doors and windows—CLOSED and LATCHED
3. Flight Controls—FREE and Correct
4. Trim—SET for takeoff
5. Flight Instruments— CHECK
 - ASI, AI, ALT, TC, HI, VSI
6. Fuel Selector Valve—BOTH
7. Mixture—RICH
8. Throttle—1700 RPM
9. Magnetos—CHECK RPM, drop should not exceed 125 RPM on either magneto or 50 RPM differential between magnetos. Check key to BOTH.
 - **CLEANING PLUGS IF REQUIRED**
 - a. Foot Brakes—APPLY MAX
 - b. Yoke—Neutral
 - c. RPM—FULL POWER
 - d. Mixture—LEAN to PEAK RPM (lean until RPM drops slightly then richen slightly)
 - e. Run at PEAK LEAN—30 sec – 1 minute
 - f. Mixture RICH and RPM back to 1700
 - g. Magneto Check—REPEAT
10. Carburetor Heat—CHECK (slight RPM drop)
11. Engine Instruments and Ammeter
 - a. Oil Temp and Pressure—CHECK in GREEN
 - b. ALT side of Master—OFF

- c. VERIFY ammeter drop and low voltage light
 - d. ALT Side—ON. VERIFY charging.
12. Suction Gage—CHECK in GREEN
 13. IDLE CHECK—Carb Heat ON and throttle IDLE
 14. Carb Heat—OFF and Throttle—1000 RPM
 15. Mixture—LEAN 4-6 TURNS
 16. Throttle Friction Lock—ADJUST
 17. Program GPS as needed
 18. Radios—RE-CHECK. Call Ground/Traffic to continue.
 19. Brakes—RELEASE

RUNUP CHECKLIST COMPLETE

HOLD SHORT

1. Transponder—Set to ALT
2. Landing Light—ON, if required
3. Mixture—RICH
4. Carb Heat—COLD
5. Trim—CHECK set for takeoff
6. Windows and Doors—CHECK closed
7. NON-TOWERED—Clearing 360°/CALL Traffic
8. TOWERED—Contact Tower

HOLD SHORT CHECKLIST COMPLETE

TAKEOFF

1. NORMAL TAKEOFF

- a. Mixture—RICH
- b. Carburetor Heat—COLD
- c. Throttle—FULL
- d. Elevator Control—LIFT NOSE WHEEL @ 55 KIAS
- e. Climb Speed—70-80 KIAS

2. SHORT FIELD TAKEOFF

- a. Wing Flaps—10°
- b. Carburetor Heat—COLD
- c. Brakes—APPLY
- d. Throttle—FULL
- e. Check Engine Instruments
- f. Brakes—RELEASE
- g. Elevator Control—SLIGHTY TAIL LOW to lift off at 51 KIAS
- h. Climb Speed— V_x 59 KIAS (until all obstacles cleared)
- i. When clear of obstacle, accelerate to V_Y 73 KIAS
- j. Flaps 0° above 60 KIAS

3. SOFT FIELD TAKEOFF

- a. Wing Flaps—10°
- b. No stop/Centerline/Full Throttle
- c. Yoke—FULL BACK PRESSURE
- d. As nose wheel lifts off, ease back pressure
- e. Lift off at lowest possible airspeed. Remain in ground effect.
- f. In ground effect, accelerate to V_x 59 KIAS. Begin climb.
- g. Accelerate to V_Y 73 KIAS
- h. Flaps—RETRACT

ENROUTE CLIMB

1. Airspeed—70-85 KIAS
2. Throttle—FULL
3. Mixture—RICH (below 3000DA). Lean above 3000' DA
4. Landing Light—OFF (unless needed)

ENROUTE CLIMB CHECKLIST COMPLETE

CRUISE

1. Power—2200-2700 RPM (no more than 75% power)
2. Trim—ADJUST
3. Landing/Taxi Light—OFF
4. Mixture—LEAN as required

CRUISE CHECKLIST COMPLETE

DESCENT

1. Fuel Selector Valve—BOTH
2. Mixture—RICH
3. Power/Carb Heat—AS NECESSARY

DESCENT CHECKLIST COMPLETE

BEFORE LANDING

1. Landing/Taxi Light—ON as required
2. Get ATIS/AWOS information
3. Call Tower/Traffic
4. Seat Belts, Harnesses—ADJUST and LOCK
5. Fuel Selector Valve—BOTH
6. Mixture—RICH
7. Power and Carb Heat—AS NECESSARY

BEFORE LANDING CHECKLIST COMPLETE

**Close VFR
Flight Plan**

EZF
CTAF-122.8
A-128.125
RMN
CTAF- 122.725
A- 126.325

LANDING

1. NORMAL LANDING

- a. Power—REDUCE FOR PATTERN
- b. Flaps—AS DESIRED (below 85 KIAS)
- c. Airspeed—60-70 KIAS (FLAPS DOWN)
- d. Touchdown—MAIN WHEELS FIRST
- e. Landing Roll—LOWER NOSE WHEEL GENTLY
- f. Braking—AS NECESSARY

2. SHORT FIELD LANDING

- a. Power—REDUCE FOR PATTERN
- b. Flaps—FULL (below 85 KIAS)
- c. Airspeed—SLOW to 61 KIAS on final
- d. Power—close throttle slowly during flare
- e. Touchdown—MAIN WHEELS FIRST
- f. Wing Flaps—RETRACT after touchdown
- g. Braking—APPLY HEAVILY (do NOT skid tires)

3. SOFT FIELD LANDING

- a. Power—REDUCE FOR PATTERN
- b. Flaps—FULL (below 85 KIAS)
- c. Airspeed—MAINTAIN 61 KIAS on final
- d. Touchdown—keep nosewheel off the ground as airplane slows by increasing elevator pressure
- e. Landing Roll—Maintain backpressure and hold nosewheel off ground
- f. Braking—MINIMUM
- g. Wing Flaps—MAINTAIN (retract if high grass or mud).

4. BALKED LANDING

- a. Throttle—FULL
- b. Carburetor Heat—
- c. Wing Flaps—RETRACT to 20°
- d. Airspeed—55 KIAS
- e. Wing Flaps—RETRACT after safe altitude and 60 KIAS

AFTER LANDING – PAST HOLD SHORT

1. Trim—RESET for takeoff
2. Flaps—UP
3. Mixture—LEAN 4-6 turns
4. Throttle—1000 RPM
5. Carb Heat—COLD
6. Landing Light—ON (if needed)
7. Radio – SWITCH – Call Ground/Traffic

AFTER LANDING CHECKLIST COMPLETE

SHUTDOWN for SERVICE

1. Throttle—1000 RPM
2. Avionics—OFF
3. Landing/Nav Lights—OFF (**Beacon—ON**)
4. Mixture—IDLE CUT-OFF
5. Ignition Switch—OFF (Keys on Dash)
6. Master Switch—OFF

SHUTDOWN CHECKLIST COMPLETE

SECURING AIRPLANE

1. Control Yoke Lock—INSTALL
2. HOBBS and TACH Meter—RECORD
3. Rudder Gust and Throttle Lock—INSTALLED
4. Tie Downs and chocks—INSTALLED
5. Pitot Cover—INSTALLED
6. Cowling Plugs—INSTALLED
7. Clean aircraft of trash, secure seatbelts
8. Aircraft Doors / Windows—LOCKED
9. Final Walk Around—AIRCRAFT SECURED

SECURING AIRPLANE CHECKLIST COMPLETE

**Close VFR
Flight Plan**

EMERGENCY PROCEDURES

ENGINE FAILURES

ENGINE FAILURE DURING TAKEOFF RUN

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

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

1. Airspeed—65 KIAS FLAPS UP
60 KIAS FLAPS DOWN
2. Mixture—IDLE CUT-OFF
3. Fuel Selector Valve—OFF
4. Ignition Switch—OFF
5. Wing Flaps—AS REQUIRED
6. Master Switch—OFF

ENGINE FAILURE DURING FLIGHT

1. Airspeed—65 KIAS
2. Fuel Shutoff Valve—BOTH
3. Mixture—RICH
4. Throttle—Open
5. Carburetor Heat—ON
6. Master Switch—Check ON
7. Primer—IN and LOCKED
8. Ignition Switch—BOTH (or START if propeller is stopped)

EMERGENCY PROCEDURES

FORCED LANDINGS

EMERGENCY LANDING WITHOUT ENGINE POWER

1. Airspeed—65 KIAS (flaps up)
60 KIAS (flaps down)
2. Avionics—TRANS – 7700, COMS 121.5
3. Radio—Call location and intentions
4. Mixture—IDLE CUT-OFF
5. Fuel Selector Valve—OFF
6. Ignition Switch—OFF
7. Wing Flaps—AS REQUIRED (40 recommended)
8. Master Switch—OFF
9. Doors—UNLATCH PRIOR TO TOUCHDOWN
10. Touchdown—SLIGHTLY TAIL LOW
11. Brakes—APPLY HEAVILY

PRECAUTIONARY LANDING WITH ENGINE POWER

1. Wing Flaps—20
2. Airspeed—60 KIAS
3. Selected Field—FLY OVER, noting terrain and obstructions, then retract flaps upon reaching safe altitude and airspeed.
4. Avionics Power and Electrical Switches—OFF
5. Wing Flaps—40 (on final approach)
6. Airspeed—60 KIAS
7. Master Switch—OFF
8. Doors—UNLATCH PRIOR TO TOUCHDOWN
9. Touchdown—SLIGHTLY TAIL LOW
10. Ignition Switch—OFF
11. Brakes—APPLY HEAVILY

EMERGENCY PROCEDURES

EMERGENCY DESCENT – High Drag

1. Carb Heat—ON
2. Power—IDLE
3. White Arc—FULL FLAPS
4. Execute 45° DESCENDING Bank
5. Descend at 80—85 Knots
6. Maintain vigilance for traffic
7. Level when appropriate

DITCHING IN WATER

1. Radio—TRANSMIT MAYDAY on 121.5 MHz, giving location and intentions. SQUAWK 7700.
2. Heavy Objects (in baggage area)—SECURE/JETTISON
3. Approach
High Winds, Heavy Seas—INTO THE WIND
Light Winds, Heavy Swells—PARALLEL TO SWELLS
4. Flaps—20°- 40°
5. Power—ESTABLISH 300 ft/min DESCENT at 55 KIAS
6. Cabin Doors—UNLATCH
7. Touchdown—LEVEL ATTITUDE AT 300 ft/min DESCENT
8. Face—CUSHION at touchdown with folded coat
9. Airplane—EVACUATE through cabin doors. If necessary, open window to flood cabin to equalize pressure so doors can be opened.
10. Life Vests and Raft—INFLATE

EMERGENCY PROCEDURES

FIRES

ENGINE FIRE DURING START ON GROUND

1. Cranking—CONTINUE, to get a start which would suck the flames and accumulated fuel through the carburetor and into the engine.

IF ENGINE STARTS:

2. Power—1700 RPM for a few minutes
3. Engine—SHUTDOWN and inspect for damage

IF ENGINE FAILS TO START

1. Throttle—FULL OPEN
2. Mixture—IDLE CUT-OFF
3. Cranking—CONTINUE for two or three minutes
4. Fire Extinguisher—OBTAIN (have ground attendants obtain if not installed)
5. Engine—SECURE.
 - a. Master Switch—OFF
 - b. Ignition Switch—OFF
 - c. Fuel Selector Valve—OFF
7. Fire—EXTINGUISH using fire extinguisher, seat cushion, wool blanket, or dirt.
8. Fire Damage—INSPECT

ENGINE FIRE IN FLIGHT

1. Mixture—IDLE CUT-OFF
2. Fuel Selector Valve—OFF
3. Master Switch—OFF
4. Cabin Heat and Air—OFF (except overhead vents)
5. Airspeed—100 KIAS (If fire is not extinguished, increase glide speed to find an airspeed which will provide an incombustible mixture)
6. Forced Landing—EXECUTE (as described in Emergency Landings Without Engine Power).

EMERGENCY PROCEDURES

ELECTRICAL FIRE IN FLIGHT

1. Master Switch—OFF
2. Avionics Power Switches—OFF
3. All Other Switches (except ignition switch)—OFF
4. Vents/Cabin Air/Heat—CLOSED
5. Fire Extinguisher—ACTIVATE (if available)

If fire appears out and electrical power is necessary for continuance of flight:

6. Master Switch—ON
7. Circuit Breakers—CHECK for circuit fault, do not reset
10. Radio/Electrical Switches—ON one at a time, with delay after each until short circuit is localized
11. Vents/Cabin Air/Heat—OPEN when it is ascertained that fire is completely extinguished

CABIN FIRE

1. Master Switch—OFF
2. Vents/Cabin Air/Heat—CLOSED (to avoid drafts)
3. Fire Extinguisher—ACTIVATE (if available)

WARNING

After discharging an extinguisher within a closed cabin, ventilate the cabin

4. Land as soon as possible to inspect for damage.

WING FIRE

1. Navigation Light Switch—OFF
2. Pitot Heat Switch—OFF

NOTE

Perform a sideslip to keep flames away from the fuel tank and cabin, and land as soon as possible, with flaps retracted.

EMERGENCY PROCEDURES

ICING

INADVERTENT ICING ENCOUNTER

1. Turn pitot heat switch—ON
2. Turn back or change altitude to obtain an outside air temperature that is less conducive to icing
3. Pull cabin heat control full out to obtain maximum defroster air temperature
4. Open the throttle to increase engine speed and minimize ice build-up on propeller blades
5. Watch for signs of carburetor air filter ice and apply carburetor heat as required. An unexpected 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.
6. Plan a landing at the nearest airport. With an extremely rapid ice build-up, select a suitable “off airport” landing site.
7. Be prepared for significantly higher stall speed with an ice accumulation of ¼ inch or more on the wing leading edges.
8. Leave flaps retracted. With a severe ice build-up on the horizontal tail, the change in wing wake airflow direction caused by flap extension could result in a loss of elevator effectiveness.
9. Open left window and if practical scrape ice from apportion of the windshield for visibility in the landing approach
10. Perform a landing approach using a forward slip, if necessary, for improved visibility
11. Approach at 65-75 KIAS depending on the amount of ice accumulation
12. Perform a landing in level attitude

EMERGENCY PROCEDURES

LANDING WITH A FLAT MAIN TIRE

1. Flaps—AS DESIRED
2. Elevator—NOSE HIGH
3. Aileron—BANK TOWARD GOOD TIRE
4. Rudder—AS REQUIRED to keep nose straight
5. Touchdown—GOOD TIRE FIRST. Hold airplane off flat tire as long as possible.

STATIC SOURCE BLOCKAGE

(Erroneous Instrument Reading Suspected)

1. Alternate Static Source—PULL ON
2. Airspeed—Consult POH calibration tables

ELECTRICAL SYSTEM MALFUNCTIONS

AMMETER SHOWS EXCESSIVE RATE OF CHARGE

(Full Scale Deflection)

1. Alternator—OFF
2. Nonessential Electrical Equipment—OFF
3. Flight—TERMINATE as soon as practical

LOW-VOLTAGE LIGHT ILLUMINATES

(Ammeter indicate discharge)

1. Radios—OFF
 2. Master Switch—OFF (both sides)
 3. Master Switch—ON
 4. Low-Voltage Light—CHECK OFF
 5. Radios—ON
- (If low voltage light illuminates again)**
6. Alternator—OFF
 7. Communicate Status
 8. Nonessential Radio and Electrical Equipment—OFF
 9. Flight—TERMINATE as soon as practical