

**C172**

REVISED: December 2nd, 2019

 **BEFORE STARTING ENGINE**

**Preflight- COMPLETE**

**Passenger Brief (S.A.F.E.T.Y.)- COMPLETE**

**Circuit Breakers- CHECK**

**Brakes- CHECK (positive pressure, no fluid)**

**Seats/Seatbelts/Harnesses- SECURED**

 **STARTING ENGINE**

**Ignition Key- INSERTED**

**Avionics- OFF**

**Carb Heat- OFF**

**Beacon- ON**

**Mixture- FULL RICH**

**Throttle- SLIGHT**

**Primer- PRIME AS REQUIRED, IN and LOCKED**

**Brakes- HOLD**

**Prop Area- CLEAR (visually and verbally)**

**Master- ON**

**Ignition- START (hand on throttle)**

**Throttle- 1000 RPM**

**Oil Pressure- CHECK**

**Ammeter- POSITIVE CHARGE**

**Avionics- ON and SET**

**Nav Lights- ON**

 **PRE-TAXI**

**Mixture- LEAN AS REQUIRED (1”)**

**Flaps- UP, visually verify**

**Heat/Air Vent/Defrost- AS REQUIRED**

**Transponder- SQK CODE/ ALT MODE**

**Radio- CHECK (if field is uncontrolled)**

**ATIS/AWOS/Advisories- RECEIVED**

**Flight Instruments- SET (Altimeter + Heading)**

**Airspeed-0, Attitude- blue over brown, wings level, +/- 5 degrees bank, Altimeter- +/- 75 ft field elevation, VSI +/- 100 ft., Heading Indicator-to compass, Compass-full of fluid no cracks leaks or bubbles, Compass Deviation Card- Visible and legible, Turn Coordinator- wings level, ball in bracket and full of fluid**

 **TAXI**

 **Radio Calls- AS REQUIRED**

**Brakes- TEST (positive pressure, no fluid)**

 **Flight Controls- FOR WIND**

 **Instrument Function Check- COMPLETE**

 **RUN- UP**

**Brakes- HOLD**

**Flight Controls- FREE and CORRECT**

**Instruments- CHECK (Altimeter and Heading)**

**Fuel- BOTH**

**Trim- TAKEOFF**

**Mixture- FULL RICH**

**Primer- IN and LOCKED**

**Throttle- 1700 RPM**

**Mags (L&R)-TEST return to BOTH (125 Max, 50 Diff)**

**Carb Heat- ON/ CHECKED (50-100 RPM drop)**

**Ammeter/Voltmeter- CHECK**

**Suction- CHECK (4.6-5.4)**

**Oil Temp/Pressure- CHECK**

**Throttle- CHECK IDLE (+600 RPM, Doesn’t quit)**

**Throttle- 1000 RPM**

**Carb Heat- OFF/CHECK (50-100 RPM rise)**

**Throttle- FULL- verify 2250-2450 RPM**

**Throttle- 1000 RPM**

**Throttle Friction- ADJUST**

**Flaps- 0 to 10 AS REQUIRED**

**Mixture- LEAN 1”**

**Radios/Navaids- SET AS REQUIRED**

**Pre-Takeoff Brief- BRIEF**

 **This will be a (normal/short field/soft field) takeoff.**

**For any malfunction prior to Rotation we will announce, “ABORT ABORT ABORT,” bring the power to idle, and stop on the runway.**

**Our Go/No-Go point is \_\_\_\_\_\_\_\_\_\_\_\_.**

**If we lose the engine below 600 AGL, which is \_\_\_\_\_ MSL, we will**

**land ahead.**

**For any engine malfunction after 600 AGL we will circle to land.**

**(You/I) will fly in an emergency.**

**We will depart (departure instructions).**

**(You/I) have the flight controls.**

 **PRE- TAKEOFF**

**Power- 1000 RPM**

**Frequency- Switch Tower/ Dep. in Standby as necessary**

**Heading Indicator- TO COMPASS**

**Doors/Windows- SECURE**

**Strobes and LDG LT- ON**

**Transponder- ALT MODE**

**Mixture- FULL RICH**

**Airspeed Indicator- Verify Knots or MPH**

 **TAKEOFF**

**Heading Indicator- Verify RWY HEADING**

**Heels to the floor**

**Throttle- 2000 RPM**

**Maintain Centerline**

**Verify- Oil temp, pressure, Ammeter, Suction**

**Throttle- FULL**

**Rotate- 55 KTS/ 60 MPH**

 **CLIMB > 1000’**

**Airspeed- Vy-72 KT/80MPH or Vx-64 KT/68 MPH**

**Power- FULL**

**Mixture- FULL RICH**

**Engine Instruments- CHECK**

**Taxi/Landing Light- OFF**

**Flight Plan- OPEN (if applicable)**

 **CRUISE**

**Power- SET**

**Trim- SET**

**Mixture- LEAN AS REQUIRED**

**Engine Instruments- CHECK**

**Heading Indicator- TO COMPASS**

 **PRE- MANEUVER**

**Fuel- BOTH**

**Mixture- RICH**

**Landing Light- ON**

 **DESCENT**

 **Heading Indicator- TO COMPASS**

**Mixture- RICHEN**

**Fuel- BOTH**

**Carb Heat- AS REQUIRED**

**Power- AS DESIRED**

**ATIS/AWOS/Advisories- RECEIVED (Altimeter Set)**

**Engine Instruments- CHECK**

 **PRE-LANDING/LANDING**

**Seats/Seatbelts/Harnesses- SECURED**

**Fuel- BOTH**

**Mixture- BEST POWER**

**Carb Heat- AS REQUIRED**

**Taxi/Landing Light- ON**

**Final Approach- 65 KTS/70 MPH**

**No more than 30 degrees of Flaps**

 **AFTER LANDING**

**Runway- CLEAR**

**Brakes- HOLD**

**Throttle- 1000 RPM**

**Frequency- Ground in active**

**Flaps- UP visually verify**

**Mixture- LEAN FOR TAXI (1”)**

**Carb Heat- OFF**

**Strobes/Landing Light- OFF**

**Pitot Heat- OFF**

 **SECURING**

**ELT- SILENT (121.5)**

**Transponder- STANDBY**

**Avionics- OFF**

**Throttle- IDLE**

**Mags- CHECK GROUNDING, then BOTH**

**Throttle – 1300 rpm for 30 seconds**

**Mixture- CUTOFF**

**Mags- OFF (when propeller stops)**

**Master- OFF**

**Keys- ON FUEL SELECTOR**

**Interior/Exterior Lights- OFF**

**Control Locks- SET**

**Tie Downs- SET**

**Chocks- SET**

**Pitot Cover- SET**

**Sunscreen- SET**

**Hobbs/Tach- RECORDED**

**Cabin/Baggage Doors- SECURED**

**Flight Plan- Closed (if applicable)**

**\*CALL FOR FUEL\***

**(This information constitutes only partial information and should not be a substitute for the Manufactures Aircraft Manual)**

 **POWER LOSS IMMEDIATEY AFTER T.O./NO RESTART**

**Fly the Airplane**

**Airspeed- BEST GLIDE(65 KTS/80 MPH)**

**Fuel Selector- OFF**

**Mixture- IDLE CUTOFF**

**Flaps- DOWN**

**Master- OFF**

**Mags- OFF**

**Doors- UNLATCHED**

 **POWER LOSS IN FLIGHT**

**Airspeed- Best Glide 65 KTS/80 MPH**

**Best Field- SELECT**

**Fuel- BOTH**

**Mixture- RICH**

**Throttle- FULL**

**Carb Heat- ON**

**Mags- BOTH (if prop is not windmilling- START, then both)**

**Master- ON**

**Primer- IN and LOCKED**

 **ENGINE FAILS TO RESTART**

**Airspeed- MAINTAIN BEST GLIDE**

**Fuel- OFF**

**Mixture- IDLE CUTOFF**

**Throttle- IDLE**

**Mags- OFF**

**Primer- IN and LOCKED**

**Transponder- 7700**

**Radio- 121.5 (unless already in contact with ATC)**

**DECLARE EMERGENCY**

**Seatbelts- SECURED**

**Passengers- BRIEFED**

**Field- LANDING PLANNED and ASSURED**

**Flaps- AS REQUIRED**

**Master- OFF**

**Doors- UNLATCHED**

 **ICING**

**Pitot Heat- ON**

**Carb Heat- ON**

**Cabin Heat and Defrost- MAXIMUM**

**Get out of icing. Land fast, do not use flaps.**

 **ELECTRICAL FIRE IN FLIGHT**

**Master and all Electrical Equipment- OFF**

**Cabin Heat/Air Vents- CLOSED until fire is out, then OPEN**

**After fire is out, only turn on Master and essential systems or reset circuit breakers if CRITICAL to Safety of Flight**

 **ENGINE FIRE IN FLIGHT**

**Mixture- IDLE CUTOFF**

**Fuel- OFF**

**Master- OFF**

**Cabin Heat and Air- OFF (overhead vents may remain open)**

**Increase airspeed to extinguish if possible and land ASAP**

 **ENGINE FIRE DURING START**

**Mags- CONTINUE CRANKING**

**If engine starts- RUN ENGINE FOR 5 SECONDS**

**If engine does not start- CONTINUE CRANKING**

**Fuel- OFF**

**Mixture- IDLE CUTOFF**

**Throttle- FULL OPEN**

**Mags- OFF**

**Master- OFF**

**EVACUATE and DO NOT ATTEMPT TO FIGHT FIRE**

 **OTHER**

***Excessive Rate of Charge-* Recycle master. If the problem continues turn the master off and terminate the flight.**

***Insufficient Rate of Charge*- Turn off nonessential electronics and terminate the flight.**

***Radio Out-* Check circuit breakers, frequency, and volume. Recycle the master. If IFR or VFR in B, C, or D airspace and radio is still out, squawk 7600.**