

PREFLIGHT CHECK

CABIN

- 1 Aircraft Log & Aircraft Papers CHECKED
- 2 Control Lock..... REMOVED & STOWED AWAY
- 3 Avionics Master..... OFF
- 4 Ignition Switch..... OFF & KEY REMOVED
- 5 Master Switch ON
- 6 Fuel Quantity Indicators CHECKED (Endurance !)
- 7 Flaps FULL DOWN
- 8 Master Switch OFF

OUTSIDE

- 9 Outside Check ACCORDING AFM

PREFLIGHT CHECK COMPLETED

CHECK BEFORE ENGINE START

- 1 Cabin Doors & Windows CLOSED & LOCKED
- 2 Seats, Seat Belts & Shoulder Harness ADJUSTED & SECURED
- 3 Parking Brake SET
- 4 Fuel Selector..... BOTH
- 5 Master Switch ON
- 6 Flaps UP
- 7 Mixture RICH
- 8 Throttle..... OPEN 1 cm
- 9 Carburettor Heat COLD
- 10 Beacon Light..... ON
- 11 Circuit Breakers CHECKED

CHECK BEFORE ENGINE START COMPLETED

STARTING ENGINE & AFTER ENGINE START CHECK

- 1 Primer (cold engine only !) 1 – 6 STROKES
- 2 Propeller Area & Zone behind Aircraft CLEAR
- 3 Ignition Switch..... START
- 4 Throttle..... 1 000 rpm
- 5 Oil Pressure (after max 30") **WITHIN GREEN ARC**
- 6 Ammeter CHECKED
- 7 Ventilation, Heater, Defroster..... AS REQUIRED
- 8 Avionics Master..... ON
- 9 Avionics..... SET AS REQUIRED
- 10 Engine Warm Up..... AS REQUIRED
- 11 Parking Brake RELEASED

STARTING & AFTER ENGINE START CHECK COMPLETED – READY TO TAXI

TAXI CHECK

- 1 Brakes & Steering CHECKED
- 2 Gyro Instruments & Magnetic Compass CHECKED

TAXI CHECK COMPLETED

RUN UP

- 1 Parking Brake SET
- 2 Oil Temperature & Oil Pressure **WITHIN GREEN ARC**
- 3 Zone behind Aircraft..... CLEAR
- 4 Throttle..... 1 700 rpm
- 5 Carburettor Heat CHECK OPERATION
- 6 Mixture CHECK OPERATION (EGT)
- 7 Magnetos (L – B – R – B) CHECKED
(MAX. 125 rpm / MAX DIFF. 50 rpm)
- 8 Suction **WITHIN GREEN ARC**
- 9 Ammeter CHECKED
- 10 Throttle..... IDLE (Min. 500 rpm – Max. 700 rpm)
- 11 Throttle..... 1 000 rpm

RUN UP COMPLETED

CHECK BEFORE DEPARTURE

- 1 Seats, Seat Belts & Shoulder Harness (PAX)..... RECHECKED
- 2 Cabin Doors & Windows CLOSED & LOCKED
- 3 Fuel Quantity L & R..... CHECKED (Endurance !)
- 4 Fuel Selector..... BOTH
- 5 Flaps AS REQUIRED
- 6 Mixture RICH (below 3 000 ft AMSL)
- 7 Carburettor Heat COLD
- 8 Elevator Trim..... SET FOR TAKE OFF
- 9 Circuit Breakers CHECKED
- 10 Magnetos BOTH
- 11 Master Switch ON
- 12 Primer IN & LOCKED
- 13 Flight Instruments CHECKED & SET
- 14 Engine Instruments CHECKED
- 15 Flight Controls..... FREE & CORRECT
- 16 Departure & Emergency Briefing COMPLETED
- 17 Parking Brake RELEASED

CHECK BEFORE DEPARTURE COMPLETED – READY TO LINE UP

Approach Sector & Runway FREE / ENTER THE RUNWAY
 & LINE UP

LINE UP CHECK

- 1 Runway IDENTIFIED & DG SET
- 2 Wind CHECKED
- 3 Landing Light & Navigation Lights ON
- 4 Transponder "Mode ALT" DISPLAY "GND" (7 000)
- 5 Time NOTED

LINE UP CHECK COMPLETED

CLIMB CHECK

- 1 Power FULL POWER
- 2 Flaps UP (clear of obstacles,
 +ve ROC, SPEED > 60 kt)
- 3 Landing Light AS REQUIRED
- 4 Transponder "Mode ALT" DISPLAY "ALT" (7 000)

CLIMB CHECK COMPLETED

CRUISE CHECK

- 1 Altimeter SET AS REQUIRED
- 2 Directional Gyro RECHECKED
- 3 Cruise Power SET (according AFM)
- 4 Mixture LEANED (above 5 000 ft AMSL)
- 5 Fuel Quantity L or R CHECKED (Endurance !)
- 6 Engine Instruments **WITHIN GREEN ARC**

CRUISE CHECK COMPLETED

DESCENT CHECK

- 1 ATIS (if available) NOTED
- 2 Approach Briefing COMPLETED
- 3 Avionics SET
- 4 Directional Gyro RECHECKED
- 5 Mixture SET AS REQUIRED
- 6 Cabin & PAX SECURED

DESCENT CHECK COMPLETED

APPROACH CHECK

- 1 Altimeter SET QNH (D/W Altitude)
- 2 Landing Light ON
- 3 Carburettor Heat AS REQUIRED
- 4 Mixture RICH / AS REQUIRED
- 5 Fuel Quantity L & R CHECKED (Endurance !)
- 6 Fuel Selector BOTH

APPROACH CHECK COMPLETED

FINAL CHECK

- 1 Carburettor Heat *push* COLD
- 2 Mixture *push* RICH / AS REQUIRED
- 3 Flaps *down* SET FOR LANDING

FINAL CHECK COMPLETED

AFTER LANDING CHECK

- 1 Transponder “Mode ALT” DISPLAY “**GND**”
- 2 Landing Light & Navigation Lights OFF
- 3 Flaps UP
- 4 Elevator Trim SET FOR TAKE OFF

AFTER LANDING CHECK COMPLETED

PARKING & ENGINE SHUT DOWN

- 1 Parking Brake SET AS REQUIRED
- 2 Throttle **1 000 rpm !**
- 3 COM MONITOR 121.50
- 4 Avionics Master OFF
- 5 Electrical Consumers (**except beacon light**) OFF
- 6 Mixture IDLE CUT OFF
- 7 Ignition Switch **OFF & KEY REMOVED**
- 8 Master Switch OFF
- 9 Beacon Light OFF
- 10 Fuel Selector RIGHT
- 11 Flight Data & Aircraft Log NOTED

PARKING & ENGINE SHUT DOWN CHECK COMPLETED

Important Data for Cessna C172P (according AFM) *check T/O performance according AFM*

V_R (Rotating speed)	55 kt
V_X (Best angle of climb speed)	56 kt
V_Y (Best rate of climb speed)	75 kt
V_A (Manoeuvring speed)	99 kt
V_G (Best glide speed) (<i>clean</i>)	65 kt
V_{NO} (Max. structural speed)	127 kt
V_{NE} (Never exceed speed)	158 kt
V_{FE} (Max. flaps extend speed)	85 kt
V_{FE 10°} (Max. flaps extend speed @10°)	110 kt
V_S (Stalling speed - clean)	44 kt
V_{SO} (Stalling speed – full flap)	33 kt
V_{initial}	90 kt
V_{intermediate}	75 kt
V_{final}	60 kt
V_{cruise climb}	85 kt
Max. Crosswind	15 kt
Service Ceiling	13 000 ft

Weights

MTOW	2 550 lb (1 156 kg)
Empty weight	1 522 lb (690 kg)
Max. useful load	1 028 lb (466 kg)

Fuel (AVGAS 100LL)

Max. capacity	54 US Gal (204 l)
Usable fuel	50 US Gal (189 l)
Fuel flow	10.3 US Gal/h (39 l/h)

Oil (15W40)

Max. capacity	8 US Quarts
Min. quantity	5 US Quarts

Tyre pressure

Nose wheel	1.9 bar (28 psi)
Main wheel	2.1 bar (30 psi)

Power settings (Mixture leaned, Temp. ISA)

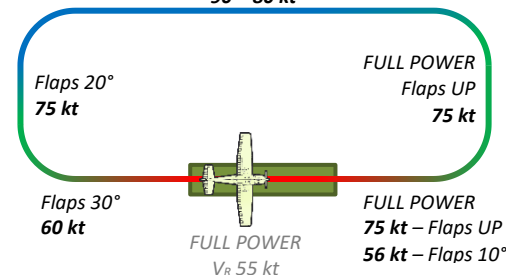
Pressure Alt.	65 % bhp	75 % bhp
2 000 ft	2 350 rpm	2 500 rpm
4 000 ft	2 400 rpm	2 550 rpm
6 000 ft	2 450 rpm	2 550 rpm
8 000 ft	2 500 rpm	2 600 rpm
10 000 ft	2 500 rpm	2 600 rpm (70%)
12 000 ft	2 550 rpm	(64%)

Circuit (Power, Speed, Configuration)

POWER 1900-2100 rpm

Flaps 10°

90 – 80 kt



Corrections:
 Dead Cut Check removed
 Use of Avionics Master changed

Engine: Avco Lycoming O-360-A4M (180 hp @ 2 700 rpm)

Electrical system: 28 V DC

Battery: 24 V DC