

IN-CABIN CHECK

Aircraft Papers-----ARROW
 Hobbs -----verify
 Control Lock -----remove
 Ignition -----Key Out
 Avionics -----OFF
 Beacon-----ON
 Circuit Breakers -----IN

Master Switch -----ON
 Fuel Quantity -----check
 Wing Flaps -----as required
 External Lts & Pitot -----check
 External Lts & Pitot -----OFF
 Master Switch -----OFF

LEFT MAIN GEAR

Strut -----check
 Tire (24 psi)-----check
 Brake system-----check
 Chocks-----check

LEFT WING

Fuel sump -----check
 Cabin ventilation -----check
 Fuel Level -----check
 Wing leading edge -----check
 Wing Strut-----check
 Pitot mast -----clear
 Stall Warning -----check
 Fuel Tank Vent -----check
 Tie down -----remove
 Wing tip & lights -----check
 Aileron -----check
 Flaps -----check

FUSELAGE & EMPANNAGE

Skin -----check
 Antennas -----check
 Baggage Door -----locked
 Stabilizers -----check
 Trim tabs -----check
 Tie down -----check

RIGHT MAIN GEAR

Strut -----check
 Tire (24 psi)-----check
 Brake system-----check
 Chocks-----check

RIGHT WING

Fuel sump -----check
 Flaps -----check
 Aileron -----check
 Wing tip & lights -----check
 Wing leading edge -----check
 Wing Strut-----check
 Tie down -----remove
 Fuel Level -----check

NOSE

Windscreen -----clean
 Right Cowling -----check
 Air Intakes(bird plugs) -----check
 Propeller -----check
 Spinner -----check
 Nose Wheel------(26 psi)
 Nose Strut & Steering -----check
 Chocks -----remove
 Left Cowling -----check
 Static Source -----check
 Oil-----check

 Fuel Strainer-----check

Long Island Flying – C172

PRE-START

- 1 Pre-flight -----done
- 2 Seats & belts -----as required
- 3 Doors / windows -----locked
- 4 Briefing -----given
- 5 Controls -----free / correct
- 6 Avionics -----OFF
- 7 Circuit Breakers -----IN
- 8 Beacon -----ON
- 9 Fuel selector-----BOTH

STARTING ENGINE

- 1 Carb heat ----- OFF
- 2 Mixture ----- Rich
- 3 Throttle -----as required
- 4 Primer -----as required
- 5 Battery master -----ON
- 6 Propeller area ----- clear
- 7 Toe brakes ----- hold
- 8 Ignition ----- START
- 9 Throttle ----- 1000 rpm
- 10 Oil pressure ----- check
- 11 Ammeter----- check

PRE-TAXI & TAXI

- 1 Flaps -----UP
- 2 Mixture -----as required
- 3 Lights -----as required
- 4 Radios -----ON
- 5 ATIS -----Recorded
- 6 Instruments -----SET
- 7 Clearance -----Recorded
- 8 X-ponder -----as required
- 9 Brakes -----check
- 10 Flight instruments -----check

PRE-TAKEOFF RUN-UP

- 1 Brakes-----as required
- 2 Doors / windows -----locked
- 3 Controls -----free
- 4 Primer -----locked
- 5 Fuel quantity-----check
- 6 Mixture -----RICH
- 7 Elevator trim-----T/O
- 8 Fuel Selector -----Both
- 9 Throttle -----1700 rpm
- 10 Engine Gauges-----check
- 11 Ammeter-----check
- 12 Suction Gauge -----check
- 13 Mag Check ----- <125 & 50
- 14 Carb heat -----ON (drop)
- 15 Throttle -----IDLE
- 16 Carb heat -----OFF
- 17 Throttle -----1000 rpm
- 18 Throttle Friction -----adjust
- 19 Takeoff Briefing -----given
 $V_R - 52, V_Y - 74, V_X - 57$
 Best Glide - 70

HOLDING SHORT

- 1 Radios -----Set
Com 1 & 2 (Vol), Nav 1 GPS
- 2 Flight Instruments - check
- 3 Seat, belts, doors --- secure
- 4 Primer ----- locked
- 5 Key ----- both
- 6 Lights ----- as required
- 7 Carb heat ----- off
- 8 Mixture ----- as required
- 9 Flaps ----- as required
- 10 Transponder ----- ALT
- 11 Final approach ----- clear

Clearing Magnetos

1. Key -----Both
2. Throttle -----2200
3. Mixture-----Lean (30sec)
4. Mixture -----Rich
5. Throttle -----1700
6. Magnetos -----Check

	ATIS	CDEL	GND	TWR	A/D
ISP	120.72	121.85	135.3	119.3	118.0
BDR	119.15		121.9	120.9	124.07
FOK	119.92		121.8	125.3	
HWV	119.62			122.8	

Long Island Flying – C172

500? CHECK

- 1 Engine gauges -----green
- 2 Flaps -----verify UP
- 3 Clear Area -----check

1000? CHECK

- 1 Landing light -----OFF
- 2 Mixture -----as required

CRUISE CHECK

- 1 Lights -----as required
- 2 Power -----as required
- 3 Trim-----as required
- 4 Mixture -----as required
- 5 Fuel Selector -----as required

DESCENT

- 1 ATIS ----- record
- 2 Inst & avionics ---- adjust
- 3 Throttle ----- as required
- 4 Mixture ----- as required
- 5 Carb heat ----- as required

PRE-LANDING

- 1 Fuel Selector ----- ON
- 2 Mixture ----- Rich
- 3 Carb heat ----- ON
- 4 Ignition ----- BOTH
- 5 Primer ----- in & locked
- 6 Seat Belts ----- secure
- 7 Lights ----- as required

BALKED LANDING

- 1 Power up & carb heat off
- 2 Pitch up (V_X)
- 3 Clean up (flaps 20? - then V_X)
- 4 Talk up
- 5 Sidestep runway for visibility

AFTER LANDING

- 1 Carb heat ----- OFF
- 2 Transponder ----- standby
- 3 Flaps ----- UP
- 4 Lights (ldg / taxi) ---- as required

ENGINE SHUT DOWN

- 1 Radios ----- OFF
- 2 Magnetos ----- Check
- 3 Throttle ----- IDLE
- 4 Mixture ----- ICO
- 5 Ignition ----- Key Out
- 6 Lights ----- as required
- 7 Battery master ----- OFF

BEFORE YOU GO HOME

- HOBBS & TACH----- note
 Battery Master -----OFF
 Gust lock -----put in Yoke
 Belongings -----take home
 Tie downs & Chocks
 Cover & Bird plugs

Clipboard & Key -----in Office

Flight Plan -----Close

V-SPEEDS

V_{NE}	143
V_{NO}	116
V_A	101
V_{REF}	60
V_S	50
V_{SO}	43
V_X	57
V_Y	74
V_R	52
Best Glide (no flaps)	70
Approach	60-70
X-wind	15
AVGAS –	100LL
Useable	36 of 39

Last Revised (06/20/2008)

(training purposes only – see appropriate POH for official procedures)

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ENGINE FAILURE

SPEED----- best glide / trim
SPOT ----- landing area
SPEC
 Primer ----- in & locked
 Ignition ----- verify both
 Carb heat ----- ON
 Mixture ----- Rich
 Fuel-shutoff ----- verify ON
 Ignition ----- cycle mags

If restart successful:

Oil pressure ----- check
 Oil temp ----- check
 Electrical equip ----- as required

If restart NOT successful:

FORCED LANDING

Distress call – 121.5
 - Who, Where, # on board
 - “Committed to landing”
 Transponder ----- 7700
 Seat belt/harness – Tight

ENGINE SECURING

Fuel shut-off ----- OFF
 Mixture ----- ICO
 Ignition ----- OFF
Prior to impact
 Flaps ----- as required
 Battery Master ----- OFF
 Door latches ----- as required

LOSS OF OIL PRESSURE

X-check Oil Temp
 If **NORMAL** – Land ASAP
 If **RISING**– Reduce throttle to minimum required – Land ASAP
 Prepare for engine failure

ENGINE FIRE – IN FLIGHT

Mixture ----- ICO
 Fuel Shut-off ----- CLOSED
 Battery Master ----- OFF
 Cabin Heat ----- OFF
 Airspeed ----- 100 kts
 Prepare for Forced Landing
 Emergency Decent ---- consider

FIRE – ELECTRICAL

Battery Master ----- OFF
 Avionics ----- OFF
 All switches ----- OFF
 Vents, Air, & Heat ---- closed
 Fire Extinguisher ----- consider
 Emergency Decent ---- consider

If extinguished & power is needed

Vents (open when fire is out)
 Battery Master ----- ON
 Circuit Breakers ----- Check
 Radio Switches ----- OFF
 Avionics ----- ON
 Radio switches ----- ON (1x1)
 Land as soon as possible

FIRE – IN CABIN

Battery Master ----- OFF
 Cabin Air ----- OPEN
 Cabin Heat ----- CLOSED
 Fire Extinguisher ----- as required
 Land ASAP

ICING

Leave area (turn, climb, descend)
 Pitot Heat -----ON
 Carb heat -----ON
 Cabin heat -----ON
 Move control surfaces
 Increase Throttle (propeller icing) Sacrifice altitude for airspeed

STATIC SOURCE BLOCKED

Alternate Static-ON (if equipped)
 Else – Break VSI
 Airspeed – see table in Sec 5

AMMETER overcharging

(Ammeter charging Full)
 Alternator ----- OFF
 Non-essential equip -- OFF
 Land ASAP
 Review Light Gun Signals

LOW VOLTAGE LIGHT

Ammeter discharging
 Avionics Master ----- OFF
 Battery Master ----- CYCLE
 Low Voltage Light ---- check off
 Avionics Master ----- ON

If low-volt light comes on again:

Alternator ----- OFF
 Non-essential equip -- OFF
 Conserve power for landing
 Land ASAP
 Review Light Gun Signals

LOST COMMS

Radio ON; Volume Set;
 Correct frequency / alternates;
 Circuit Breakers; alternator;
 Mike / headset plugs
 Range location; Last ATC Alternate radio; Cell Phone

If still not working –

Transponder – 7600
 Maintain VFR – land ASAP
 DAY – rock wings if receiving
 NIGHT – flash lights if receiving

Light Signals

Stdy grn	Clrd takeoff	Clrd to land
Flsh grn	Clrd to taxi	Clrd for app
Stdy red	Stop	Give way-cir
Flsh red	Clr rwy	Unsafe-no ldg
Flsh wht	Return	
Red / grn	Caution	Caution

SPIN RECOVERY

Power ----- Idle
 Aileron ----- Neutral
 Rudder ----- Fully opposite
 Elevator ----- Briskly forward
After rotation has stopped
 Rudder – neutralize
 Elevator – ease back

ENGINE FIRE - START UP

Continue to crank engine
If engine starts:
 Throttle – 1700 rpm
 Shutdown - inspect for damages

If engine fails to start:

Throttle ----- FULL
 Mixture ----- ICO
 Fuel Shut-off ----- CLOSED
Continue to crank engine
 Battery Master ----- OFF
 Ignition Switch ----- OFF
 Evacuate Airplane Immediately

DIVERT to ALTERNATE

A – Alternate airport
 B – Best guess heading
 C – Change Altitude
 D – Distance
 E – Estimate time & fuel
 F – Flight Plan & ATC
 G – Ground (close flight plan)

LOST PROCEDURES

Confess (to yourself)
 Control / Circle (last known...)
 Climb
 Cross Radials
 Communicate to ATC
 Comply
 Conserve (fuel)