



FLIGHT SCHOOL

C172M N4922G

PREFLIGHT INSPECTIOIN

① CABIN

- 1. Pitot Tube Cover.....REMOVE
- 2. AROW Documents/Maint Log.....CHECK
- 3. Emergency Equipment.....CHECK
- 4. Control Wheel Lock.....REMOVE
- 5. Ignition Switch.....OFF
- 6. Master Switch.....ON
- 7. Fuel Quantity.....()CHECKED/LIGHTS OUT
- 8. Avionics Master Switch.....ON/OFF
- 9. Static Selector.....OFF
- 10. Annunciators.....CHECK
- 11. Fuel Selector Valve.....ON
- 12. Pitot Heat.....CHECK
- 13. Master Switch.....OFF
- 14. Elevator Trim.....SET

② EMPENAGE

- 15. Baggage Door.....CHECK
- 16. Tie-Down.....DISCONNECT
- 17. Control Surfaces.....CHECK
- 18. Trim Tab.....CHECK
- 19. Antennas.....CHECK

③ RIGHT WING

- 20. Flap.....CHECK
- 21. Aileron.....CHECK
- 22. Tie-Down.....DISCONNECT
- 23. Main Wheel Tire.....CHECK
- 24. Fuel Tank Sumps(1).....DRAIN
- 25. Fuel Quantity/Caps.....CHECK/SECURE

③ NOSE

- 26. Fuel Sumps(1)DRAIN
- 27. Engine Oil (6-7 Qts).....CHECK
- 28. Engine Cooling Inlets.....CHECK/CLEAR
- 29. Propeller and Spinner.....CHECK
- 30. Air Filter.....CHECK
- 31. Nose Wheel Strut and Tire.....CHECK
- 32. Left Static Source.....CHECK

④ LEFT WING

- 33. Fuel Quantity/Caps.....CHECK/SECURE
- 34. Fuel Tank Sumps(1).....DRAIN
- 35. Pitot Tube.....CHECK
- 36. Fuel Tank Vent.....CHECK
- 37. Tie-Down.....DISCONNECT
- 38. Main Wheel Tire.....CHECK
- 39. Stall Warning.....CHECK
- 40. Landing/Taxi Lights.....CHECK
- 41. Aileron.....CHECK
- 42. Flap.....CHECK

BEFORE ENGINE START

- 1. Preflight Inspection.....COMPLETE
- 2. Passenger Briefing.....COMPLETE
- 3. Seats and Seat Belts.....SET
- 4. Brakes.....TEST
- 5. Circuit Breakers.....CHECK IN
- 6. Electrical Equipment.....OFF
- 7. Avionics Master.....OFF
- 8. Fuel Selector Valve.....BOTH
- 9. *Prime.....AS REQUIRED
- 10. Throttle.....OPEN ¼ INCH
- 11. Mixture.....RICH
- 12. Master Switch.....ON
- 13. Beacon.....ON
- 14. Propeller Area.....CLEAR



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AFTER START

- 1. Oil Pressure/Engine Instruments.....CHECK
- 2. Mixture.....LEAN
- 3. Flaps.....CHECK/UP
- 4. Avionics Master.....ON

BEFORE TAKE OFF

- 1. Flight Controls.....FREE/CORRECT
- 2. Fuel Quantity.....()CHECK
- 3. Flight Instruments.....CHECK/SET
- 4. Mixture.....RICH
- 5. Fuel Selector Valve.....CHECK/BOTH
- 6. Runup (1800 RPM)
 - Magnetos (200 Max Drop/50Differential).....CHECK
 - Oil Pressure/Engine Instruments.....CHECK
 - Carb. Heat.....CHECK
 - Idle.....CHECK
- 7. Elevator Trim.....SET
- 8. Flaps.....SET
- 9. Departure-/-Emerg. Briefing.....COMPLETE

RUNWAY ITEMS

- 1. Heading Indicator.....SET
- 2. Altitude XPDR.....SET
- 3. Lights.....SET
- 4. Fuel.....MIX FULL RICH
- 5. Time.....RECORD

CLIMB

- 1. Flaps.....UP
- 2. Airspeed.....80-90 KIAS
- 3. Throttle.....FULL OPEN

CRUISE

- 1. Power (2200-2400) (<75%).....()SET
- 2. Trim.....SET
- 3. Mixture (Peak-75°).....LEAN
- 4. Engine Instruments.....CHECK

DESCENT

- 1. ATIS/ASOS.....ACUIRE
- 2. POWER.....CRUISE DESCENT SET
- 3. Mixture.....SET
- 4. Altimeter.....()SET
- 4. Fuel Selector.....BOTH
- 5. Approach Briefing.....COMPLETE

BEFORE LANDING

- 1. Mixture.....RICH
- 2. Carb. Heat.....ON
- 3. Lights.....SET
- 4. Flaps.....10° SET

AFTER LANDING

- 1. Lights.....SET
- 2. Flaps.....UP
- 3. Mixture.....LEAN
- 4. Carb. Heat.....OFF

SHUTDOWN

- 1. Avionics Master.....OFF
- 2. Lights OFF.....OFF
- 3. Mixture.....CUTOFF
- 4. Ignition.....OFF
- 5. Master Switch.....OFF

SECURING

- 1. Control Lock.....INSTALL
- 2. Fuel Selector Valve.....LEFT OR RIGHT
- 3. Pitot Cover.....INSTALL
- 4. Chocks.....LEFT MAIN
- 5. Tie-Downs.....SET
- 6. Paperwork/Flight Plan.....COMPLETE/CLOSED



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ENGINE FAILURE DURING TAKEOFF ROLL

- 1. Trottle.....IDLE
- 2. Brakes.....APPLY
- 3. Flaps.....RETRACT
- 4. Mixture.....CUTOFF
- 5. IgnitionOFF
- 6. Master Switch.....OFF

ENGINE FAILURE DURING CLIMB

- 1. Airspeed...65 KIAS (Flaps UP) 60KIAS (Flaps Down)
- 2. Mixture.....CUTOFF
- 3. Fuel Selector Valve.....OFF
- 4. IgnitionOFF
- 5. Flaps.....AS REQUIRED
- 6. Master Switch.....OFF
- 7. Cabin Door.....UNLATCH
- 8. Land.....STRAIGHT AHEAD

ENGINE FAILURE DURING FLIGHT

- 1. Airspeed.....65 KIAS
- 2. Fuel Selector Valve.....BOTH
- 3. Carb. Heat.....ON
- 4. Mixture.....RICH
- 5. IgnitionBOTH (or START if propeller is stopped)

EMERGENCY LANDING WITHOUT ENGINE POWER

- 1. Passenger Seat Backs.....MOST UPRIGHT POSSITION
- 2. Seats and Seat Belts.....SECURE
- 3. Airspeed...65 KIAS (Flaps UP) 60 KIAS (Flaps Down)
- 4. Mixture.....CUTOFF
- 5. Fuel Selector Valve.....OFF
- 6. IgnitionOFF
- 7. Flaps.....AS REQUIRED
- 8. Master Switch.....OFF
- 9. Cabin Door.....UNLATCH

ENGINE FIRE DURING START

- 1. Ignition SwitchSTART, Continue Cranking

If engine starts:

- 2. Power.....1800 RPM
- 3. Engine.....SHUTDOWN

If engine fails to start

- 4. Throttle.....FULL OPEN
- 5. MIXTURE.....CUT OFF
- 6. Cranking.....CONTINUE
- 7. Fuel Selector Valve.....OFF (Pull Full Out)

- 8. Engine.....SECURE
 - a. Master Switch...OFF
 - b. Ignition Switch...OFF
- 10. Airplane.....EVACUATE
- 11. Fire.....EXTINGUISH

ENGINE FIRE IN FLIGHT

- 1. Mixture.....CUT OFF
- 2. Fuel Selector Valve.....OFF
- 3. Auxiliary Fuel Pump.....OFF
- 4. Master Switch.....OFF

- 5. Cabin Heat and Air.....OFF
- 6. Airspeed.....110 – 160 KIAS
- 7. Forced Landing.....EXCECUTE

ELECTRICAL FIRE IN FLIGHT

- 1. Master Switch.....OFF
- 2. Vents, Cabin Air, Heat.....CLOSED
- 3. Fire Extinguisher.....ACTIVATE

- 4. Avionics.....OFF
- 5. All other switches (except ignition switch).....OFF



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PRECAUTIONARY LANDING WITH ENGINE POWER

1. Passenger Seat Back...MOST UPRIGHT POSSITION
2. Seats and Seat Belts.....SECURE
3. Airspeed.....70MPH
4. Flaps.....20°
5. Selected Field.....FLY OVER
6. Avionics Master Switch and Electrical Switches.OFF
7. Flaps.....30° (on final approach)
8. Airspeed.....70MPH
9. Master Switch.....OFF
10. Doors.....UNLATCH
11. Touchdown.....SLIGHTLY TAIL LOW
12. Ignition Switch.....OFF

DITCHING

1. Radio.....TRANSMIT MAYDAY on 121.5 MHz, giving location and intentions and SQWAK 7700
2. Heavy Objects (in baggage area).....SECURE OR JETTISON
3. Passenger Seat Backs..MOST UPRIGHT POSSITION
4. Seats and Seat Belts.....SECURE
5. Flaps.....20° to 30°
6. Power...ESTABLISH 300 FT/MIN DESSCENT AT 70MPH
If no power is available, approach at 80 MPH with flaps up or at 70MPH with 10° flaps
7. Cabin
Doors.....UNLATCH
8. Touchdown.....LEVEL ATTITUDE
9. Face.....CUSHION
10. ELT.....ACTIVATE
11. Airplane.....EVACUATE
If necessary open window to flood cabin to equalize pressure so doors can be opened.
13. Life Vests and Raft.....INFLATE WHEN CLEAR OF AIRPLANE

LANDING WITH A FLAT MAIN TIRE

1. Approach.....NORMAL
2. Flaps.....30°
3. Touch Down.....GOOD MAIN TIRE FIRST, hold airplane off flat tire as long as possible with aileron control
4. Directional Control.....MAINTAIN

LANDING WITH A FLAT NOSE TIRE

1. Approach.....NORMAL
2. Flaps.....30°
3. Touch Down.....ON MAINS, hold nose wheel off the ground as long as possible, when nose wheel touches the ground maintain full up elevator.
4. Directional Control.....MAINTAIN

AMMETER – EXCESSIVE RATE OF CHARGE

1. Alternator.....OFF

LOW VOLTAGE ANNUNCIATOR (VOLTS) DURING FLIGHT

May occur during low RPM, Annunciator will go out at higher RPM

1. Avionics Master.....OFF
2. Alternator Circuit Breaker (ALT FLD).....CHECK IN
3. Master Switch.....OFF (both sides)
4. Master Switch.....ON
5. Low Voltage Annunciator (VOLTS).....CHECK OFF
6. Avionics Master.....ON
If low voltage annunciator (VOLTS) illuminates again:
7. Alternator.....OFF
8. Nonessential Radio and Electrical Equipment.....OFF
9. Flight.....TERMINATE as soon as practical

VACCUM SYSTEM FAILURE (L VAC) or (R VAC) Annunciator

1. Vacuum Gauge.....CHECK
If vacuum is not within normal limits partial panel procedures maybe required.