



FLIGHT SCHOOL

C172SP N268SP

PREFLIGHT INSPECTION

① CABIN

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

② EMPENAGE

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

③ RIGHT WING

- 21. Flap.....CHECK
- 22. Aileron.....CHECK
- 23. Tie-Down.....DISCONNECT
- 24. Main Wheel TireCHECK
- 25. Fuel Tank Sumps (5).....DRAIN
- 26. Fuel Quantity/Caps.....CHECK/SECURE

③ NOSE

- 27. Fuel Sumps (3).....DRAIN
- 28. Engine Oil (6-7 Qts).....CHECK
- 29. Engine Cooling Inlets.....CHECK/CLEAR
- 30. Propeller and Spinner.....CHECK
- 31. Air FilterCHECK
- 32. Nose Wheel Strut and Tire.....CHECK
- 33. Left Static Source.....CHECK

④ LEFT WING

- 34. Fuel Quantity/Caps.....CHECK/SECURE
- 35. Fuel Tank Sumps(5).....DRAIN
- 36. Pitot Tube.....CHECK
- 37. Fuel Tank Vent.....CHECK
- 38. Tie-Down.....DISCONNECT
- 39. Main Wheel Tire.....CHECK
- 40. Stall Warning.....CHECK
- 41. Landing/Taxi Lights.....CHECK
- 42. Aileron.....CHECK
- 43. 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. Fuel Shutoff Valve.....ON
- 10. *Prime.....AS REQUIRED
 - a. Throttle.....wide open
 - b. MixtureRich
 - c. Fuel pump.....Momentary ON until fuel flow raises.
- 11. Throttle.....OPEN ¼ INCH
- 12. Mixture.....IDLE CUTOFF
- 13. Master Switch.....ON
- 14. Alternator Switch.....OFF
- 15. Beacon.....ON
- 14. Propeller Area.....CLEAR
- 15. Ignition.....START



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AFTER START

- 1. Oil Pressure/Engine Instruments.....CHECK
- 2. Alternator Switch.....ON
- 3. Mixture.....LEAN
- 4. Flaps.....CHECK/UP
- 5. 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 (150 Max Drop/50 Differential).....CHECK
 - Suction GaugeCHECK
 - Engine Instruments and Ammeter.....CHECK
 - Idle.....CHECK
- 7. Annunciator Panel.....NO ANNUNCIATORS
- 8. Elevator Trim.....SET
- 9. Flaps.....SET
- 10. Departure/Emergency Briefing.....COMPLETE

RUNWAY ITEMS

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

CLIMB

- 1. FlapsUP
- 2. Airspeed.....70-85 KIAS
- 3. Throttle.....FULL OPEN
- 4. Mixture.....LEAN/TOP OF THE GREEN

CRUISE

- 1. Power (2100-2600) (<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
- 5. Fuel SelectorBOTH
- 6. Approach Briefing.....COMPLETE

BEFORE LANDING

- 1. Mixture.....RICH
- 2. Autopilot.....OFF
- 3. LightsSET
- 4. Flaps.....10° SET

AFTER LANDING

- 1. Lights.....SET
- 2. Flaps.....UP
- 3. Mixture.....LEAN

SHUTDOWN

- 1. Avionics MasterOFF
- 2. Lights OFFOFF
- 3. Mixture.....CUT OFF
- 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. **Throttle**.....IDLE
- 2. **Brakes**APPLY
- 3. Flaps.....RETRACT
- 4. Mixture.....CUTOFF
- 5. Ignition.....OFF
- 6. Master Switch.....OFF

ENGINE FAILURE DURING CLIMB

- 1. **Airspeed**...70 KIAS (Flaps UP) 65 KIAS (Flaps Down)
- 2. Mixture.....CUTOFF
- 3. Fuel Shutoff 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**.....68 KIAS
- 2. **Fuel Shutoff Valve**.....ON (Push Full In)
- 3. **Fuel Selector Valve**.....BOTH
- 4. **Auxiliary Fuel Pump**.....ON
- 5. **Mixture**.....RICH
- 6. Ignition.....BOTH (or START if propeller is stopped)

EMERGENCY LANDING WITHOUT ENGINE POWER

- 1. Passenger Seat BacksMOST UPRIGHT POSITION
- 2. Seats and Seat Belts.....SECURE
- 3. Airspeed.....70 KIAS (Flaps UP)/65 KIAS (Flaps Down)
- 4. Mixture.....CUTOFF
- 5. Fuel Shutoff Valve.....OFF
- 6. IgnitionOFF
- 7. Flaps.....AS REQUIRED
- 8. Master Switch.....OFF
- 9. Cabin Door.....UNLATCH

ENGINE FIRE DURING START

- 1. **Ignition Switch**.....START, 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 Shutoff Valve**.....OFF (Pull Full Out)
- 8. **Auxiliary Fuel Pump**.....OFF

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

ENGINE FIRE IN FLIGHT

- 1. **Mixture**.....CUTOFF
- 2. **Fuel Shutoff Valve**.....OFF
- 3. **Auxiliary Fuel Pump**.....OFF
- 4. **Master Switch**OFF

- 5. Cabin Heat and Air.....OFF
- 6. Airspeed.....100-163 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 BackMOST UPRIGHT POSITION
2. Seats and Seat Belts.....SECURE
3. Airspeed.....65 KIAS
4. Flaps.....20°
5. Selected Field.....FLY OVER
6. Avionics and Electrical Switches.....OFF
7. Flaps.....30° (on Final Approach)
8. Airspeed.....65 KIAS
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 SQUAWK 7700
2. Heavy Objects (in baggage area).....SECURE OR JETTISON
3. Passenger Seat Backs....MOST UPRIGHT POSITION
4. Seats and Seat Belts.....SECURE
5. Flaps.....20° to 30°
6. Power....ESTABLISH 300 FT/MIN DESCENT AT 55 KIAS IF no power is available, approach at 70 KIAS with flaps up or at 65 KIAS 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 of 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 should 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. AlternatorOFF
 8. Nonessential Radio and Electrical Equipment.....OFF
 9. Flight.....TERMINATE as soon as practical

VACUUM SYSTEM FAILURE

(L VAC) or (R VAC) Annunciator

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