

FREYCINET AIR PTY LTD

C172R CHECKLIST

STARTING ENGINE

Passenger Brief.....complete
 Preflight Inspection.....complete
 Park Brake..... on
 Seats and Seat Belts.....adjusted
 Hatches and Harnesses..... secure
 Master..... on
 Circuit breakers..... in
 Avionics..... off
 Beacon..... on
 Fuel..... both
 Fuel shutoff valve..... on (push full in)
 Mixture..... rich
 Throttle..... open ¼ inch
 Auxiliary fuel pump..... on until stable
 fuel flow is indicated (about
 4 seconds) then off
 Mixture..... idle cutoff
 Toe Brakes..... on
 Check..... “Clear Prop”
 Starter..... engage, as engine starts advance
 mixture to full rich & set 1000 RPM

NOTE

If engine floods, turn off the auxiliary fuel pump, set mixture idle cutoff, open throttle ½ to full, and motor (crank) engine. When engine starts, set mixture to full rich and close throttle promptly.

AFTER START

Throttle..... set 1000 rpm
 Oil pressure..... green in 30 secs
 Ammeter..... zero or positive charge
 Suction..... within limits
 Avionics..... on
 Transponder..... set SBY
 Radios..... on
 ATIS..... 128.45 MHz
 TOWER..... 118.10 MHz

TAXI CHECKS

Brakes..... checked
 Instruments..... turning checks

RUN-UP CHECKS

Park brake..... on
 Throttle..... set 1800 rpm
 Magnetos..... left, both, right, both
 Annunciator panel..... no illuminations
 Vacuum guage..... check
 Engine instruments & Ammeter..... check
 Throttle..... low idle, smooth running

PRE TAKEOFF CHECKS

T Trims..... set
 Throttle friction..... firm
 Transponder..... set ALT
M Mixture..... rich
 Magnetos..... both
 Master switch..... on
P Pump (auxiliary fuel pump)..... off
A Autopilot..... off
F Fuel..... both
 Fuel shutoff valve ... on(push full in)
 Flaps..... set 10
I Instruments
 DG..... aligned
 A/H..... erect
 Alt..... QNH set
 TC..... flag away
S Switches..... as required
C Controls..... full, free/correct sense
H Hatches & harnesses..... secure
T Take-off Safety Brief..... Complete

AFTER T/O CHECKS

Flaps..... retracted
 Power..... set as required
 Fuel flow..... set as required
 Oil temp & pressure..... green arc

PRE MANOEUVRE CHECKS

H..... Height
A..... Airframe
S..... Security
E..... Engine
L..... Location
L..... Lookout

PRE LANDING CHECKS

B..... Brakes, check pressure and off
U..... Undercarriage down
M..... Mixture rich
F..... Fuel both & contents checked
H..... Hatches & Harnesses secure
A..... autopilot off

AFTER LANDING CHECKS

F..... Flaps, identified-retract
R..... Radio, call TWR
S..... Switch un-necessary off
T..... Transponder set SBY

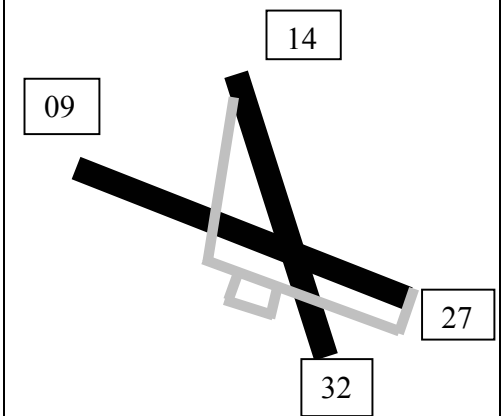
SHUTDOWN

Park brake..... on
 Throttle..... set 1000 rpm
 Avionics..... off
 Transponder..... off
 Mixture..... idle cutoff
 Magnetos..... off
 Master..... off
 Gust Lock..... in

RADIO FREQUENCIES

HB TOWER..... 118.1 MHz
 HB ATIS..... 128.45 MHz
 HB VOR..... 112.7 MHz
 HB LOC(NDB)..... 362 KHz
 ML CENTRE..... 125.55 MHz
 MULTICOM..... 126.7MHz
 7ZR..... 936 KHz
 AERO CLUB..... 120.85 MHz
 CBG PAL..... 120.05 MHz

CAMBRIDGE



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C172R CHECKLIST

<u>EMERGENCY PROCEDURES</u>		<u>(CESSNA) DATA</u>	
<p><u>ENGINE FAILURE IN FLIGHT</u></p> <p>INITIAL ACTIONS:</p> <p>Fuel shutoff valve on(push full in) Fuel both Fuel pump (auxiliary) on Mixture..... rich Mags both Master on</p> <p>WIND PADDOCK PLAN</p> <p>TROUBLE CHECKS Fuel on, contents checked Fuel pump (auxiliary) on Mixture through range, set rich Oil temps and pressure Switches check magnetos Throttle . through range set 1/3 position</p> <p>PASSENGER BRIEF</p> <p>MAYDAY CALL</p> <p>SHUTDOWN CHECKS</p> <p>Flaps..... down Fuel pump(auxiliary) off Fuel shutoff valve off(pull full out) Mixture..... idle cut-off Mags off Master off</p>	<p><u>ENGINE FIRE IN FLIGHT</u></p> <p>Fuel pump(auxiliary) off Mixture..... idle cut-off Throttle..... closed Fuel shutoff valve off(pull full out) Cabin Heat and Air off</p> <p>Proceed with</p> <p>SHUTDOWN CHECKS</p> <p><u>LOSS OF OIL PRESSURE / HIGH OIL TEMPERATURE</u></p> <p>Land as soon as possible and investigate cause.</p> <p>Prepare for engine failure in flight.</p> <p><u>ENGINE FIRE DURING START</u></p> <p>Starter..... crank engine</p> <p>If engine starts, set 1700rpm</p> <p>No start, continue cranking Fuel pump(auxiliary) off Mixture..... idle cut off Throttle..... open Fuel shutoff valve off(pull full out) Abandon if fire continues</p> <p>For other emergency procedures refer to section 3 of the Pilots Operating Handbook.</p>	<p><u>AIRSPEEDS</u></p> <p>Stall with Flap (V_{S0})..... 33 KIAS Basic Stall Speed (V_{S1}) 44 KIAS Best Climb Angle (V_X) 60 KIAS Best Climb Rate (V_Y)..... 79 KIAS Cruise Climb (Normal) 90 KIAS Flap Limit Speed (V_{FE}) 85 KIAS Maneuver Speed (V_A) 82 - 99 KIAS Flight Planning TAS 115 KTAS Maximum Cruising (V_{NO}).... 129 KIAS</p>	<p>Never Exceed (V_{NE})..... 163 KIAS Best Glide..... 65 KIAS TOSS..... 57 KIAS Base..... 75 KIAS Final 65 KIAS Vref..... 60 KIAS Short field approach Final 60 KIAS Short field approach Vref..... 55 KIAS Maximum Crosswind..... 15 KIAS</p>
		<p><u>WEIGHT LIMITATIONS</u></p> <p>Max Takeoff Weight 1112kg Empty Weight: Refer flight manual KOT 756kg</p> <p><u>FUEL</u></p> <p>Type: 100 Octane Avgas (green) or 100 LL (blue) Quantity: Total Useable 200lts Typical Consumption: 38 lt per hour Endurance : 5.2 @ 38 lt per hour</p> <p><u>POWER SETTINGS</u></p> <p>Max RPM 2400 RPM</p> <p><u>ENGINE</u></p> <p>Textron Lycoming O-360-L2A 4 cylinder, horizontally opposed, direct drive, air cooled, normally aspirated Output: 160 hp rated @ 2400 RPM</p> <p><u>OIL</u></p> <p>Type: Aviation grade SAE 50 Quantity: Max 8 US quarts, Min 6 US quarts</p>	

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