

## Cessna 172M C-GHKP

### Cockpit Check before Exterior

- Remove control wheel lock
- Mag -- Off
- Master -- ON
  - o Check fuel quantity
  - o Flaps down 20 deg, then
  - o Master -- OFF
- Fuel Selector -- RIGHT TANK
- Trim - FREE / SET FOR TAKEOFF
- Check Fire Extinguisher (quantity, Pin, Secure)
- Baggage door - Unlock

### PASSENGER BRIEF

- Exits, Doors and Windows
- Fire Extinguishers
- Emergency Supplies
- ELT
- Seat Belts
- No Smoking
- Prop Safety/PIC instructions

### BEFORE START CHECK

Chocks & Pitot Cover -- REMOVED  
Preflight Inspection -- COMPLETE  
Seats, Belts and Harnesses -- SECURE  
Controls -- FREE and CORRECT  
Circuit Breakers -- CHECKED ALL IN  
Radios, Avionics -- OFF  
Parking Brake -- SET

### ENGINE START CHECK

Engine Hobbs -- RECORD  
Fuel Selector -- RIGHT TANK  
Mixture -- RICH  
Carburetor Heat -- COLD  
Throttle -- OPEN 1/8 INCH  
Master Switch -- ON  
BKN Light -- ON  
Prime -- AS REQUIRED(2-6 full strokes)LOCKED  
Check Prop -- CLEAR  
Ignition Switch -- START (release when engine starts)  
Oil Pressure -- NORMAL WITH IN 30 SECONDS  
Throttle -- 1000 RPM  
Magnetos -- DEAD MAG CHECK

### PRE-TAXI CHECK

Flaps -- CHECK then RETRACT  
Ammeter -- CHECK CHARGING  
Avionics & Radio -- ON AND SET  
Transponder -- STAND BY 1200 or (0240 - CYZX)  
Fuel Selector -- LEFT TANK  
Instruments -- SET & CHECKED  
Alternate Static -- CHECKED  
Mixture -- LEAN FOR TAXI  
Parking Brake -- OFF / Brakes -- CHECKED  
Instrument Taxi Check

### RUN UP CHECK

Parking Brake -- SET  
Doors and Both Windows -- SECURE  
Cabin -- SECURE  
Controls -- FREE  
Fuel Selector -- ON BOTH  
Mixture -- RICH  
Throttle -- 1700 RPM  
Oil Temp and Pressure -- BOTH GREEN  
Magnetos -- CHECK (RPM 125 max drop and 50 RPM max difference)  
Mixture -- CHECK LEANING  
Suction Gage -- CHECK (4.6 -- 5.4 inHg)  
Ammeter -- CHECK  
Carburetor Heat -- HOT \*CHECK DROP\*  
Power -- IDLE  
Oil Temp/ Pressure -- CHECK  
Carburetor Heat -- COLD  
Power -- 1000 RPM  
Parking Brake -- OFF

### BEFORE TAKEOFF CHECK

Takeoff -- BRIEF  
Engine Failure -- BRIEF  
Trim -- SET FOR TAKEOFF  
Radios -- SET  
Throttle Friction Lock -- ADJUST  
Radio -- INTENTIONS

### CREW TAKEOFF BRIEF

We are going to line up on runway\_\_\_\_, our GO or NO GO point will be\_\_\_\_\_  
We will rotate at 60 MPH and climb out at \_\_\_\_MPH.  
The wind is from \_\_\_\_ At \_\_\_\_ knots.

### ENGINE FAILURE BRIEF

Any malfunction during the T/O roll we will retard the throttle and stop straight ahead.

If we have an EF after T/O:

below 500' AGL we will land straight ahead only making gentle turns.

Between 500'-1000' AGL we will turn up 90 deg.

Above 1000' AGL Carry out a modified circuit.

### LINE-UP CHECK

Landing Lights -- ON  
Mixture -- RICH  
Fuel Selector -- BOTH  
Transponder -- ALT  
Runway Heading DG -- CHECK  
Time Up -- RECORD

**NORMAL TAKEOFF CHECK**

Flaps -- UP  
Carburetor Heat -- COLD  
Throttle -- FULL OPEN  
Rotate -- 60 mph  
Normal Climb -- Speed 80-90 mph  
**VX** -- 68 mph **VY** -- 91 mph

**CRUISE CHECK**

RPM -- 2200-2500 (63% best performance)  
Elevator -- TRIM  
Mixture -- LEAN (Rich of Peak)  
Heading Indicator -- Set to Compass

**PASSENGER TAKEOFF/LANDING BRIEF**

We are getting ready for takeoff/ landing. Let me focus on flying the aircraft and avoid talking during the takeoff and landing stages. If you have any question you can ask me or after Landing/Take off.

Please stay clear of all the controls unless I say it's okay. Make sure your door, seats, seat belts and shoulder harness is secure.

**COMMON FREQUENCIES**

Greenwood ATIS 128.85  
Greenwood Ground 133.75  
Greenwood Tower 119.5  
Greenwood Terminal 120.60  
Halifax FSS 123.275  
Halifax ATIS 121.00  
Halifax Tower 118.40  
Halifax Terminal 118.70  
Hillaton Kings Aerodrome 123.2  
Moncton Center 124.4  
Debert 123.00  
Digby 122.80  
VFR Broadcast 126.70

**EMERGENCY 121.50**

**TRANSPONDER EMERGENCY CODES**

SQUAWK **7500** -- HIJACK  
SQUAWK **7600** -- COM FAILURE  
SQUAWK **7700** -- MAY DAY

**DESCENT CHECK**

Mixture -- RICH  
Carburetor -- AS REQUIRED  
Power -- AS DESIRED

**BEFORE LANDING CHECK**

Passenger Briefing - COMPLETE  
Brakes -- CHECKED  
Doors -- LOCKED  
Seats, Belts, Harnesses -- SECURE  
Fuel Selector Valve -- BOTH  
Mixture -- RICH  
Carburetor Heat -- HOT

**NORMAL LANDING CHECK**

Air Speed -- 80 mph (flaps up)  
Wing Flaps -- As Required (below 100 mph)  
Air Speed -- 65-75 mph (flaps down)  
Touchdown -- ON MAIN WHEELS  
Landing Roll -- LOWER NOSE GENTLY  
Braking -- AS REQUIRED

**AFTER LANDING CHECK**

Carburetor Heat -- COLD  
Wing Flaps -- UP  
Transponder -- STAND BY  
Landing Light -- OFF  
Mixture -- LEAN FOR TAXI ( 1")  
Time Down -- RECORD

**SHUT DOWN CHECK**

Electrical Equipment, Avionics -- OFF  
Power -- IDLE  
Magnetos -- LIVE MAG CHECK  
Mixture -- IDLE CUT-OFF  
Magnetos -- OFF  
Lights -- OFF  
BKN Light -- ON  
Master Switch -- OFF  
Engine Hobbs -- RECORD  
Control Lock -- INSTALLED  
Pitot Cover -- ON  
Chocks -- IN