

Cessna 172M C-GTRA

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
Avionics Power -- 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
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
Avionics Power -- ON

PRE-TAXI CHECK

Flaps -- CHECK then RETRACT
Ammeter -- CHECK CHARGING
Avionics & Radio -- 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
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
Call Tower – Ready For Take Off

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 -- Confirm with 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

Avionics Power -- 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