BEFORE TAKEOFF — CIGAR	CRUISE		
Controls free & correct	Throttle 2200-2700 RPM (<75% MCP)		
Airspeed indicator 0 (or wind speed)	Elevator trim adjust to cruise speed	FIRE DURING START	ENGINE POWER LOSS
Attitude indicator centered	Fuel selector both	THE BOHMA STAIL	LINGINE I OWEN LOSS
Altimeter set to ATIS	Mixture lean (> 3,000 ft.)	CRANKING Continue	AVIATE — UNLOAD WING:
Turn coordinator level & ball centered	Circuit breakersin	OTANING	
Heading indicator mag. compass	Landing light off (as needed)		- Best Glide Speed 65 KIAS
Vertical speed indicator 0	Engine instruments in green	ENGINE STARTS:	(Flaps Down @ 60 KIAS)
Fuel selector both	Instrumentscheck, H.I. to compass	- Power 1700 RPM a Few Seconds	DECT DI ACE TO I AND
Elevator trim takeoff	DESCENT — A MICE ATM	- Engine Shutdown, Check Damage	BEST PLACE TO LAND:
Mixture full rich	Altimeter set to ATIS		- Select Field (1.5 NM = 1000 ft.)
RUN - UP:	App. briefingcomplete	ENGINE FAILS TO START:	- Turn Towards Area
- Primer in & locked	Mixturerichen		
Oil pressure / temp in green, warmBrakes apply	Carburetor heat as required	- Cranking Continue	- Select Best Approach w/ WIND
− Throttle	Instruments check, H.I. to compass	- Fire Extinguisher Obtain	- Use NEAREST w/ VSR < 500 fpm
- Suction gauge in green (5 psi)	BEFORE LANDING — GUMPFS	- Engine Shutdown	CHECK LIST DESTABLE
- Ammeter positive load	Seat belts adjust & secure	- Fire Extinguisher Use	CHECK LIST — RESTART:
- Magnetos 125 drop / 50 diff.	Fuel selector both		- Fuel Selector On
- Carburetor heat 100 drop	Landing light on	FIRE DURING FLIGHT	- Mixture Full Rich
- Throttle < 1000 RPM	Carburetor heat on		- Carburetor Heat On
- Throttle friction tighten	Mixture rich (below 3,000 ft.)	- Fuel Selector Off	
Radios / nav / XPDR set, alt + sqwk	Flaps as required	- Mixture Cut - Off	- Ignition Switch Both
Doors / windows / belts secure	DMMS 70 KIAS	- Master Switch Off	- Primer In & Locked
HOLDING SHORT	Short Final flaps down & 60 - 70 KIAS		DIOTDEOG 0411
Fuel selector both	GO-AROUND	- Vents / Cabin Air / Heat Off	DISTRESS CALL:
Elevator trim takeoff			
	Throttle full open	- Airspeed 100 KIAS	- Transponder 7700
Carburetor heat off	Carburetor heat off	·	- Transponder
Mixture full rich (< 3,000 ft.)	Carburetor heat off Flaps retract to 20°	ELECTRICAL FIRE	
Mixture full rich (< 3,000 ft.) Flaps 0° to 10°	Carburetor heat off Flaps retract to 20° Airspeed 55 KIAS	ELECTRICAL FIRE	- Tune Current ATC or 121.5
Mixture full rich (< 3,000 ft.)	Carburetor heat off Flaps retract to 20° Airspeed 55 KIAS Flaps 10° until obstacles cleared	·	- Tune
Mixture full rich (< 3,000 ft.) Flaps 0° to 10° Dep. briefing T.O. abort plan & turn dir. I WILL LOSE THE ENGINE	Carburetor heat	ELECTRICAL FIRE	- Tune Current ATC or 121.5 - Announce Aircraft ID & Position
Mixture full rich (< 3,000 ft.)	Carburetor heat	ELECTRICAL FIRE - Master Switch Off - All Electrical Switches Off	- Tune
Mixture full rich (< 3,000 ft.) Flaps 0° to 10° Dep. briefing T.O. abort plan & turn dir. I WILL LOSE THE ENGINE	Carburetor heat off Flaps retract to 20° Airspeed 55 KIAS Flaps 10° until obstacles cleared CLEAR OF RUNWAY Flaps up Carburetor heat off	ELECTRICAL FIRE - Master Switch Off - All Electrical Switches Off - Vents / Cabin Air / Heat Off	- Tune
Mixture full rich (< 3,000 ft.) Flaps 0° to 10° Dep. briefing T.O. abort plan & turn dir. I WILL LOSE THE ENGINE I WILL PUSH IMMEDIATELY	Carburetor heat	ELECTRICAL FIRE - Master Switch Off - All Electrical Switches Off	- Tune
Mixture full rich (< 3,000 ft.) Flaps 0° to 10° Dep. briefing T.O. abort plan & turn dir. I WILL LOSE THE ENGINE I WILL PUSH IMMEDIATELY ROLLING ON RUNWAY	Carburetor heat	ELECTRICAL FIRE - Master Switch	- Tune
Mixture	Carburetor heat off Flaps retract to 20° Airspeed 55 KIAS Flaps 10° until obstacles cleared CLEAR OF RUNWAY Flaps up Carburetor heat off Mixture lean for taxi Elevator trim takeoff Lights strobe & landing off	ELECTRICAL FIRE - Master Switch	- Tune
Mixture	Carburetor heat off Flaps retract to 20° Airspeed 55 KIAS Flaps 10° until obstacles cleared CLEAR OF RUNWAY Flaps up Carburetor heat off Mixture lean for taxi Elevator trim takeoff Lights strobe & landing off Radios / XPDR as required, alt + sqwk	ELECTRICAL FIRE - Master Switch	- Tune
Mixture full rich (< 3,000 ft.) Flaps 0° to 10° Dep. briefing T.O. abort plan & turn dir. I WILL LOSE THE ENGINE I WILL PUSH IMMEDIATELY ROLLING ON RUNWAY Lights strobe & landing on Camera XPDR alt / H.I. to rwy hdg Action throttle full open TIME NOTE	Carburetor heat	ELECTRICAL FIRE - Master Switch	- Tune
Mixture	Carburetor heat	ELECTRICAL FIRE - Master Switch	- Tune
Mixture	Carburetor heat	ELECTRICAL FIRE - Master Switch	- Tune
Mixture	Carburetor heat	ELECTRICAL FIRE - Master Switch	- Tune
Mixture full rich (< 3,000 ft.)	Carburetor heat	ELECTRICAL FIRE - Master Switch	- Tune
Mixture full rich (< 3,000 ft.)	Carburetor heat	ELECTRICAL FIRE - Master Switch	- Tune
Mixture full rich (< 3,000 ft.)	Carburetor heat	ELECTRICAL FIRE - Master Switch	- Tune
Mixture full rich (< 3,000 ft.)	Carburetor heat	ELECTRICAL FIRE - Master Switch	- Tune
Mixture full rich (< 3,000 ft.)	Carburetor heat	ELECTRICAL FIRE - Master Switch	- Tune

Brakes test Fuel drain......check fuel quality Communications as required Flaps check pushrod & movement Radios/Nav/XPDR on & set, ALT + 1200 counterweights & movement Avionics master switchon Aileron check hinges, pushrod, Heading indicator (H.I.)mag. compass Wingtip check lights, rivet line & shake Flaps retract Tie down remove Mixturelean for taxi Fuel vent clear Pitot tube...... check intakes (2) clear BEFORE TAXIING Brakesinspect for leaks & pad wear ABMIT TRATS BMIT Tire inspect for wear & inflation Fuel tank check quantity & secure cap Oil pressure green in 30 sec, or stop Throttle < 1000 RPM Ignition start (30s, 2m intervals) Static source opening...... check for stoppage Tire check wear & inflation Brakes set Nose wheel strut inspect & check inflation Master switch.....on Landing light(s) check condition & clean Rotating beacon.....on Muffler......check for security Throttle open 1/8 inch Carburetor air filter...... free of restrictions Primerin & locked Cooling air intake free of restrictions Prime as required (3 strokes) Propeller check for nicks (max. 1/8") The more than the structure of the struc no cracks Mixture rich Spinnercheck for security, STARTING ENGINE Brakes test and set Windshield clean Circuit breakers.....in display taxi diagram Avionics master switch.....off update weather from Internet Fuel selector both connect Merlin & reset level, Seat & seat beltssecure EFB (and Phone) mount, attach battery, Preflight inspectionCOMPLETE Merlin.....mount, attach battery **BEFORE STARTING ENGINE** Master switch......off no openings, no forgotten objects Lights (beacon, strobe, nav)....... all working Overall FINAL WALK-AROUND, Pitot heatteat & off atoqs-blad on & Ilor ot eet to roll & no bald-spots Pitot......verify cover off Fuel strainer check fuel quality Avionics master switch off Oil level...... no less than 6 quarts Radios copy ATIS (118.6) - Transponder test & set ALT + 1200 PREFLIGHT - NOSE RIGHT - GPS...... database & self test ok Fuel tank check quantity & secure cap testROV = Brakes inspect for leaks & pad wear - Marker beacons test Hi/Low Tire inspect for wear & inflation Tie downremove Avionics master switch.....on Wingtip lights, rivet line & shake wing Flapslower in stages Aileron..... hinge, pushrod & counterweight Fuel gauges note level Flaps hinge, pushrod & movement Gyroslisten for unusual noise Fuel drain...... check fuel, paper napkin test Master switch on PREFLIGHT - RIGHT WING Circuit breakers.....in Tie downremove Avionics master & elec......off egemeb oneanathA Ignition switch off & keys on dash Control lock.....remove Rudderhinges, links & counterweights Papers (A.R.O.W.) Elevator...... hinges, links & counterweights Fuselage.....no structural damage Pitot cover remove PREFLIGHT - EMPENNAGE

ЯЗНТАЗМ ЭТИОЯ ИЗ

1800wxbrief (Leidos Flight Service)

- Input: Route / flight plan

HolA sbniW , HAT

- Output: "Standard Brief," en route METAR,

!!!G∃TAG¶U VERIFY EFB & PHONE WEATHER IS

AIRCRAFT PERFORMANCE

C172 Performance App Performance requirements along route

power setting (% MCP) route headwind/tailwind, and desired cruise en route altitude, en route temperature, en latest METAR for departure and destination, - Input: Route leg, weight and balance data,

departure and destination in limits - Verify: Weight and balance in limits, winds at

fuel used, ETE, destination wind components components, cruise power RPM, estimated - Output: VR, Vx, departure wind

ACRONYMS

dn-uny (այւլ CIGAR: Controls, Instruments, Gas, Attitude (Takeoff

MAP); Missed approach procedure briefed. Altitudes (current, FAF, DA/MDA); Time (FAF to approach approach? Course reversal? Vectors?); approach course; Entry type (full or straight-in Identify (set radios + nav); Course (set final or next A MICE ATM: ATIS; Marker beacons (ON+TEST),

CRUISE PERFORMANCE Safety Belts GUMPFS: Gas; Undercarriage, Mixture, Prop, Flaps,

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Headwind

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2300 2400 2200 2000 2100

RANGE in NM @ 65 KIAS, FLAPS UP

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OTHER EMERGENCY

Comes On Again, Terminate Flight. Of Master Switch OFF / Then ON. If Light **EXCESSIVE RATE OF CHARGE:** Turn Both Sides

Electric OFF. Terminate Flight. **INSUFFICIENT RATE OF CHARGE:** Nonessential

or D Airspace, Squawk 7600. Terminate Flight. VOLUME. Recycle Alternator Switch. If in B, C, RADIO OUT: Check Circuit Breakers &

	Use Extreme Caution	Use Extreme Caution	Plternating Red Reen & Green
	_	oT nrufeA Starting Point	Flashing White
	Airport Unsafe – Do Not Land	Taxi Clear of Landing Area	Flashing Red
	Yield & Continue Circling	90T2	Steady Red
	Return For Landing	Cleared To Taxi	Flashing Green
	Cleared To Land	Cleared To Takeoff	Steady Green
	тныы иі	ои евопир	SJANDIS RWT

PREFLIGHT - LEFT WING

PREFLIGHT - NOSE

Navigational instruments (IFR):

PREFLIGHT - CABIN

OSS WEIGHT)	KIAS @ GRI	AIRSPEEDS (1

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Headwind

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64 65 59 59	Best AOC, sea level. At 10,000 ft. Obstacle speed, flaps up. SF TO w/ obst. & 10° flaps.	χV	£† 6†	Stall speed, flaps up. Stall speed, flaps down.	sV osV
89 8 <i>L</i>	Best ROC, sea level. At 10,000 ft.	γ٨	06 - 08 08 - 07	En route climb, sea level. At 10,000 ft.	