

General Inspection:

1. Logbook / Documents IN
2. Control wheel lock REMOVED
3. Control FREE & CORRECT
4. Mixture IDLE CUT-OFF
5. Throttle IDLE
6. Carb.heat COLD
7. Mag Switch OFF
8. Circuit Breaker CHECK
9. Master Switch ON
10. Fuel Quantity Indicator CHECK
11. Beacon ON & CHECK
12. Flaps FULL
13. Master Switch OFF
14. Fuel Selector Valve BOTH
15. Extinguisher / First Aid CHECK
16. Walk-around AS PER POH
Oil quantity CHECK STICKER

Before starting engine:

Flight following at suividesvols@exactair.ca

1. Preflight Inspection COMPLETE
2. Doors & windows CLOSE
3. Seat ADJUST & LOCK
4. Belts, Shoulder Harness LOCK
5. Pax briefing COMPLETE
6. Fuel Selector Valve LEFT
8. Avionic Switch, Elec. Equip. OFF
9. Beacon Light ON
10. Key INSERT
11. Brakes APPLY

Starting engine:

1. Mixture RICH
2. Throttle 1/8 INCH
3. Carb.heat OFF
4. Propeller Area CLEAR
5. Master Switch BATTERY ON
6. Primmer 3 hot or 6 cold.
7. Mag Switch START
8. Throttle 1 000 RPM
9. Oil Pressure GREEN (max 30 sec.)
10. Alternator ON
11. Live Mag Check R-L-BOTH

After start:

1. Avionic Switch ON
2. Time NOTE
3. Mixture LEAN FOR GROUND
4. Flaps UP
5. Transponder STANDBY

Taxi:

1. Area CLEAR
2. Wind CONTROL INTO WIND
3. Taxi light ON
4. Brakes CHECK
5. Instrument CHECK WHILE TAXI

Run up:

1. Nose INTO THE WIND
2. Nose wheel CENTERED
3. Surface HARD & CLEAN
4. Brakes SET
5. Area Clear FOR. & AFT.
6. Oil Pressure / temp. GREEN
7. Fuel Selector Valve RIGHT
9. Throttle 1 700 RPM
10. Airplane STABLE
11. Mixture CHECK
12. Oil Pressure / temp. GREEN
13. Suction Gage GREEN
14. Magnetos R. - BOTH / L. - BOTH
(Max drop 125rpm, 50rpm differential)
15. Carb.heat ON – DROP RPM
16. Thottle IDLE
17. Carb.heat OFF
18. Thottle 1 000 RPM

BRIEFING PASSENGER

Seat, Doors, Window, Headset
Seatbelt
Evacuation procedures
Extinguisher, ELT, First aid kit
Sick bag, Safety card

Before Take-off:

1. Cabin Doors CLOSE
2. Control FREE & CORRECT
3. Instrument SET
4. Fuel Selector Valve BOTH
5. Elevator trim TAKE-OFF
6. Flaps AS REQUIRED
7. Throttle Friction Lock ADJUST
8. Carb. heat OFF
9. Landing-Nav-strobe Light ON
10. Mag Switch BOTH
11. Primer LOCK
12. Engine Gauges / Fuel. CHECK
13. Atis AS REQUIRED
14. Departure Procedure REVIEW
15. Take-off Briefing REVIEW

Line up:

1. Transponder ALT
2. Mixture RICH
3. Compass / DG CHECK
4. T/O Time NOTE
5. T/O Clearance RECEIVE

After Take-off (400'AGL):

1. Flaps UP (60 KIAS or +)
2. Outside / Engine Gauges CHECK

Climb / Descent / Maneuvers:

1. Mixture RICH
2. Carb.heat CHECK
3. Power ADJUST
4. Engine Gauges / Fuel MONITOR
5. Va 97 KIAS (2 300 lb)
89 KIAS (1 950 lb)
80 KIAS (1 600 lb)

Cruise:

1. Power 2200 / 2400 RPM
2. Mixture ADJUST
3. D.G SET
4. Engine Gauges / Fuel MONITOR

Before Landing:

1. Fuel Selector Valve BOTH
2. Mixture RICH
3. Carb.heat ON
4. Landing / Taxy Light ON
5. Mag Switch BOTH
6. Master Switch ON
7. Primer LOCK
8. Engine Gauges / Fuel CHECK
9. Seats, Belts, Harnesses LOCK
10. Brakes CHECK
11. Passenger BRIEF/ TOUCH DOWN
12. Flaps AS REQUIRED

After Landing:

1. Flaps UP
2. Carb.heat OFF
3. Transponder STANDBY
4. Landing / NAV Light OFF
5. Mixture LEAN

Engine Shut-down

1. Radio CHECK 121.5 MHz
2. Radio, Electric Equip. OFF
3. Avionic Switch OFF
4. Throttle 700 RPM
5. Alternator OFF
6. Dead Mags Check OFF - BOTH
7. Mixture IDLE CUT-OFF
8. Mags OFF
9. Key REMOVE
10. Master OFF

Flight following at suividesvols@exactair.ca

	C172N	SPEED	C172P
Vso	41 KIAS		33 KIAS
Vs	47 KIAS		44 KIAS
Vr	55 KIAS		55 KIAS
Vx	59 KIAS		60 KIAS
Vy	73 KIAS		76 KIAS
Normal Climb 75-85 KIAS			
Normal Approach 60-70KT (N) 65-75KT (P)			
Approach full flaps 55-65KT (N) 60-70KT (P)			
Engine Failure			
Glide speed		65 KIAS	

Engine fire during start:

1. Cranking CONTINUE

If engine starts

2. Power 1700 RPM
3. Engine SHUT DOWN

If engine fails to start

4. Throttle FULL POWER
5. Mixture IDLE CUT-OFF
6. Cranking CONTINUE
7. Fire extinguisher OBTAIN
8. Engine SECURE
- Master Switch OFF
- Mag Switch OFF
- Fuel Selector Valve OFF
9. Aircraft EVACUATE
10. Fire Extinguisher APPLY
11. Fire Damage INSPECT

Engine failure during Take-off run:**REJECT TAKE-OFF**

1. Power IDLE
2. Brakes APPLY
3. Flaps UP
4. Mixture IDLE CUT-OFF
5. Ignition Switch OFF
6. Master Switch OFF

Engine failure immediately after TO:

1. Airspeed 65 KIAS
2. Flaps AS REQUIRED
3. Mixture IDLE CUT-OFF
4. Fuel Selector Valve OFF
5. Mag Switch OFF
6. Master Switch OFF
7. ELT (if land out runway) ON

Engine failure during flight:**INVESTIGATION**

1. Airspeed 65 KIAS
2. Carb.heat ON
3. Fuel Selector Valve BOTH
4. Mixture RICH
5. Mag Switch L/R/BOTH
- Primer START IF PROP. STOP
- IN & LOCKED

Forced Landing:**AFTER INVESTIGATION**

1. Airspeed 65 KIAS (flaps UP)
2. Wind-Field-Plan DONE

RESTART

3. Fuel Selector Valve BOTH
4. Mixture RICH
5. Throttle 1/8"
6. Carb. Heat ON
7. Master ON
8. Primer AS REQUIRED
9. Mag Switch L/R/BOTH
- START IF PROP. STOP

ENGINE SECURE

10. Fuel Selector Valve OFF
11. Mixture IDLE CUT-OFF
12. Ignition Switch OFF
13. Wing Flaps AS REQD
14. Master Switch OFF
15. ELT ON
16. Doors UNLATCH
17. Touchdown SLIGHTLY TAIL LOW
18. Brakes APPLY HEAVILY
19. Evacuate STAY AWAY PROP

Precautionary landing with power:

1. Airspeed 70 KIAS
 2. Wing Flaps 10°
 3. Selected Field FLY OVER
- Wind-Field-Plan : VFR Circuit
Check : Obstacle, Obstructions terrain...

If OK to land :

4. Passenger BRIEF
5. Radio CALL DONE
6. Avionic & Electric Switch OFF

Approach :

7. Wing Flaps FULL (ON FINAL)
8. Airspeed 60 KIAS
8. Master Switch OFF
10. Doors UNLATCH
11. Touchdown SLIGHTLY TAIL LOW
12. Mag Switch OFF
13. Evacuate STAY AWAY PROP.

Fires in Flight:**ENGINE FIRE IN FLIGHT**

1. Mixture IDLE CUT-OFF
2. Fuel Selector Valve OFF
3. Master Switch OFF
4. Cabin Heat / Air OFF

If Fire : Emergency Descent

5. Airspeed: 100 KIAS OR +
(Adapt descent speed to stop fire)

6. **Forced Landing** Execute

If NO Fire

7. **Forced Landing** Execute

ELECTRIC FIRE IN FLIGHT

1. Master Switch OFF
2. All Switch Elec OFF
3. Vents / Cabin Heat / Air OFF
4. Fire Extinguisher ACTIVATE
(Open window and ventilate)

If Power is mandatory & Fire stop

5. Master Switch ON
6. Circuit Breaker CHECK
NO RESET FAULTY BREAKER
7. Radio / Switch Elec ON
ONE AT TIME WITH DELAY
AFTER FIND SHORT CIRCUIT
8. Vents / Cabin Heat / Air ON

CABIN FIRE

1. Master Switch OFF
2. Vents / Cabin Heat / Air CLOSE
3. Fire Extinguisher ACTIVATE
(Open window after use it)
4. Land AS SOON AS POSSIBLE

WING FIRE

1. Navigation Light Switch OFF
2. Strobe Light Switch (if install.) OFF
3. Pitot Heat Switch (if install.) OFF

Perform a sideslip to keep the flames away from the fuel tank.
Land as soon as possible

Icing:

1. Pitot Heat ON
2. Altern. Static. Air IF REQUIRED
2. Turn 180° IF REQUIRED
3. Change altitude IF REQUIRED
4. Cabin Heat ON
5. Power INCREASE
6. Carb.heat CHECK – ON IF ICE
7. Mixture LEAN
8. Land AS SOON AS POSSIBLE
9. Stall speed NOTE IS HIGHER
10. Approach NO FLAPS
11. Windshield SCRAPE BY HAND
12. Slip IF NECESS TO SEE RWY
13. Approach Speed 65 – 75 KIAS
14. Landing LEVEL ATTITUDE

Landing with a flat main tire:

1. Flaps AS DESIRED
2. Approach NORMAL
3. Touchdown GOOD TIRE FIRST
*Use aileron control to keep flat tire
Off the runway as long as possible*

Excessive rate of charge:

1. Alternator OFF
2. Alternator circuit breaker PULL
3. Non-essential Electric. OFF
4. Flight TERMINATE
As soon as practical
*Save your electrical load if your
radio is necessary to land safely*

**Low voltage light illuminate
-Ammeter show discharge:**

1. Avionic Power Switch OFF
2. Alternator circuit breaker CHECK IN
3. Master Switch (both side) OFF
4. Master Switch ON
5. Low voltage Light CHECK OFF
6. Avionic Power Switch ON

If low-voltage light illuminates again :

7. Alternator OFF
8. Non essential radio / Electric. OFF
9. Flight TERMINATE
AS SOON AS PRACTICAL