

N857SP Cessna 172SP

<p>Cabin Check</p> <p>Hobbs/Tach/check Discrepancy sheet A.R.O.W. Control Lock Ignition/Master/Off All/Switches/Off Trim set/ T.O. Avionics - Off Master Switch-ON Lights-On / Check Fuel Gauges/Check Pitot Heat-On/Off Annunciator lights/Flaps Down Avionics/On / Fan Avionics/ Off Annunciator/Test Master switch/Off Fuel Selector/Both Fuel Shut Off / In</p>	<p>Exterior Cont.</p> <p>Air Filter Nose Wheel (Strut) Left Static Port Fuel Qty. (Visual) Left Tie Down Pitot Tube/Fuel Vent Stall Warning Horn L. Leading Edge L. Wing Tip Left Aileron/Flap L. Wing Sumps (5) Tire/Brake/Strut</p> <p>Start</p> <p>Seats Upright Seat Belts Fastened Brakes-Test & Set Circuit breakers-In Fuel Selector-Both Electrical Equip. Off Avionics Switch/Off Throttle Open - 1/8" Mixture - Cut Off Beacon - On Prop Area "Clear" Master Switch - On Oil Temp - ✓ Aux. Pump "On" Mixture Rich-3-5 Sec Mixture Cut/Off Aux. Pump - Off Ignition - Start Mixture Full Rich Oil Pressure Check Radios - Set Lights - As Needed Flaps - Up</p>	<p>Taxi</p> <p>Seat Belts/Secure Transpond - STBY Taxi Light-As Req. Radio - Test Brakes - Test</p> <p>Run-Up</p> <p>Parking Brake - Set Doors/Windows--- Locked & Closed Flight Controls/Free & Correct Flight Inst. - Set Fuel Qty. - Checked Fuel Selector - Both Mixture - Rich Trim Set - "Visual" Throttle / 1800 Rpm Magneto Check Suction Gauge/Green Engine Inst. - Green Ammeter - Checked Annunciators - Off Throttle - Idle Throttle - 1000 Rpm Friction Lock Adjust Radios/Avionics-Set Autopilot - Off Flaps - Set Departure Briefing Brakes Release</p>	<p>Inst. ✓</p> <p>30 Day VOR Check Clocks - Set Airspeed - Zero Pitot/Cover Removed Attitude Ind.-Upright Altimeter - Set VOR'S- Set/Return Compass/Full/Fluid Marker Beacons/Test Audio Panel - Set Comm/Navs - Set ADF - Set Alternate/StaticCheck Transpond. - Set Charts/App. Plates Current/Sequenced</p> <p>Before Takeoff</p> <p>RED-SSTTAAG Red/Fuel Shut Off In Alt. Static "In" Mixture Rich Master Switch "ON" S-Switches Set S-Seat Belts Secure T-Trim Set T-Transponder On/Alt. A-Altimeter - Set A-Autopilot - Off G-Gyro's - Set</p>	<p>Normal Takeoff</p> <p>Flaps/Set 0-10° Throttle - Full Mixture - Rich Engine Inst. - Green Rotate - 55 Kts. Climb - 74 Kts.</p> <p>Enroute Climb</p> <p>Airspeed - Vy (74kts) Mixture - Rich Throttle - Full</p> <p>Cruise</p> <p>Power/2200-2400 Rpm Trim - Adjust Mixture - Lean 50° Rich Peak</p>	<p>Before Landing</p> <p>GUMPPASS G-Gas Both U- Undercarriage M- Mixture - Rich P- Fuel Pump - Off P-Power/1900 Rpm A- Autopilot - Off S- Seatbelts Fastned S- Switches</p> <p>After Landing</p> <p>FATTSS F- Flaps - Up A- Altimeter - Set T- Trim -Set T-Transpond/STBY S- Switches - Off S- Seat belts Secure</p>
<p>Exterior</p> <p>Baggage Door Elevator/Rudder Surfaces/ Checked Tail Tie Down Antennas Right Flap/Aileron Right Wing Tip Right Leading Edge Right Tie Down Tire/Brake/Strut R. Wing Sumps (5) Fuel Qty. (Visual) Windscreen Fuselage Sumps (3) Oil Level 5-7Qts. Oil Cooler Cowling/Prop Air Inlets Alternator Belt</p>			<p>Descent</p> <p>Power As Desired Mixture - Adjust Fuel Selector - Both</p> <p>GO AROUND POWER - FULL POSITIVE RATE CLIMB FLAPS RETRACT SLOWLY Maintain Vx (62 kts)</p> <p>CLOSE FLIGHT PLAN !</p>		<p>Securing</p> <p>Throttle - 1000 Rpm Avionics Switch-Off Mixture - Cut-off Ignition - Off Remove Key Master Switch - Off Control Lock-Install Fuel Selector- L or R Pitot Cover - Install Tie Downs - Secure</p>
<p>Vr - Rotation Speed - 55 Kts. Vso - Stall With Flaps - 40 Kts. Va - Maneuvering Speed - 105 Kts. Vfe - 10° Flaps - 110 Kts. Vx - Best Angle Climb - 62 Kts. Vs - Stall W/O Flaps - 48 Kts. Vno - Max Structural Cruise - 129 Kts. 20° - 30° - 85 Kts. Vy - Best Rate Climb - 74 Kts. Best Glide (2550 lbs.) - 70 Kts. Vne - Never Exceed - 163 Kts. X-Wind - Max Demo'd 15 Kts. (NOTE): ALL SPEEDS CALCULATED @ 2550 lbs.</p>					
<p align="center">NOTES</p>					
<p>Short Field w/ Obstacle 10° Flaps. Climb @ 56 Kts. Short or Soft Field w/o Obstacle: 10° Flaps @ 62 Kts. Weather: 1-800-WX-BREIF</p>			<p>Cruise Performance At 4,000 Ft. Pressure Altitude (STD. Temp.) 2,500-RPM-9.5 GPH-74% 2,400-RPM-8.5 GPH-65% 2,200-Rpm-7.0 GPH-51% (LEAN 50° RICH OF PEAK)</p>		

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ENGINE FAILURES

ENGINE FAILURE DURING TAKEOFF ROLL

1. Throttle – Idle
2. Brakes – Apply
3. Wing flaps—RETRACT
4. Mixture –IDLE CUT OFF
5. Ignition Switch – OFF
6. Master Switch –OFF

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

1. Airspeed – 70 KIAS (FLAPS UP)
65 KIAS (FLAPS DOWN)
2. Mixture – IDLE CUT OFF
3. Fuel Shutoff Valve – OFF (Pull Full Out)
4. Ignition Switch –OFF
5. Wing Flaps – AS REQUIRED
6. Master Switch –OFF
7. Cabin Door – UNLATCHED
8. Land – STRAIGHT AHEAD

ENGINE FAILURE DURING FLIGHT (RESTART PROCEDURES)

1. Airspeed – 68 KIAS
2. Fuel Shutoff Valve – On (push full in)
3. Fuel Selector Valve – BOTH
4. Auxiliary Fuel Pump Switch – ON
5. Mixture – RICH (if restart has not occurred)
6. Ignition Switch – BOTH (or START if Propeller is stopped)

FORCED LANDINGS

1. Passenger Seat Backs – MOST UPRIGHT POSITION
2. Seats and Seat Belts – SECURE
3. Airspeed – 70 KIAS (FLAPS UP)
65 KIAS (FLAPS DOWN)
4. Mixture – IDLE CUT OFF
5. Fuel Shutoff Valve – OFF (Pull Full Out)
6. Ignition Switch – Off
7. Squawk 7700 and Declare Emergency on 121.5
8. Wing Flaps – AS REQUIRED (30° Recommended)
9. Master Switch – OFF (when Landing is Assured)
10. Doors – UNLATCH PRIOR TO TOUCHDOWN
11. Touchdown – SLIGHTLY TAIL LOW
12. Brakes – APPLY HEAVILY

FIRES

DURING START ON GROUND

1. Cranking – CONTINUE to get a start which would suck the flames and accumulated fuel into the engine

IF ENGINE STARTS

2. Power – 1700 RPM for a few minutes
3. Engine – SHUTDOWN and inspect for damage

IF ENGINE FAILS TO START

4. Throttle – FULL OPEN
5. Mixture – IDLE CUT OFF
6. Cranking -- CONTINUE
7. Fuel Shutoff Valve – OFF (Pull Full Out)
8. Auxiliary Fuel Pump – OFF
9. Fire Extinguisher – OBTAIN
10. Engine – SECURE
 - a. Master Switch – OFF
 - b. Ignition Switch – OFF
11. Parking Brake – RELEASE
12. Airplane – EVACUATE
13. Fire – EXTINGUISH
14. Fire Damage – INSPECT

ENGINE FIRE IN FLIGHT

1. Mixture – IDLE CUT OFF
2. Fuel Shutoff Valve – OFF (Pull Full Out)
3. Auxiliary Fuel Pump Switch – OFF
4. Master Switch – OFF
5. Cabin Heat and Air – OFF (except overhead vents)
6. Airspeed – 100 KTS. (If fire is not extinguished, increase glide speed to find an airspeed – within airspeed limitations – which will provide an incombustible mixture)
7. Forced Landing – EXECUTE (as described in Emergency Landing Without Engine Power)

ELECTRICAL FIRE IN FLIGHT

1. Master Switch – OFF
2. Vents, Cabin Air, Heat – CLOSED
3. Fire Extinguisher – ACTIVATE
4. Avionics Power Switch – OFF
5. All Other Switches (except ignition switch) -- OFF

INADVERTENT ICING

1. Turn pitot heat On
2. Turn back or change altitude
3. Pull cabin heat control full out and open defroster outlets.
4. For full icing details see POH (Section 3)