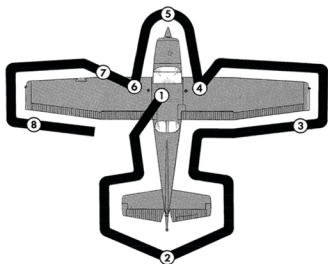


Initial

Required Docs.....A.R.O.W.
Control Lock.....Remove
Hobbs / Tach Times.....Verify
Fuel Selector.....Both
Fuel Shutoff.....ON
Trim.....Takeoff
Mixture.....Idle Cutoff
Throttle.....Closed
Magnetos.....OFF
Avionics (Bus 1 and 2).....OFF
Master (ALT and BAT)ON
Fuel Qty (L and R)Check
Low Fuel Annunciators.....Verify OFF
Avionics (1 & 2).....Check fans individually
Avionics Master Switch.....OFF
Alternate Static Source.....Test, then OFF
Flaps.....Extend Full
All Light Switches.....ON
Pitot Heat.....ON
All Lights, Pitot Heat.....Check Operation
All Light Switches.....OFF
Pitot Heat.....OFF
Master Switch.....OFF
Fire Extinguisher.....Check



Exterior

Fuel Quantity.....Check
Fuel Quality.....Check
Caps/Drains/Vents.....Check
Oil.....6-8 Quarts
Prop/Air Intake.....Check
Exhaust System.....Check
Surfaces and Controls.....Check, No Damage
Pitot & Static Ports.....Clear
Gear/Tires/Brakes.....Check
Antennas.....Check, No Damage
Stall Indicator.....Clear
Ties/Chocks.....Remove
Baggage Door.....Closed
Final Walk Around.....Complete

Before Start

Seatbelts.....ON
Doors.....Closed and Latched
Passenger Briefing.....S.A.F.E.T.Y.
Circuit Breakers.....Checked In
Electrical Equipment.....OFF
Avionics.....OFF
Brakes.....Set

Starting Engine

Throttle.....Open ¼ Inch
Mixture.....Idle Cutoff
Master (ALT and BAT).....ON
Beacon.....ON

Cold Start

Fuel Pump.....ON
Mixture.....RICH 3-5 Seconds
Mixture.....Idle Cutoff
Fuel Pump.....OFF

Flooded Start

Throttle.....Full Open

Prop Area.....Clear
Magnetos.....Start
Mixture.....RICH
Throttle.....1000 RPM
Oil Pressure.....Check
Ammeter.....Verify Charge
Avionics.....ON
Annunciators.....Check None Shown
Nav Lights.....As Required
Mixture.....Lean for Taxi
Flaps.....Up

Pre-Taxi

ATIS/AWOS.....Listen
Altimeter.....Set
Attitude Indicator.....Set
Heading Indicator.....Set to Compass
Taxi Light.....ON
Brakes.....Test

Run Up

Brakes.....Set
 Flight Controls.....Free & Correct
 Instruments.....Check
 Autopilot.....Engage
 Flight Controls.....Check (Overpower AP)
 Autopilot.....Disengage
 Manual Electric Trim.....Test
 Trim.....Takeoff
 Mixture.....Rich
 Fuel Selector Valve.....Both
 Throttle.....1800 RPM
 Magnetos.....Check L & R (Max 150, max difference 50)

Vacuum.....Check
 Engine Gauges.....Check
 Amps / Volts.....Check
 Annunciators.....Check None Shown
 Throttle.....Check Idle
 Throttle.....1000 RPM
 Throttle Control Friction.....Set
 Heading Bug.....Set
 COM/NAV.....Set
 Transponder.....Set
 Takeoff Briefing.....Complete

Pre-Takeoff

Flaps.....0-10
 Mixture.....Rich
 Pitot Heat.....As Required
 Doors/Windows.....Closed
 Transponder.....Set
 Strobes.....ON
 Landing Light.....ON
 Time.....Note

Takeoff

Throttle.....Full
 Rotate.....55 KIAS
 Climb.....70-80 KIAS
 Flaps.....Up

Climb

Airspeed.....70-85 KIAS
 Throttle.....Full
 Mixture.....Rich
 Taxi/Landing Light.....OFF

Cruise

Power.....Set
 Mixture.....Lean
 Instruments.....Check

Descent

Fuel Selector.....Both
 Power.....Set
 Mixture.....Adjust as needed
 ATIS/AWOS.....Listen
 Altimeter.....Set

Before Landing

Seatbelts.....ON
 Fuel Selector.....Both
 Mixture.....Rich
 Landing Light.....ON
 Autopilot.....OFF

After Landing

Flaps.....Up
 Mixture.....Lean for Taxi
 Trim.....Takeoff
 Landing Light.....OFF
 Strobes.....OFF
 Taxi Light.....ON
 Pitot Heat.....OFF

Securing

Transponder.....1200
 Electrical Equipment.....OFF
 Avionics.....OFF
 Throttle.....Idle
 Mixture.....Idle Cutoff
 Magnetos.....OFF
 Master.....OFF
 Hobbs / Tach Times.....Record
 Control Lock.....Install
 Fuel Selector.....Left or Right

V Speeds

Vr.....55
 Vx.....62
 Vy.....74
 Vfe.....85
 Best Glide 68

Grand Prairie Airport VFR Departure/Arrival Procedures

Outbound Traffic 2,500 MSL
 Inbound Traffic 2,000 MSL
 Traffic Pattern Alt: 1,400 MSL
 RWY 35: Rgt t/c RWY 17: Lft t/c

KGPM TOWER: 128.55
GROUND: 121.15

Cessna 172SP

EMERGENCY PROCEDURES

ENGINE FAILURES



ENGINE FAILURE DURING TAKEOFF ROLL

Throttle.....Idle
Brakes.....Apply
Flaps.....Retract
Mixture.....Idle Cutoff
Magnetos.....Off
Master (ALT and BAT).....Off

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

A - Airspeed.....70 KIAS (with flaps up)
65 KIAS (flaps 10-Full)
B - Best place to land.....Straight or within 30°
C - Configure
Mixture.....Idle Cutoff
Fuel Shutoff Valve.....Off (pull full out)
Magnetos.....Off
Flaps.....As Required
Master (ALT and BAT).....Off
Cabin Door.....Unlatch

ENGINE FAILURE DURING FLIGHT

A - Airspeed.....68 KIAS (with flaps up)
B - Best place to land.....Pilot's Discretion
C - Configure
Fuel Selector.....Both
Fuel Shutoff Valve.....On (full in)
Mixture.....Rich
Fuel Pump.....On
Magnetos.....L-R-Both
Engine Instruments.....Check
D - Declare Emergency
Squawk.....7700
Contact.....ATC or 121.5
Proceed to Forced Landing

FORCED LANDINGS



FORCED LANDING WITHOUT ENGINE POWER

Seats/Seatbelts.....Upright/Secure
Airspeed.....70 KIAS (with flaps up)
65 KIAS (flaps 10-Full)
Mixture.....Idle Cutoff
Fuel Shutoff Valve.....Off (pull full out)
Magnetos.....Off
Flaps.....As Required
Master (ALT and BAT).....Off (when landing assured)
Doors.....Unlatch
Touchdown.....Slightly Tail Low
Brakes.....Apply

AVIATOR AIR

PRECAUTIONARY LANDING WITH POWER

Seats/Seatbelts.....Upright/Secure
Airspeed.....65 KIAS
Flaps.....20
Selected Field.....Fly Over (noting terrain)
Avionics and Electrical Equipment.....Off
Flaps.....Full (on final approach)
Airspeed.....65 KIAS
Master (ALT and BAT).....Off (when landing assured)
Doors.....Unlatch
Touchdown.....Slightly Tail Low
Mixture.....Idle Cutoff
Magnetos.....Off
Brakes.....Apply

DITCHING

Radio.....121.5
Transponder.....7700
Seats/Seatbelts.....Secure
Flaps.....20-Full
Power.....300 ft/min descent at 55 KIAS
If No Power.....70 KIAS (Flaps Up) / 65 KIAS (Flaps 10)
Approach
High Winds / Heavy Seas.....Into Wind
Light Winds / Heavy Swells.....Parallel to Swells
Doors.....Unlatch
Touchdown.....Level Attitude
Face Cushion at Touchdown
ELT.....Activate
Airplane.....Evacuate Through Cabin Doors

FIRES



DURING START ON GROUND

Magnetos.....Start (Continue Cranking)

IF ENGINE STARTS

Power.....1800 RPM (for a few minutes)
Engine.....Shutdown (inspect for damage)

IF ENGINE FAILS TO START

Throttle.....Full Open
Mixture.....Idle Cutoff
Magnetos.....Start (Continue Cranking)
Fuel Shutoff Valve.....Off (pull full out)
Fuel Pump.....Off
Fire Extinguisher.....Obtain
Master (ALT and BAT).....Off
Magnetos.....Off
Parking Brake.....Release
Airplane.....Evacuate
Fire.....Extinguish

Fires Continued
On Reverse Side



FIRES Con't



ELECTRICAL FAILURES



ENGINE FIRE IN FLIGHT

Mixture.....Idle Cutoff
Fuel Shutoff Valve.....Off
Fuel Pump.....Off
Master (ALT and BAT).....Off
Cabin Vents.....Open (as needed)
Cabin Heat / Air.....Off (push full in)
Airspeed.....100 KIAS

If fire not extinguished, increase airspeed, within limitations, to create incombustible mixture

Forced Landing.....Execute

ELECTRICAL FIRE IN FLIGHT

Master (ALT and BAT).....Off
Cabin Vents.....Closed
Cabin Heat / Air.....Off (push full in)
Fire Extinguisher.....Activate
Avionics.....Off
All Other Switches (except Magnetos).....Off

ONCE FIRE IS EXTINGUISHED

Cabin Vents.....Open
Cabin Heat / Air.....On (pull full out)

IF ELECTRICAL POWER NECESSARY

Master (ALT and BAT).....On
Circuit Breakers.....Check (Do not reset)
Radio Switches.....Off
Avionics Bus 1.....On
Avionics Bus 2.....On
Radio/Electrical Switches.....On (one at a time)

CABIN FIRE

Master (ALT and BAT).....Off
Cabin Vents.....Closed
Cabin Heat / Air.....Off (push full in)
Fire Extinguisher.....Activate

ONCE FIRE IS EXTINGUISHED

Cabin Vents.....Open
Cabin Heat / Air.....On (pull full out)
Land.....As soon as possible

WING FIRE

Landing / Taxi Lights.....Off
Nav Lights.....Off
Strobes.....Off
Pitot Heat.....Off
Sideslip (using rudder pedal on same side as fire)
Land as soon as possible, flaps only as required

AMMETER EXCESSIVE RATE OF CHARGE

Master (ALT Only).....Off
Nonessential Electrical Equipment.....Off
Land.....As Soon as Practical

LOW VOLTS ANNUNCIATOR IN FLIGHT

Avionics.....Off
Alternator Circuit Breaker.....Check In
Master Switch.....Off
Master Switch.....On
Low Volts Annunciator.....Check Off
Avionics.....On

IF LOW VOLTS ANNUNCIATOR REMAINS ON

Alternator.....Off
Nonessential Electrical Equipment.....Off
Land.....As Soon as Practical

OTHER EMERGENCIES



LANDING WITH A FLAT NOSE TIRE

Approach.....Normal
Flaps.....As Required
Touchdown.....On Mains
Hold nosewheel off ground as long as possible
When nosewheel touches.....Maintain full up elevator

LANDING WITH A FLAT MAIN TIRE

Approach.....Normal
Flaps.....Full
Touchdown.....Good main tire first
Hold airplane off flat tire as long as possible w/ aileron
Directional Control.....Maintain
(Using brake on good wheel as required)

INADVERTENT ICING DURING FLIGHT

Pitot Heat.....On
Exit Icing Conditions ASAP
Cabin HT.....On (pull full out)
Defroster.....On
Cabin Air.....Adjust for max airflow

STATIC SOURCE BLOCKAGE

ALT Static Air.....On
Cabin Vents.....Closed
Cabin HT and Air.....On

EXCESSIVE FUEL VAPOR

Fuel Pump.....On
Mixture.....Adjust (as necessary for smooth engine)
Fuel Selector.....Select Opposite Tank
Fuel Pump.....Off (Once fuel flow is stable)

NOTICE:

This checklist is not intended to replace procedures found in the Pilot's Operating Handbook. Always consult the POH in an emergency.