

CHECKLIST 1

C172N

BEFORE FLIGHT

- 1- Aircraft Papers **CHECK ABOARD**
- 2- First Aid Kit **CHECK ABOARD**
- 3- Fuses **CHECK ALL IN**
- 4- Fire Extinguisher **CHECK / SECURE**
- 5- Controls / Trim **UNLOCK / CHECK**
- 6- All Electrical **OFF**
- 7- Radio / Avionics Switch **OFF**
- 8- Magnetos **OFF**
- 9- Throttle **IDLE**
- 10- Mixture **LEAN**
- 11- Master Battery **ON**
- 12- Fuel Quantity Gauge **CHECK**
- 13- Flaps **DOWN 20°**
- 14- Master Battery **OFF**
- 15- Alternate Static Source **CHECK**
- 16- Fuel Selector **BOTH**

- 17- Exterior Inspection **COMPLETED**

EXTERIOR INSPECTION

- 1- Pitot & Cowl Cap / Tiedown **REMOVED**
- 2- Fuel Sump / Bowl Drain **SAMPLE**
- 3- Fuel & Oil Quantity **VISUAL CHECK**
- 4- Walk Around **CHECK**

CHECKLIST 2

C172N

BEFORE START

- 1- Seats & Seat Belts / Harness **ADJUSTED and FASTENED**
- 2- Doors & Windows **LOCKED**
- 3- Passenger Briefing **COMPLETED**
- 4- Controls / Trim **CHECK (BOXED) / SET TAKEOFF**
- 5- Fuel Selector **BOTH**
- 6- Mixture **RICH**
- 7- Throttle **1/4 INCH**
- 8- Carb Heat **OFF**
- 9- Brakes **APPLIED**
- 10- Master Switches **ON**
- 11- Primer **AS REQUIRED**
- 12- Beacon **ON**
- 13- Propeller Area **CLEAR**
- 14- Magnetos **START**
- 15- Throttle **1000 RPM**
- 16- Oil Press & Temp **GREEN**

CHECKLIST 3

C172N

AFTER START

- 1- Avionics Switch ON
- 2- Radio ON / CHECK 121.5
- 3- Next Frequencies SET / STAND-BY
- 4- Transponder SET / TEST / STAND-BY
- 5- Dispatch RADIO CHECK
- 6- Time NOTED
- 7- Flaps FULL DOWN / then UP
- 8- Electrical AS REQUIRED
- 9- Altimeter SET
- 10- Gyro Compas SET
- 11- Fuel Selector BOTH
- 12- Magnetos R-BOTH / L-BOTH
Check for RPM Loss

TAXI

- 1- Traffic CHECK
- 2- Controls IN the WIND
- 3- Brakes CHECK
- 4- Ground / Radio Call CONFIRM
- 5- Instruments CHECK

Turn Coordinator / Mag. Compass

Should Indicate Turn in Proper Direction

Attitude Indicator Very Little Change in Turns / Acceleration / Deceleration

Heading Indicator Should Track Headings

Vertical Speed Indicator Should Indicate 0

CHECKLIST 4

C172N

RUN UP

- 1- Nose Into the Wind / Area Clear **CHECK**
- 2- Nose Wheel **CENTERED**
- 3- Oil Press & Temp **1000 RPM / GREEN**
- 4- Fuel Selector **BOTH**
- 5- Throttle **1700 RPM**
- 6- Oil Press & Temp **GREEN**
- 7- Suction **4-6**
- 8- Ammeter **POSITIVE**
- 9- Mixture **LEAN then RICH**
- 10- Magnetos **R-BOTH / L-BOTH**
(*Max RPM Drop 125 / Diff. 50*)
- 11- Carb Heat **ON 30 SECONDES then OFF**
(*RPM Drop ± 100*)
- 12- Throttle **IDLE 500-700 RPM**
- 13- Throttle **900 RPM**

CHECKLIST 5

C172N

BEFORE TAKEOFF

- 1- Flight Instruments **CHECK**
- 2- Primer **LOCKED**
- 3- Master Switches **ON**
- 4- Magnetos **BOTH**
- 5- Mixture **RICH**
- 6- Fuel Selector **BOTH**
- 7- Controls **CHECK**
- 8- Trim **TAKEOFF POSITION**
- 9- Flaps **AS REQUIRED**
- 10- Electrical **AS REQUIRED**
- 11- Seats & Seat Belts / Harness **ADJUSTED and FASTENED**
- 12- Doors & Windows **LOCKED**
- 13- Passenger Briefing **COMPLETED**
- 14- **Circuit Traffic** **CHECKED**
- 15- Transponder **ALT**
- 16- Gyro Compas **SET**

- 17- Clearance **CONFIRM**

CHECKLIST 6

C172N

TAKEOFF

- 1- Landing Light **ON**
- 2- Align Centerline **ALIGNED**
- 3- Time **NOTED**
- 4- Throttle **MAX POWER - CONFIRM**
- 5- Carb Heat **OFF**

- 6- Oil Press & Temp **GREEN**

- 7- Anemometer **SPEED BUILDING**

Rotation **V_r** 55 KIAS

Best Angle **V_x** 59 KIAS

Best Rate **V_y** 73 KIAS

Normal Climb 70 - 80 KIAS

CHECKLIST 7

C172N

BEFORE LANDING

- 1- Fuel Selector **BOTH**
- 2- Mixture **RICH**
- 3- Carb Heat **ON**
- 4- Oil Press & Temp **GREEN**
- 5- Magnetos **BOTH**
- 6- Master Switches **ON**
- 7- Primer **LOCKED**
- 8- Seats & Seat Belts / Harness **ADJUSTED and FASTENED**
- 9- Doors & Windows **LOCKED**
- 10- Instrument Panel **CHECK**
- 11- Passenger Briefing **COMPLETED**
- 12- Objects **SECURED**
- 13- Next Frequency **SET / STAND-BY**

GO-AROUND

- 1- Throttle **MAX POWER**
- 3- Carb Heat **OFF**
- 3- Flaps **20°**
- 4- Speed **55 KIAS**
- 5- Traffic **IN SIGHT**
- 6- Flaps **10° until OBSTACLES CLEARED**
- 7- Flaps **UP AFTER reaching
SAFE ALTITUDE and 60 KIAS**

CHECKLIST 8

C172N

AFTER LANDING

- 1- Ground Frequency **ACTIVE**
- 2- Runway **CLEARED**
- 3- Flaps **UP**
- 4- Carb Heat **OFF**
- 5- Transponder **OFF**
- 6- Electrical **Non essential OFF**
(Pitot - Nav Light - Strobe - Landing Light)
- 7- Mixture **LEANED**

SHUTDOWN

- 1- Brakes **APPLIED**
- 2- Throttle **1000 RPM**
- 3- Dispatch **TIME NOTED**
- 4- Radio **CHECK 121.5**
- 5- Radio & Avionics **OFF**
- 6- Magnetos **TEST OFF then BOTH**
- 7- Mixture **IDLE CUT-OFF**
- 8- Magnetos **OFF**
- 9- Key **REMOVED**
- 10- Electrical **ALL OFF**
- 11- Master Switches **OFF**
- 12- Control Lock **INSTALL**
- 13- Aircraft **TIEDOWN / PITOT & COWL CAP**
- 14- Flight Plan **CLOSED**



QUEBEC

FREQUENCIES

St-Hubert (CYHU)

Cargair	122.95
ATIS	124.10
Sol / Ground	126.40
Tour / Tower	118.40
Terminal	125.15

Mascouche

Cargair	123.35
MF (CSK3)	122.35
Terminal	134.15

Beloeil **123.00**

Joliette **123.50**

Sherbrooke **123.50**

Trois-Rivières **123.00**

Mirabel (Tour / Tower) **119.10**

Dorval (Tour / Tower) **119.90**

Quebec (Tour / Tower) **120.30**

St-Jean **118.20**

EnRoute **126.70**

ATF **123.20**

TELEPHONES

Cargair St-Hubert **1 800 561 0613**

Cargair Mascouche **1 800 680 2477**

FSS **1 800 680 2477**

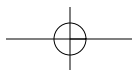
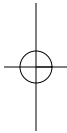


C172N

V-SPEEDS

KIAS

V_{ne}	160
V_{no}	128
V_a (2300 lbs)	97
(1950 lbs)	89
(1600 lbs)	80
V_r	55
V_x	59
V_y	73
Normal Climb	70 - 80
V_{fe}	85
V_s	47
V_{so}	41
Best Glide	65
X-Wind Max	15 kt



ENGINE FIRES 1

C172N

FIRE DURING START on GROUND

- 1- Cranking **CONTINUE to get a START & BURN accumulated fuel**
- 2- If Engine **Start** **1700 RPM for few minutes then SHUTDOWN and INSPECT for damages**
- 3- If Engine **Fail to Start** **CONTINUE CRANKING in an effort to obtain a Start**
- 4- Engine **SECURE**
- 5- Master Switches **OFF**
- 6- Magnetos **OFF**
- 7- Fuel Selector **OFF**

Use **EXTINGUISHER or WOOL BLANKET**
INSPECT for damages

ENGINE FIRE in FLIGHT

- 1- Mixture **IDLE CUTOFF**
- 2- Fuel Selector **OFF**
- 3- Master Switches **OFF**
- 4- Cabin Heat & Air **CLOSED**
- 5- Speed **100 KIAS or MORE**
- 6- Force Landing **EXECUTE**

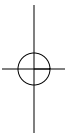


FIRE 2

C172N

ELECTRICAL FIRE

- 1- Master Switches **OFF**
- 2- Electricals **OFF except MAGS**
- 3- Vents / Cabin Heat & Air **CLOSED**
- 4- Extinguisher **ACTIVATE**
after discharging VENTILATE the CABIN
- 5- If Electrical Power Needed
for Continuance of Flight
 - Master **ON**
 - Breakers **CHECK**
 - Radio Electrical Switches **One at the time ON**
 - Ventilate the Cabin **When fire EXTINGUISHED**

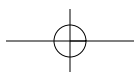


CABIN FIRE

- 1- Master Switches **OFF**
- 2- Vents / Cabin Heat & Air **CLOSED**
- 4- Extinguisher **ACTIVATE**
after discharging VENTILATE the CABIN
- 5- **LAND** as Soon as Possible **then INSPECT**

WING FIRE

- 1- Navigation Lights **OFF**
- 2- Strobe Lights **OFF**
- 3- Pitot Heat **OFF**
- 4- Perform a **SIDE SLIP** to **Keep the Flames**
Away the Fuel Tank



ENGINE FAILURE **3**

C172N

DURING TAKEOFF RUN

- 1- Throttle **IDLE**
- 2- Brakes **APPLIED**
- 3- Flaps **UP**
- 4- Mixture **IDLE CUTOFF**
- 5- Magnetos **OFF**
- 6- Master **OFF**
- 7- Radio Call (ATC) **INFORM**
- 8- Evacuate Passengers **COMPLETED**

AFTER TAKEOFF

- 1- Speed **65 KIAS**
- 2- Mixture **IDLE CUTOFF**
- 3- Fuel Selector **OFF**
- 4- Magnetos **OFF**
- 5- Flaps **AS REQUIRED**
- 6- Master **OFF**

DURING FLIGHT

- 1- Speed **65 KIAS**
- 2- Carb Heat **ON**
- 3- Primer **LOCKED**
- 4- Fuel Selector **BOTH**
- 5- Mixture **ON**
- 6- Magnetos **BOTH or START**

EMERGENCY LANDING 4

C172N

EMERGENCY LANDING

- 1- Speed **65 KIAS**
- 2- Mixture **IDLE CUTOFF**
- 3- Fuel Selector **OFF**
- 4- Magnetos **OFF**
- 5- Flaps **AS REQUIRED (40°)**
- 6- Master **OFF**
- 7- Doors **UNLATCH prior to TOUCHDOWN**
- 8- Touchdown **Slightly TAIL LOW**
- 9- Brakes **APPLY HEAVILY**

PRECAUTIONARY LANDING

- 1- Speed **60 KIAS**
- 2- Flaps **DOWN 20°**
- 3- Selected Field **FLY OVER**
Check terrain & obstructions
Retract Flaps upon Reaching
a Safe Altitude and Airspeed
- 4- Radio & Electrical Switches **OFF**
- 5- Flaps **DOWN 40° on FINAL**
- 6- Speed **60 KIAS**
- 7- Master **OFF**
- 8- Doors **UNLATCH prior to TOUCHDOWN**
- 9- Touchdown **Slightly TAIL LOW**
- 10- Magnetos **OFF**
- 11- Brakes **APPLY HEAVILY**

EMERGENCY LANDING 5

C172N

(on water) DITCHING

- 1- Radio **MAYDAY 121.5 - 7700**
- 2- Object **SECURED**
- 3- Approach **HIGH WINDS / HEAVY SEAS**
INTO the WINDS
LIGHT WINDS / HEAVY SWELLS
PARALLEL to SWELLS
- 4- Flaps **DOWN 40°**
- 5- Throttle **300 ft/min at 55 KIAS**
- 6- Doors **UNLATCH prior to TOUCHDOWN**
- 7- Touchdown (at 300 ft/min Descent) **LEVEL ATTITUDE**
- 8- Faces **CUSHION at TOUCHDOWN**
with FOLDED COAT
- 9- Airplane **EVACUATE**
OPEN WINDOW and FLOOD CABIN to Equalize Pressure
- 10- Life Vest and Raft **INFLATE**

WITH A FLAT MAIN TIRE

- 1- Flaps **AS REQUIRED**
- 2- Approach **NORMAL**
- 3- Touchdown **GOOD TIRE FIRST**
HOLD Airplane OFF FLAT TIRE
as long as possible with Aileron Control

WITHOUT ELEVATOR CONTROL

- 1- Trim **FOR HORIZONTAL FLIGHT**
- 2- Adjust Throttle & Trim **60 KIAS - FLAPS 20°**
- 3- Then Do Not Change Elevator Trim **USE THROTTLE**
to ADJUST GLIDE
- 4- At Flare **TRIM FULL NOSE UP**
- 5- Throttle **ADJUST**
CLOSE at TOUCHDOWN

EMERGENCY PROCEDURES 6

C172N

ELECTRICAL EMERGENCIES

Over-Voltage Light

- 1- Master Switches **OFF (Both Sides)**
- 2- Master Switches **ON**
- 3- Over-Voltage Light **OFF**

If Over-Voltage Light Illuminates Again

- 4- Flight **TERMINATE as soon as Possible**

Ammeter Discharge (needle on minus side)

- 1- Alternator Switch **OFF**
- 2- Non Essential Electricals **OFF**
- 3- Flight **TERMINATE as soon as Possible**



VACUUM SYSTEM FAILURE

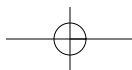
DG and Attitude Indicator will be Disabled

- 1- Flight **Rely on TURN COORDINATOR**

180° TURN

Immediate Plan to Turn Back

- 1- Time **NOTED**
- 2- Turn **RATE 1 (180° - 1 minute)**
- 3- Flight **Maintain ALTITUDE & AIRSPEED
with ELEVATOR CONTROL**
- 4- **AVOID OVER CONTROLLING**
- 5- **STEER with RUDDER ONLY**



EMERGENCY PROCEDURES **7**

C172N

DESCENT THROUGH CLOUDS

- 1- Mixture **FULL RICH**
- 2- Carb Heat **ON**
- 3- Rate of Descent **500-800 ft/min**
- 4- Speed **80 KIAS**
- 5- Monitor **TURN COORDINATOR**
STEER with RUDDER ONLY
- 6- Upon Breaking Out **RESUME NORMAL FLIGHT**

RECOVERY FROM SPIRAL DIVE

- 1- Throttle **CLOSE**
- 2- Stop Turn **COORDINATE AILERON & RUDDER**
- 3- Exit Dive **with CAUTION 80 KIAS**
- 4- Carb Heat **ON**
- 5- Upon Breaking Out **RESUME NORMAL FLIGHT**

ICING CONDITIONS

Prohibited

- 1- Turn Back or Change Altitude **IMMEDIATELY**

If Smoother Engine Operations Do Not Follow

- 2- Proceed to Nearest Airport **BOTH MAGNETOS**
Unless Extreme Roughness Dictates Single Magneto Use

LOW OIL PRESSURE

Low Pressure with NORMAL Oil Temperature

- 1- Oil Gages **MONITOR**

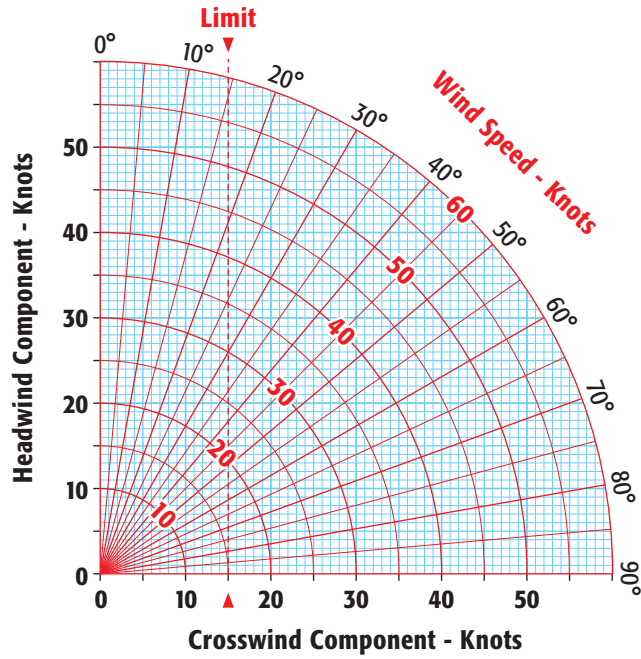
Low Pressure with RISE in Oil Temperature

- 1- Throttle **REDUCE**
- 2- Land **As soon as Possible**
- 3- **Use MINIMUM POWER to reach Touchdown Point**



C172N

CROSSWIND COMPONENT



MAXIMUM GLIDE

