CESSNA 172N

HK-5043-G

Company Checklist

AEROCCIDENTE
Escuela de Aviación

NORMAL V - SPEEDS (KIAS)

Vso (Maximum weight)	41
VS	50
Altitude Loss in a Stall Recovery	190 ft
Vr	55
VX (Sea level)	59
VX (10000 ft)	61
VY (Sea level)	73
VY (10000 ft)	68
VFE 10°	110
VFE 10°- 40°	85
VNO	128
VA 2000 lbs Utility	97
VA 2300 lbs	97
VA 1950 lbs	89
VA 1600 lbs	80
VNE	160
Best Glide (Flaps & Gear UP)	65
Max Demon X-Wind	15
Approach (Flaps UP)	60-70
Approach (Flaps DOWN)	55-65
Normal Climb Out	70-80
Max Perf Climb At 50 Ft	59
Enroute Climb	75-85

PREFLIGHT

1.CABIN

Weather	CHECK
Weight & Balance	COMPLETE
Documents (AROW) BOOK	CHECK
POH	AVAILABLE IN THE AIRPLANE
Inspection/AD status	CHECK
Fire Extinguisher	CHECK
Hobbs/Tach	CHECK
Control lock	REMOVE
Ignition switch	OFF
Avionics Power Switch	OFF
Master	ON
Fuel Quantity	CHECK
Flaps	40°
Lights	ON/INSPECT/OFF
Master	OFF
Fuel Selector Valve	ON/BOTH
Electronic Flight Bag	INSTALL

PREFLIGHT

EXTERIOR INSPECTION

Aft Fuselage

Baggage Door	LOCKED
Fuselage	CHECK

2. EMPENNAGE

Rudder Gust Lock	REMOVE
Tail Tie-Down	REMOVE
Control Surfaces	CHECK
Antennas	CHECK

3. RIGHT WING (Trailing Edge)

Right Flap	CHECK
Right Aileron	CHECK

4. RIGHT WING

Leading Edge	CHECK
Fuel Quantity	CHECK
Fuel Filler Cap	SECURE
Fuel Sump	CHECK
Wing Tie Down	REMOVE
Main Wheel	CHECK

5. NOSE

Oil Quantity (4-6 qts)	CHECK
Fuel Strainer	CHECK
Cooling Inlets	CHECK
Prop. & Spinner	CHECK
Taxi/Landing Light	CHECK
Air Filter	CHECK
Alternator Belt	SECURE
Nose Wheel Strut/Tire	CHECK
Nose Tie-Down	REMOVE
Static Source	CHECK

6. LEFT WING

Main Wheel	CHECK
Wing Tie Down	CHECK
Fuel Quantity	CHECK
Fuel Filler Cap	SECURE
Fuel Sump	CHECK
Leading Edge	CHECK
Pitot Tube	CHECK

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PREFLIGHT

(Cont.)

Fuel Tank Vent..... CHECK
Stall Warning.....CHECK
Left Aileron..... CHECK
Left Flap.....CHECK
Preflight Checklist.....COMPLETE
General Briefing.....(SOP) COMPLETE

BEFORE STARTING ENGINE

Passenger/Departure Briefing.....COMPLETE
ATC Clearance.....OBTAIN
Seats/Belts/Harness.....AJUST
Fuel Selector Valve.....BOTH
Avionics Master/Autopilot.....OFF
Parking Brake.....ON
Circuit Breakers.....CHECK IN
Before Starting Engine Checklist.....COMPLETE

STARTING THE ENGINE

Beacon & Navigation Light.....ON
Mixture..... RICH
Carburetor Heat.....COLD (OFF)
Prime..... AS REQUIRED
Master..... ON
Propeller Area..... CLEAR
Ignition..... START
Throttle.....1000 RPM
Oil Pressure..... CHECK
Mixture.....LEAN for TAXI
Starting Engine Checklist.....COMPLETE

TAXI

DO/VERIFY FLOW AND CHECK LIST

Avionics Master.....ON
Aspen Master.....ON
Transponder Code.....SELECT
Transponder.....STAND BY
Flaps.....RETRACT
Taxi Lights.....ON
Parking Brake.....OFF
Brakes.....TEST
Radio/Avionics.....SET
Flight Instruments.....CHECK
Taxi Instructions.....OBTAIN
Taxi Checklist.....COMPLETE

RUNUP

Parking Brake.....ON
Doors/Windows..... CLOSED and LOCKED
Controls..... FREE & CORRECT
Elevator Trim..... TAKE OFF
Fuel Selector Valve..... BOTH
Fuel Quantity.....*CHECK*
Mixture.....*RICH (below 3000')*
Throttle.....1700 RPM
Mixture.....*Adjust 3000' +*
Magnetos..... L&R (125/50)
Carburetor Heat..... CHECK
Engine Instruments..... CHECK
Vacuum Gauge..... CHECK
Ammeter..... CHECK
Throttle.....*IDLE 1000 RPM*
Throttle Friction Lock.....*ADJUST*
Autopilot..... OFF
Runup Checklist.....*COMPLETE*

BEFORE TAKE OFF

Mixture.....RICH
Flaps..... 0 (SOP)
Transponder.....STAND BY
Mixture.....ADJUST
Before Takeoff Checklist.....COMPLETE

LINE UP

Landing Lights.....ON
Transponder.....ALT

CALL OUTS (SOP)

Power Set.....CHECK
System.....CHECK
AirSpeed.....ALIVE
Vr/rotate..... 55 KNOTS

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AEROCCIDENTE
Escuela de Aviación

SHORT FIELD TAKEOFF

Flaps.....10°
Carburetor Heat..... COLD
Brakes..... APPLY
Throttle..... FULL OPEN
Mixture..... RICH
..... Above 3000 ft LEAN
Brakes..... RELEASE
Engine Instruments.....CHECK
Elevator Control.....TAIL LOW
Climb..... 59
..... Then MAX PERFORMANCE CLIMB
Brakes..... APPLY Momentarily
Short Field Takeoff Checklist.....COMPLETE

AFTER TAKEOFF

Flaps.....AS DESIRED
Airspeed.....70/80
Throttle.....Full OPEN
Mixture.....ADJUST
After Takeoff Checklist.....COMPLETE

CRUISE

Power.....2200 RPM
.....No more than 75%
Mixture.....ADJUST
Elevator Trim.....ADJUST
Taxi & Landing Light.....OFF
Cruise Checklist.....COMPLETE

DESCENT

App & Landing Briefing....WHOLDS REVIEWED
Mixture.....ADJUST
Power.....AS DESIRED
Carburetor Heat.....AS REQUIRED
Taxi & Landing Light.....ON
Descent Checklist.....COMPLETE

BEFORE LANDING

Fuel Selector Valve.....BOTH
Mixture.....RICH
Carburetor Heat.....ON
Flaps.....AS DESIRED
Elevator Trim..... ADJUST
Before Landing Checklist.....COMPLETE

GO AROUND

Throttle.....Full OPEN
Flaps (Immediately).....RETRACT to 10°
Airspeed.....70 KNOTS
Flaps.....10° (obstacles cleared RETRACT)
Carburetor Heat.....COLD (OFF)
Go Around Checklist.....COMPLETE

NORMAL LANDING

Touchdown.....MAINS
Landing Roll.....LOWER NOSE GENTLY
Braking.....MINIMUM REQUIRED
Normal Landing Checklist.....COMPLETE

AFTER LANDING

Flaps.....RETRACT
Mixture.....ADJUST
Transponder.....STAND BY
Landing Light.....OFF
After Landing Checklist.....COMPLETE

SHUTDOWN

Parking Brake..... ON
Taxi Light.....OFF
Aspen Master.....OFF
Avionics Master.....OFF
Mixture.....IDLE CUT-OFF
Ignition.....OFF
Flight / Flight Time Logger.....RECORD
Master.....OFF
Beacon/Navigation Lights.....OFF
Shutdown Checklist.....COMPLETE

SECURE

Electronic Flight Bag.....REMOVE
Control Lock.....INSTALL
Fuel Selector Valve.....OFF
Trash.....REMOVE
Doors/Windows.....LOCKED
Tie-Downs.....SECURE
Secure Checklist.....COMPLETE

EMERGENCY PROCEDURES

ENGINE FAILURE DURING TAKEOFF RUN

Throttle.....IDLE
Brakes.....APPLY
Flaps.....RETRACT
Mixture.....IDLE CUT-OFF
Ignition.....OFF
Master.....OFF

ENGINE FAILURE AFTER TAKEOFF

Airspeed.....65 FLAPS UP
.....60 FLAPS DOWN
Mixture.....IDLE CUT-OFF
Fuel Selector Valve.....OFF
Ignition Switch.....OFF
Flaps.....AS REQUIRED
Master.....OFF
Cabin Doors.....UNLATCH
Land.....STRAIGHT AHEAD

ENGINE FAILURE DURING FLIGHT

Airspeed.....65
Carburetor Heat.....ON
Fuel Selector Valve.....BOTH
Mixture.....RICH
Ignition.....BOTH
(or START If propeller has Stopped)
Primer.....IN and LOCKED

FIRES

FIRE DURING ENGINE START

Cranking.....CONTINUE
Power.....1700 RPM
Engine.....SHUTDOWN
Throttle.....FULL OPEN
Mixture.....IDLE CUT-OFF
Ignition.....OFF
Parking Brake.....RELEASE
Fuel Selector Valve.....OFF
Fire Extinguisher.....OBTAIN

FIRES

FIRE DURING ENGINE START (Cont.)

Airplane.....EVACUATE
Fire.....EXTINGUISH
Fire Damage.....INSPECT

ENGINE FIRE IN FLIGHT

Mixture.....IDLE CUT - OFF
Fuel Selector Valve.....OFF
Master.....OFF
Cabin Heat & Air.....OFF
Airspeed.....100
(If fire is not extinguished increase glide speed to find an airspeed which will provide an incombustible mixture)
Forced Landing.....EXECUTE

SPIN RECOVERY

Throttle.....IDLE
Ailerons.....NEUTRALIZE
Rudder.... FULL OPPOSITE DIRECTION OF SPIN
Yoke.....BRISK FORWARD
Controls.....HOLD UNTIL ROTATION STOPS
Rudder.....NEUTRALIZE
Spiral Dive.....RECOVER

ABNORMAL PROCEDURES

AEROCCIDENTE
Escuela de Aviación

BRIEFING DE DESPEGUE

Despegue _____ (Normal, Max. Rendimiento), por la pista_____, con una carrera de despegue de _____ pies y _____ pies de pista remanente, la velocidad de rotación será de _____ (C-152-50 Kias, C-172-55 Kias, C177-65 Mph, Cirrus POH).

Emergencias en Tierra: Call out general será "**Stop, Stop, Stop"** se pueden presentar fallas durante el Encendido, Taxeo y Carrera de Despegue: antes de la velocidad de rotación efectuando en este caso el procedimiento de Abortaje (motivos: Falla Motor, Indicaciones Anormales, Incapacidad de la tripulación ó cualquier situación que atente contra la seguridad de vuelo.).

Emergencias en Vuelo: Posterior a la VR con pista remanente establezco velocidad de planeo y aterrizo, sin pista remanente, del eje de la trayectoria de vuelo buscaremos un campo apropiado libre de obstáculos dentro de los 45º al frente manteniendo_____ (C152-60 KIAS, C172-65 KIAS, C177RG-80 MPH, Cirrus POH) para realizar un aterrizaje forzoso. (En caso de un aterrizaje forzoso en un campo no preparado en el C177/172RG se efectuará con el tren arriba).

En el evento de una falla real el instructor asumirá el control de la aeronave ó continuaré con el control de avión (vuelo solo).

En caso de que esté cometiendo algún error grave me lo hace saber. ("solo" me lo haré saber a través de los calls outs y mi **SRM**)

Cabina estéril de acuerdo con el **SOP** vigente.

Dudas y/o Preguntas?

"Briefing complete, estándar los call outs"

TAKE OFF BRIEFING

BRIEFING DE APROXIMACION

1. Realizar **WHOLDS**

Weather (reportes del destino y alterno)
Holding (posibles patrones de espera y forma de ingresar a ellos)
Obtain clearance (autorización recibida o descenso x imc 1000ft/mn ó vuelo VFR)
Let down plate (lectura de la carta de aproximación)
Descent (punto de descenso y lista de chequeo)
Speed (velocidades de aterrizaje y cálculos de combustible)

Durante la lectura de la carta de aproximación se deben tener en cuenta los siguientes puntos:

Condiciones para el Go Around:
a. Obstrucción de la pista
b. Aproximación no estabilizada.
c. No tener campo a la vista
d. Orden del ATC.

Procedimiento:
a. Potencia
b. Flaps
d. Positive rate L/G up. (177)
c. Efectuar el procedimiento según carta.

Dudas y/o Preguntas?

“Briefing complete, estándar los call outs”