

BEFORE ENGINE START

1. Preflight Inspection COMPLETE
2. Passenger Safety Briefing COMPLETE
3. Seats ADJUST AND LOCK
4. Seat Belt/Shoulder Harness SECURE
5. Fuel Selector BOTH
6. Circuit Breakers CHECK
7. Avionics Master Switch OFF
8. Doors CLOSED AND LOCKED
9. Brakes TEST AND SET

STARTING ENGINE

1. Mixture RICH
2. Carb Heat OFF
3. Prime AS NEEDED
- Omit if Flooded or for Hot Start
4. Throttle 1/8" OPEN
Full Open for flooded start. See reverse side

5. Beacon ON
6. Master Switch ON
7. Propeller Area CLEAR!
8. Ignition Switch START
9. Oil Pressure CHECK
10. Throttle SET TO 1,000 RPM
11. Mixture LEAN - if desired
12. Avionics Master Switch ON
13. Flaps RETRACT and CONFIRM UP
14. Radios CHECK:
FREQUENCY, VOLUME and ADS B
15. Brakes CHECK

BEFORE TAKEOFF

1. Parking Brake SET
2. Flight Controls FREE & CORRECT
3. Elevator Trim SET FOR TAKEOFF
4. Flight Instruments CHECK
5. Mixture RICH
6. Fuel Selector BOTH
7. Throttle 1700 RPM
 - a. Magnetos CHECK (*LEFT is LAST*)
RPM drop *not to exceed* 125 RPM on either mag or 50 RPM differential between mags.
If drop *exceeds* 125 RPM, refer to FOULED SPARK PLUG on other side.
 - b. Carburetor Heat CHECK for drop in RPM - *WATCH FOR RISE*
 - c. Engine Instruments:
Oil Temp GREEN
Oil Pressure GREEN
 - d. Ammeter SLIGHT CHARGE
 - e. Suction Gauge CHECK
 - f. Throttle 1000 RPM
8. Circuit Breakers CHECK FOR IN
9. Radios/VORs/GPS SET
10. Flashing Beacon, Strobes, Navigation, Landing Lights. ON as REQUIRED
11. Throttle Friction Lock ADJUST
12. Transponder ALTITUDE
13. Take-Off BRIEFING
14. Parking Brake RELEASE
15. Windows CLOSED and LOCKED
16. Time NOTE

CESSNA 172N SKYHAWK • N4788D

JB AVIATION • GALT AIRPORT • GREENWOOD, IL • 815-648-2433
JBA FLEET FREQUENCY: 123.3 • GALT AIRPORT UNICOM: 122.8

TAKEOFF & FLIGHT

NORMAL TAKEOFF

1. Flaps UP
2. Carb Heat COLD
3. Transponder ALT
4. Trim TAKE-OFF
5. Throttle FULL OPEN
6. Tach, Oil Pressure, Airspeed
- GAUGES: GREEN
- AIRSPEED: ALIVE
7. Liftoff 52 KTS
8. Climb 64-78 KTS

SHORT FIELD TAKEOFF

1. Flaps 10°
2. Trim TAKE-OFF
3. Taxi MAX AVAILABLE RUNWAY
4. Brakes HOLD
5. Throttle FULL OPEN
6. Brakes RELEASE
7. Climb 64 KTS
8. Flaps RETRACT WHEN CLEAR OF OBSTACLES

SOFT FIELD TAKEOFF

1. Flaps 10°
2. Trim TAKE-OFF
3. Taxi KEEP ROLLING
4. Control Wheel FULL AFT
5. Throttle FULL OPEN
6. ACCELERATE IN GROUND EFFECT
. Climb at 64 KTS
7. Flaps RETRACT WHEN CLEAR OF OBSTACLES

ENROUTE CLIMB

1. Airspeed (in KTS) Vx: 64 / Vy: 78
2. Throttle FULL OPEN
3. Mixture RICH
Adjust for max RPM above 3000 FT

CRUISE

1. Power 2200 to 2700 RPM
2. Trim ADJUST AS NEEDED
3. Mixture LEAN (above 3000 FT)
4. Heading Indicator
. UPDATE WITH COMPASS

DESCENT

1. Mixture ADJUST
2. Power AS DESIRED
3. Carb Heat AS NECESSARY

V-SPEEDS IN KTS

Vne	160	Vx	59
Vno	128	Enroute Climb	70 - 80
Va	97 @ max	Vs1	47
Vfe	85	Vso	41
Vy	73	Vg	65 @ max

LANDING

PRE LANDING

1. Fuel Selector BOTH
2. Mixture RICH
3. Carb Heat ON
4. Seatbelts/Shoulder Harnesses SECURE
5. Radio CHECK FREQ, CONTACT CT AS REQUIRED or ANNOUNCE INTENTIONS
6. Pre-Landing BRIEF PASSENGERS

NORMAL LANDING

1. Carb Heat ON
2. Mixture RICH
3. Fuel Selector BOTH
4. Approach Speed 65 KTS
5. Flaps AS DESIRED

SHORT FIELD LANDING

1. Carb Heat ON
2. Mixture RICH
3. Fuel Selector BOTH
4. Approach Speed 60 KTS
5. Flaps 40°
6. Braking HEAVY AS NEEDED

SOFT FIELD LANDING

1. Carb Heat ON
2. Mixture RICH
3. Fuel Selector BOTH
4. Approach Speed 60 KTS
5. Flaps AS NEEDED
6. Landing Roll ELEVATOR UP
7. Braking MINIMAL AS NEEDED

GO AROUND

1. Throttle FULL
2. Flaps RAISE TO 30°
3. Carb Heat OFF
4. Climb 64 KTS
5. Flaps 10° until obstacles cleared
. RETRACT AT SAFE ALT

AFTER LANDING

1. Flaps UP
2. Carb Heat OFF
3. Trim SET FOR TAKEOFF

SHUTDOWN and SECURE

1. Parking Brake SET
2. Avionics Master / Radios OFF
3. Mixture IDLE CUT-OFF
4. Throttle CLOSED / PULL OUT
5. Master Switch OFF
6. Ignition/Magnetos OFF
7. Control Lock INSTALL
8. Windows CLOSED
9. Hobbs / Tach RECORD
10. Personal Equipment REMOVED
11. Doors LOCKED
12. Tie-downs SECURE

EMERGENCY PROCEDURES *If Fire, Rescue or Ambulance are required: DIAL 911*

JBA Cell Phone Contacts: Justin Cleland 847-612-9941 • Brian Spiro 224-305-1730 • Rebekah Busse 815-575-6246

FIRE

ENGINE FIRE DURING START

1. Starter CRANK ENGINE

If engine starts:

2. Power . . . Maintain 1700 RPM for a few minutes
3. Engine . SHUT DOWN / INSPECT

If engine fails to start:

4. Throttle FULL
5. Mixture IDLE CUT-OFF
6. Cranking CONTINUE
7. Fire Extinguisher OBTAIN
8. Master Switch OFF
9. Ignition Switch OFF
10. Fuel Selector OFF
11. Fire Extinguisher ACTIVATE
12. Engine INSPECT

ENGINE FIRE IN FLIGHT

1. Mixture IDLE CUT-OFF
2. Fuel Selector OFF
3. Master Switch OFF
4. Ignition Switch OFF
5. Cabin Heat and Air OFF
except overhead vents
6. Airspeed min. 105 KTS
7. Forced Landing EXECUTE

CABIN / ELECTRICAL FIRE

1. Master Switch OFF
2. Cabin Heat and Air OFF
3. Avionics Master OFF
4. Electrical Switches OFF
5. Fire Extinguisher ACTIVATE

If fire is out:

6. Cabin VENTILATE
7. Master Switch ON
8. Circuit Breakers DO NOT RESET
9. Radios OFF
10. Avionics Master ON
11. Switches/Radios (*one at a time*) ON
12. Cabin Heat and Air AS NEEDED

WING FIRE

1. Nav Light Switch OFF
2. Pitot Heat Switch OFF
3. Sideslip PERFORM
4. Forced Landing EXECUTE

ENGINE FAILURE

DURING TAKEOFF RUN

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

IMMEDIATELY AFTER TAKEOFF

1. Airspeed
 - Flaps Up 65 KTS
 - Flaps Down 60 KTS
2. Mixture IDLE CUT-OFF
3. Fuel Selector OFF
4. Ignition Switch OFF
5. Flaps AS NEEDED
6. Master Switch OFF

IN FLIGHT

1. Airspeed 65 KTS
2. Carburetor Heat ON
3. Fuel Selector BOTH
4. Mixture RICH
5. Ignition Switch BOTH
. START *if prop is stopped*
6. Primer LOCKED
*If power is not restored, proceed with **Forced Landing***

FOULED SPARK PLUG

1. Mixture FULL RICH
2. Throttle 2100 RPM
3. Magnetos BOTH
4. Lean slowly until slight decrease in RPM
5. Maintain for 45 seconds
6. Reset Mixture FULL RICH
7. Throttle 1700 RPM
8. Magnetos CHECK
If mag drops are within limits, proceed with normal checklist. If not, return to parking area and contact JB Aviation

FORCED LANDING

1. Mixture IDLE CUT-OFF
2. Fuel Selector OFF
3. Ignition OFF
4. Airspeed (0° flaps) . 70-80 MPH

Extend Flaps when within gliding range

5. Airspeed (40° flaps) 65-75 MPH
6. Master Switch OFF
7. Doors WEDGE OPEN
8. Seat Belts / Harnesses ON

DITCHING

1. Heavy Objects SECURE or JETTISON
 - High winds and heavy seas approach INTO the wind
 - Light winds and heavy swells approach PARALLEL to the swells
2. Flaps 40°
3. Descend at 300 FPM at 70 MPH
4. Cabin Doors UNLATCH
5. Touchdown LEVEL ATTITUDE
6. Protect face with cushion or coats
7. Airplane EVACUATE
If necessary, open windows to equalize pressure to flood cabin
8. Life Vests INFLATE

ELECTRICAL FAILURE

NOTE: Illumination of the Low Voltage light may occur during low RPM conditions with an electrical load on the system. Light should go out at higher RPM. The Master Switch need not be cycled as an over-voltage condition has not occurred to deactivate the alternator system.











INSUFFICIENT CHARGE RATE (Ammeter indicates discharge)

1. Alternator OFF then ON
If low-voltage light re-illuminates
2. Alternator OFF
3. Electrical Load REDUCE
4. Land as soon as practical.

EXCESSIVE CHARGE RATE (Full meter deflection and/or over-voltage light illuminated)

1. Alternator OFF then ON
If the light comes ON again:
2. Alternator OFF
3. Alternator Circuit Breaker PULL
4. Electrical Load REDUCE

LIGHT GUN SIGNALS

-  Cleared for Takeoff
-  Cleared to Land
-  Cleared to Taxi
-  Return for Landing
-  STOP
-  Give Way-Continue Circling
-  Taxi Clear of Runway
-  Airport Unsafe-DO NOT LAND
-  Return to Starting Point on Airport (Not applicable in flight)
-  Exercise EXTREME CAUTION (Applies on ground and in flight)

INADVERTENT ICING ENCOUNTER

1. Pitot Heat ON
2. Turn back or change altitude to warmer / dryer air.
3. Pull CABIN HEAT full out and open DEFROSTER outlet.
4. Throttle to FULL to minimize ice on propeller blades.
5. CARB HEAT as required. Lean for max RPM if used continuously.
7. Ice accumulation on leading edge of wing will increase stall speed.
8. Flap extension could cause ineffective elevator control if iced.
9. Open left window and scrape ice from windshield.
10. On approach, perform forward slip to help improve forward visibility if necessary.
11. Approach at 78 - 87 KTS depending on ice accumulation.
12. Land in a level attitude.

• Seat belt and shoulder Harness on for ALL phases of flight.
• Seat adjusted and locked into place.

• Air vents and cabin heat: Discuss
• Action in case of passenger discomfort

• Fire extinguisher - location and operation
• Flight controls - passenger awareness and clearance.

• Exit doors: how to open and secure
• Emergency evacuation plan
• ELT location and operation

• Traffic - scanning, spotting, notifying pilot
• Talking - sterile cockpit expectations.

Your questions?