

Preflight Cessna 172S G1000	
1. Fuel Level	<b>VISUALY CHECK</b>
2. Hobbs Book	<b>CHECK #'s</b>
3. Paperwork	<b>ARROW-AV1ATE</b>
4. Seat Height	<b>SET UP</b>
5. Control Lock	<b>REMOVE</b>
6. Fuel Selector	<b>BOTH</b>
7. Trim	<b>SET "TAKEOFF"</b>
8. Master	<b>ON</b>
9. Fuel Qty	<b>CHECK</b>
10. Turn Coordinator	<b>LISTEN</b>
11. Flaps	<b>DOWN</b>
12. Beacon/Nav/Lights	<b>CHECK LIGHTS</b>
13. Pitot Heat	<b>CHECK</b>
14. Master	<b>OFF</b>
15. Preflight	<b>WALK AROUND</b>
<input type="checkbox"/> Fuel Level	<b>VISUAL CHECK</b>
<input type="checkbox"/> Fuel Sumps	<b>DRAIN 3 SUMPS</b>
<input type="checkbox"/> Oil	<b>5 - 8 Qts</b>
<input type="checkbox"/> 360 Walk	<b>TIE-DOWNS</b>

#### Passenger Briefing Checklist

1. Seat Belts/Harness	<b>EXPLAIN and ON</b>
2. Door / Exiting Plane	<b>EXPLAIN</b>
3. First Aid/Fire Ext	<b>LOCATE</b>
4. Scanning for Traffic	<b>ASSIST</b>
5. Exchange Controls	<b>EXPLAIN</b>
6. Seat Rail Locks	<b>CHECK</b>

#### Engine Start Checklist

1. Brakes	<b>SET</b>
2. Electrical	<b>ALL OFF</b>
3. Circuit Breakers	<b>ALL IN</b>
4. Fuel Selector	<b>ON BOTH</b>
5. Fuel Cut-Off	<b>OFF</b>
6. Throttle	<b>OPEN 1/4 INCH</b>
7. Mixture Control	<b>IDLE CUTOFF</b>
8. STBY BATT	<b>TEST (hold 10 sec)</b>
<i>verify green TEST lamp does not go off</i>	
9. STBY BATT	<b>ARM</b>
10. Engine Indicating System	<b>CHECK</b>
<i>no red X's on ENGINE page indicators</i>	
11. BUS E Volts	<b>CHECK (24v min)</b>
12. M BUS Volts	<b>CHECK (1.5v or less)</b>
13. BATT S Amps	<b>CHK (verify discharge)</b>
14. STBY BATT Annunciator	<b>CHECK</b>
15. Master Switch	<b>ON</b>
16. Beacon	<b>ON</b>
17. Throttle	<b>1/4 Inch Open</b>
<i>*Hot start, omit priming steps 18-19</i>	
18. Fuel Pump	<b>ON</b>
19. Mixture	<b>RICH until 3-5gph</b>
20. Mixture	<b>IDLE CUT OFF</b>
21. Fuel Pump	<b>OFF</b>
22. Area	<b>*****? CLEAR *****</b>

23. Magnetos/Starter	<b>CRANK ENGINE</b>
24. Mixture	<b>RICH ON RUN</b>
25. Throttle	<b>800-1000 RPM</b>
26. Mixture	<b>LEAN for TAXI</b>
27. Oil Pressure	<b>30 Sec. GREEN</b>
28. Flaps	<b>UP</b>
29. Avionics Switch (BUS 1&2)	<b>ON</b>
30. Transponder	<b>1200 (1226)</b>
31. ATIS	<b>SET BARO / Alt / AP</b>

**Contact GROUND for Taxi to Runway**

#### While Taxi Checklist

Brakes	<b>TEST both sides</b>
Verify Instruments	<b>Check All</b>
Position at Run-up	<b>INTO WIND</b>

#### Run-Up Checklist

1. Brakes	<b>SET</b>
2. Doors/Windows	<b>CLOSED</b>
3. Belts/Harness	<b>SECURED</b>
4. Controls	<b>CHECK</b>
5. Trim	<b>SET TAKEOFF</b>
6. Instruments	<b>CHK (no red X's)</b>
7. Auto-Pilot	<b>TEST then OFF</b>
8. Flight Director	<b>OFF</b>
9. Electric Trim System	<b>CHECK</b>
10. Fuel Selector	<b>ON BOTH</b>
11. Blast Area	<b>CLEAR BEHIND</b>
12. Throttle	<b>1800 RPM</b>
13. Engine Instruments	<b>ALL GREEN</b>
14. Mixture	<b>LEAN</b>
15. Magnetos	<b>125 Max, 75 Diff</b>
16. AMPS (M BATT & BATT S)	<b>CHECK</b>
17. Vac/OilPress/Temp	<b>ALL GREEN</b>
18. Annunciators	<b>CHECK</b>
19. Throttle	<b>800-1000 RPM</b>
20. GPS/NAV Flt Plan	<b>SET</b>
21. CDI Softkey	<b>SELECT NAV/GPS</b>
22. CABIN PWR 12V	<b>SWITCH OFF</b>
23. IFR: Pitot Heat	<b>Turn On for IFR</b>

#### Ready for Takeoff Checklist

Lights	<b>STROBE/ NAV / LANDING</b>
Camera	<b>TRANSPONDER "Alt"</b>
Action	<b>Note TAKEOFF TIME</b>
Review	<b>Vspeeds</b>
Review	<b>Take Off Engine Loss</b>
Review	<b>WINDS</b>

**Contact Ground or Tower**

Airspeeds		
V1	abort takeoff	<b>39 KIAS(50% Rwy)</b>
Vs0	stall w/Flaps	<b>40 KIAS</b>
Vs1	stall clean	<b>48 KIAS</b>
Vr	rotate	<b>55 KIAS</b>
<b>Takeoff Climb</b>		<b>70-80 KIAS</b>
Vy	best rate	<b>74 KIAS</b>
Vx	best angle	<b>62 KIAS</b>
<b>Vbest glide</b>		<b>68 KIAS Glide</b>
Vfe	flaps extend	<b>85 KIAS full flaps</b>
Va	maneuvering	<b>105-90 KIAS</b>
Vno	max cruise	<b>129 KIAS</b>
Vne	never exceed	<b>163 KIAS</b>
<b>Landing: 1700 RPM 75 base/final - 65 over #'s</b>		

#### Takeoff Checklist (Normal Takeoff)

Trim	<b>SET TAKEOFF</b>
Flaps	<b>SET 0-10 Degrees</b>
Vrotate	<b>55 KIAS Vrotate</b>
Climb Out	<b>70-80 KIAS</b>

#### Short Field Takeoff

Flaps	<b>0-20 DEGS</b>
Vrotate	<b>55 KIAS Vrotate</b>
Vx	<b>62 KIAS</b>

#### Cruise/Climb Checklist

1. Climb Airspeed	<b>80-90 KIAS</b>
2. Landing Light	<b>OFF</b>
3. Mixture	<b>Lean As RQD</b>

#### Descent Checklist

1. Power	<b>Reduce as RQD</b>
2. Mixture	<b>Enrichen as RQD</b>

#### Pre Landing Checklist

C - Cowl Flaps	<b>--</b>
C - Carb Heat	<b>--</b>
G - Gas	<b>--</b>
U - Undercarriage	<b>--</b>
M - Mixture	<b>RICH as needed</b>
P - Props	<b>--</b>
S - Switches	<b>Landing Light ON</b>
S - Safety	<b>Seat Belts ON</b>

#### Landing

Downwind	<b>80 KIAS @ 2100rpm</b>
Abeam #'s	<b>75 KIAS @ 1700rpm (10°)</b>
Over the #'s	<b>60-70 KIAS FULL FLAPS</b>
Over the #'s	<b>65-75 KIAS NO FLAPS</b>
Short Field	<b>61 KIAS over numbers</b>
<b>** Gusty or Cross Winds No Flaps, SLIP</b>	

#### Go Around (ABORTED LANDING)

Throttle	<b>FULL THROTTLE</b>
Carb Heat	<b>OFF</b>
Flaps	<b>UP, to 20 Degrees</b>
Airspeed	<b>Establish 70+ KIAS</b>
Flaps	<b>Bring up SLOWLY</b>

#### Engine Flooded?

Mixture	<b>IDLE CUTOFF</b>
Throttle	<b>1/2 to full open</b>
Starter	<b>CRANK ENGINE</b>
When engine starts	
mixture control to FULL RICH	
Retard the throttle promptly	

#### Clear Runway Checklist

Trim	<b>SET "TAKEOFF"</b>
Flaps	<b>UP</b>
Landing Light	<b>OFF</b>
Transponder	<b>1200 "STDBY"</b>
IFR: Instruments	<b>CHECK</b>

#### Shutdown Checklist

Electrical	<b>ALL OFF</b>
Avionics (BUS1&2)	<b>OFF</b>
Throttle	<b>IDLE</b>
Mixture	<b>IDLE CUTOFF</b>
Magnetos	<b>OFF</b>
Master	<b>OFF</b>
STBY BATT Switch	<b>OFF</b>
Fuel Selector Valve	<b>LEFT or RIGHT</b>
Control Lock	<b>SECURE</b>
Tiedowns	<b>FASTEN</b>

#### CLOSE FLIGHT PLAN

# Emergency Procedures

## Engine Failure

### Memory Items ABCDE

<b>A</b> Airspeed	<b>68 KIAS</b>
<b>B</b> Best Place to Land	<b>(Check Wind Dir)</b>
<b>C</b> Checklist	<b>TRY RESTART</b>
<b>D</b> Declare Emergency	<b>121.5 MAYDAY</b>
	<b>7700 IDENT</b>
<b>E</b> Execute Landing	<b>Doors Open</b>
	<b>Belts..</b>

### ENGINE RESTART Procedures

Fuel Selector	BOTH
Mixture	FULL RICH
Throttle	FULL THROTTLE
Fuel Pump	ON
Magnetos	BOTH

### Before TOUCHDOWN (forced landing)

Doors	OPEN
Belts	SECURE
Cushions	PROTECT HEAD
Mixture	IDLE CUTOFF
Fuel Selector	OFF
Magnetos	OFF
Flaps	FULL
Master	OFF
Landing	SOFT FIELD

## Engine Fire in Flight

Mixture	IDLE CUTOFF
Fuel Selector	OFF
Cabin Air/Heat	CLOSE VENTS
Flaps	FULL FLAPS
Master	OFF
Airspeed	TOP of WHITE <b>95 KIAS</b>
Bank Angle	45 DEGREES

**Proceed with Engine Failure Above**

## Electrical Fire in Flight

Master	OFF
Avionics	OFF
All Switches	OFF
Vents/Cabin Air	CLOSED
Fire Extinguisher	ACTIVATE
Fire	EXTINGUISHED
Vents/Cabin Air	VENT CABIN

If electrical power is necessary, then:

Master	ON
Circuit Breakers	CHK, do not reset
Radios	OFF
Avionics Master	ON
Radios/Switches	ONE AT A TIME

## Wing Fire

Navigation Lights	OFF
Pitot Heat	OFF
Strobe Lights	OFF
Side Slip	PERFORM

## Excessive Rate of Charge

Alternator	OFF
Alternator Breaker	PULL OFF
Nonessential Equipment	OFF
Flight	Terminate ASAP

## Low Voltage Light On

Avionics Master	OFF
Alternator Circuit Breaker	CHECK IN
Master (both sides)	OFF
Master (both sides)	ON
Low Voltage Light	CHECK
Avionics Master	ON
If low-voltage light illuminates again, then	
Alternator	OFF
Nonessential Radios/Equip	OFF
Flight	Terminate ASAP

## Lost - 'CCCCC'

Climb	(Better radio range)
Communicate	(FSS, 121.5)
Confess	(Ask for help)
Comply	(Follow advice)
Conserve	(Fuel-slow down)

## SPIN RECOVERY

Throttle	IDLE
Ailerons	NEUTRAL
Rudder	OPPOSITE Rotation
Elevator	FWD BRISKLY
Rotation	STOPPED
Controls	NUETRALIZE
Recover	SLOWLY

# KJYO Leesburg Airport

<b>ATIS:</b>	<b>125.225</b>
<b>Ground:</b>	<b>120.5</b>
<b>Tower:</b>	<b>127.5</b>
Squawk	1226 (1234 t/g)

TPA: 1200 Runway 35/17

Airport	WX	Twr-CTAF	TPA	Runways
<b>KBJC</b>	126.250	<b>118.6/121.7</b>	6500	<b>30RL/12RL</b>
<b>KEIK</b>	133.825	<b>123.000</b>	6200	<b>34/16rp</b>
<b>KLMO</b>	120.000	<b>122.975</b>	6000	<b>29/11</b>
<b>KFNL</b>	135.075	<b>118.4/121.65</b>	6000	<b>33/15</b>
<b>KBDU</b>	118.825	<b>122.725</b>	6300	<b>8/26rp</b>
<b>KGXY</b>	135.175	<b>122.800</b>	5500	<b>35/17/28/10</b>
<b>KAPA</b>	120.300	<b>118.9/121.8</b>	6900	<b>35RL/17RL</b>
<b>Practice Area Longmont</b>			123.175	
<b>Practice Area Chatfield</b>			122.750	
<b>Emergency</b>		121.500		
<b>Flight Service</b>		122.200		
<b>Den App</b>	(W)126.1	(N)134.85	(E)128.25	(S)128.45
<b>KBJC Fuel Truck</b>		(303) 466-2336	122.950	
<b>KBJC Tower</b>		(303) 633-8600		
<b>IFR Clearance</b>		(888) 766-8267		