

PREFLIGHT INSPECTION - R172K (C172XP on EDO floats)**CABIN**

- 1 Fuel Quantity -- measure with stick and calibration card
- 2 POH/AFM/Float Supplement - AVAILABLE IN AIRPLANE
- 3 Documents (AROW) -- CHECK
- 4 Pitot Cover -- REMOVE
- 5 Control Wheel Lock -- REMOVE
- 6 Flight Controls -- FREE/CORRECT
- 7 Magneto Switch -- OFF
- 8 Avionics Power Switch -- OFF
- 9 Master Switch -- ON
- 10 Flaps -- EXTEND/FULL
- 11 Fuel Gauges -- CHECK gauge fuel quantity with measurement
- 12 Landing/Taxi/Position/Strobe Lights -- ON/CHECK/OFF
- 13 Strobe Lights ON
- 14 Pitot Heat --ON/CHECK/OFF if IFR
- 15 GPS database check current if IFR
- 16 Stall Warning Horn -- CHECK
- 17 Master Switch -- OFF
- 18 Fuel Shutoff Valve -- ON (push full in)
- 19 Fuel Selector Valve -- BOTH
- 20 Trim Controls -- NEUTRAL (but rudder full right)
- 21 Cowl Flaps -- OPEN
- 22 Static Pressure Alternate Source Valve -- OFF
- 23 VOR Log -- check if IFR
- 24 Windows -- CLEAN ALL
- 25 Baggage Door -- CLOSED/LATCHED and UNLOCKED

EMPENNAGE

- 1 Tie-Down -- REMOVE
- 2 Control Surfaces -- CHECK freedom of movement and security
- 3 Antennas -- INSPECT

RIGHT WING

- 1 Tie-Down -- REMOVE
- 2 Flaps, Track, Linkage -- CHECK
- 3 Aileron -- CHECK
- 4 Wing Tip/ Strobe Lights -- INSPECT
- 5 Leading Edge -- INSPECT
- 6 Fuel Sump Drain -- VERIFY (DRAIN)
- 7 Fuel Quantity -- CHECK VISUALLY
- 8 Fuel Filler Cap/Vent -- CHECK/SECURE
- 9 Overhead Cabin Vent Inlets -- CLEAR

NOSE

- 1 Exhaust/Cowl Flap (both sides) -- INSPECT
- 2 Static Source Openings (both sides) -- CHECK
- 3 Oil -- CHECK (6-8 qts)
- 4 Engine Oil Filler Cap -- CHECK
- 5 Fuel Strainer Drain -- VERIFY/DRAIN
- 6 Prop & Spinner -- CHECK

LEFT WING

- 1 Tie-Down -- REMOVE
- 2 Flaps, Track, Linkage -- CHECK
- 3 Aileron -- CHECK
- 4 Wing Tip/ Strobe Lights -- INSPECT
- 5 Leading Edge -- INSPECT
- 6 Fuel Sump Drain -- VERIFY (DRAIN)
- 7 Fuel Quantity -- CHECK VISUALLY
- 8 Fuel Filler Cap/Vent -- CHECK/SECURE
- 9 Overhead Cabin Vent Inlets -- CLEAR
- 10 Master Switch -- ON
- 11 Flaps -- RETRACT for launch
- 12 Master Switch -- OFF

FLOAT EQUIPMENT

- 1 Floats and Struts - INSPECT
- 2 Float Compartments - INSPECT and PUMP OUT
- 3 Water Rudders, Cables, Pulleys - CHECK freedom
- 4 V-brace -- CHECK security
- 5 Bracing wire -- CHECK tension
- 6 Lines, Fenders, Oars, Life Jackets -- AS REQUIRED

POSTFLIGHT PROCEDURES - R172K (C172XP on EDO floats)

- 1 Water Rudders -- UP
- 2 Fuel Selector -- RIGHT TANK
- 3 Control Lock -- INSTALLED
- 4 Pitot Cover -- INSTALLED
- 5 Wing and Tail Tie-Downs -- INSTALLED
- 6 Float Compartments -- PUMP OUT
- 7 Floats, Struts, Water Rudders, Prop -- INSPECT for damage
- 8 Passenger and Baggage Doors -- LOCKED
- 9 Exterior Wash -- COMPLETED if landed in salt water
- 10 Elevator -- lubricated with LPS as appropriate

NORMAL PROCEDURES

FLOATPLANE-C172XP

<p>BEFORE STARTING ENGINE</p> <ol style="list-style-type: none"> 1. Water Rudder operation -- CHECK VISUALLY 2. Water rudders -- DOWN 3. Preflight Inspection -- COMPLETE 4. Seats/belts/straps -- BRIEF/ADJUST/ LOCK 5. Fuel Shutoff Valve -- ON (push full in) 6. Fuel Selector Valve -- BOTH 7. Avionics Switch, Electrical Equipment -- OFF 8. Cowl Flaps - OPEN 9. Circuit Breakers -- CHECK IN 	<p>ENROUTE CLIMB</p> <ol style="list-style-type: none"> 1. Fuel Selector Valve -- BOTH 2. Cowl flaps -- OPEN, as REQ'D <p>MAXIMUM PERFORMANCE CLIMB</p> <ol style="list-style-type: none"> 3. Power -- FULL THROTTLE and 2600 RPM 4. Airspeed -- 72 KIAS ==> 66 KIAS (10,000') 5. Mixture -- LEAN per fuel flow placard <p>NORMAL CLIMB</p> <ol style="list-style-type: none"> 3. Power -- FULL THROTTLE and 2600 RPM 4. Airspeed -- 80-90 KIAS 5. Mixture -- LEAN per fuel flow placard <p>ECONOMY/NOISE ABATEMENT CLIMB</p> <ol style="list-style-type: none"> 3. Power -- 25" MP and 2200 RPM 4. Airspeed -- 72-85 KIAS 5. Mixture -- LEAN per POH (9 gph)
<p>STARTING ENGINE</p> <ol style="list-style-type: none"> 1. Water Rudders -- DOWN 2. Mixture -- RICH 3. Propeller -- HIGH RPM 4. Throttle -- CLOSED 5. Master -- ON 6. Aux Fuel Pump -- HIGH 7. Throttle -- ADVANCE, 8-10 GPH, CLOSED 8. Aux fuel Pump -- OFF 9. Propeller Area -- CLEAR 10. Ignition Switch -- START 11. Throttle -- IDLE, 1000 RPM or less 12. Oil Pressure -- CHECK 13. Beacon, nav, strobe lights -- ON, as REQ'D 14. Avionics Switch & Radios -- ON 15. Transponder -- ALT 	<p>CRUISE</p> <ol style="list-style-type: none"> 1. Power -- 15-25"MP, 2200-2600 RPM (<=80%) 2. Elevator/rudder trim -- ADJUST 3. Mixture -- LEAN via JPI or POH 4. Cowl Flaps - CLOSED, as REQ'D
<p>BEFORE TAKEOFF/RUNUP</p> <ol style="list-style-type: none"> 1. Doors & Windows* -- CLOSED/LOCKED 2. Flight Controls -- FREE and CORRECT 3. Flight Instruments -- SET 4. Fuel Selector Valve* -- BOTH 5. Elevator and Rudder Trim* for -- TAKEOFF 6. Mixture -- RICH 7. Throttle -- 1800 RPM <ol style="list-style-type: none"> a. Magnetos -- CHECK (150/50), BOTH b. Propeller* -- CYCLE high-low-high c. Engine Instruments -- CHECK d. Suction Gage -- CHECK e. Alternator -- CHECK f. Throttle -- IDLE, 1000 RPM or less 8. Radios -- SET 9. Throttle Friction Lock -- ADJUST 	<p>DESCENT</p> <ol style="list-style-type: none"> 1. Fuel Selector -- BOTH 2. Cowl Flaps -- CLOSED 3. Power -- AS DESIRED 4. Mixture -- ENRICHEN, as req'd for smoothness
<p>NORMAL TAKEOFF</p> <ol style="list-style-type: none"> 1. Takeoff Area -- CLEAR 2. Control Wheel -- HOLD FULL AFT 3. Prop -- FULL 3. Mixture -- ESTIMATED FOR DENSITY ALT 5. Wing flaps -- 20° 5. Cowl Flaps -- OPEN 7. Water Rudders -- UP 8. Throttle -- SMOOTHLY ADVANCE FULL 9. Mixture -- LEAN per fuel flow placard 10. Elevator -- FORWARD for on step 11. Airspeed -- 45-50 KIAS 12. Elevator -- LIGHT BACK PRESSURE to lift off 13. Climb speed: <ol style="list-style-type: none"> a. Obstacles -- Flaps 20°, 56 KIAS b. No Obstacles -- Flaps 20°, 55-65 KIAS c. Vy -- Flaps 0°, 72 KIAS 14. Prop -- 2600 RPM when over obstacles 15. Wing flaps -- UP after all obstacles are cleared 16. Noise abatement -- MP 25", PROP 2200 	<p>BEFORE LANDING</p> <ol style="list-style-type: none"> 1. Belts/straps/seats -- SECURE 2. Cowl Flaps -- CLOSED 3. Gas (Fuel Selector Valve) -- BOTH 4. Undercarriage -- Water Rudders UP 5. Mixture -- SET for balked landing per placard 6. Propeller -- HIGH RPM (after MP reduction)
<p>*Re-check before takeoff after landing</p>	<p>NORMAL LANDING</p> <ol style="list-style-type: none"> 1. Throttle -- 15", or as REQ'D 2. Propeller -- FULL 3. Wing flaps -- 20° (below 85 KIAS) 4. Airspeed -- 55-65 KIAS (F20°), 65-75 (F0°) 5. Elevator & Rudder Trim -- ADJUST 6. Center Line -- CHECK - GUMP 7. Touchdown -- SLIGHTLY TAIL LOW 8. Control Wheel -- HOLD FULL AFT <p>BALKED LANDING</p> <ol style="list-style-type: none"> 1. Power -- FULL PROP and FULL THROTTLE 2. Wing Flaps -- RETRACT to 20° 3. Airspeed -- 55 KIAS 4. Wing Flaps -- RETRACT slowly after 65 KIAS 5. Cowl Flaps -- OPEN <p>AFTER LANDING</p> <ol style="list-style-type: none"> 1. Water Rudders -- DOWN 2. Cowl Flaps -- OPEN 3. Wing Flaps -- UP <p>SHUTDOWN</p> <ol style="list-style-type: none"> 1. Avionics Master -- OFF 2. Headsets - OFF 3. Belts & Sholder Harness -- OFF 4. Seats -- FULL BACK 5. Doors -- UNLATCHED 6. Throttle -- IDLE 7. Mixture -- IDLE CUT-OFF 8. Ignition Switch -- OFF 9. Master Switch -- OFF 10. Water Rudders -- UP (if on ramp or beach) 11. Fuel Selector Valve -- RIGHT TANK 12. Control Lock -- INSTALLED (if unattended)

EMERGENCY PROCEDURES**FLOATPLANE-C172XP**

ENGINE FAILURE DURING TAKEOFF RUN 1. Throttle -- IDLE 2. Control Wheel -- FULL AFT 3. Mixture -- IDLE CUT-OFF 4. Ignition Switch -- OFF 5. Master switch -- OFF	FIRE DURING START 1. Auxiliary Fuel Pump -- OFF 2. Mixture -- IDLE CUT-OFF 3. Fire Extinguisher -- OBTAIN 4. Airplane -- EVACUATE 5. Fire -- EXTINGUISH 6. Fire Damage -- INSPECT
ENGINE FAILURE DURING FLIGHT 1. Airspeed -- BEST GLIDE 70 KIAS 2. Best Landing Area -- IDENTIFIED 3. Primer -- IN and LOCKED 4. Fuel Shutoff Valve -- ON (push full in) 5. Fuel Selector Valve -- BOTH 6. Mixture -- RICH 7. Throttle -- 1/2 OPEN 8. Aux Fuel Pump -- LOW, 3-5 seconds then OFF 9. Ignition Switch -- BOTH or START	ELECTRICAL FIRE IN FLIGHT 1. Master Switch -- OFF 2. All Other Switches (except ignition) -- OFF 3. Vents/Cabin Air/Heat -- CLOSED 4. Fire Extinguisher -- ACTIVATE If fire is out & elec. power is necessary for flight: 5. Avionics Master -- OFF 6. Master Switch -- ON 7. Circuit Breakers -- CHECK (DO NOT RESET) 8. Radio Switches -- OFF 9. Avionics Power Switch -- ON 10. Radio/Electrical Switches -- ON (one at a time) 11. Vents/Cabin Air/Heat -- OPEN (if fire is out)
EMERGENCY LANDING H2O WITHOUT POWER 1. Airspeed -- 70 KIAS (flaps UP) 60 KIAS (flaps DOWN) 2. Mixture -- IDLE CUT OFF 3. Fuel Selector Valve -- OFF 4. Ignition switch -- OFF 5. Water Rudders -- UP 6. Wing Flaps -- AS REQ'D (20° recommended) 7. Master Switch -- OFF 8. Doors -- UNLATCH PRIOR TO APPROACH 9. Touchdown -- SLIGHTLY TAIL LOW 10. Control Wheel -- HOLD FULL AFT (after contact)	CABIN FIRE 1. Master Switch -- OFF 2. Vents/Cabin Air/Heat -- CLOSED (to avoid drafts) 3. Fire Extinguisher -- ACTIVATE (then land ASAP)
EMERGENCY LANDING LAND WITHOUT POWER 1. Airspeed -- 70 KIAS (flaps UP) 60 KIAS (flaps DOWN) 2. Mixture -- IDLE CUT OFF 3. Fuel Selector Valve -- OFF 4. Ignition switch -- OFF 5. Water Rudders -- UP 6. Wing Flaps -- AS REQ'D (FULL recommended) 7. Master Switch -- OFF 8. Doors -- UNLATCH PRIOR TO APPROACH 9. Touchdown -- LEVEL ATTITUDE 10. Control Wheel -- FULL AFT (after contact)	WING FIRE 1. Navigation Light Switch -- OFF 2. Strobe Light Switch -- OFF 3. Pilot Heat Switch -- OFF 4. Sideslip -- NOSE TO SIDE WITH FIRE 5. Landing -- AS SOON AS PRACTICAL using flaps only as req'd for final approach and touchdown
<i>TO BE USED IN CONJUNCTION WITH THE APPROVED CESSNA CHECKLIST</i>	STATIC SOURCE BLOCKAGE 1. Alternate Static Source Valve -- PULL ON 2. Airspeed -- ADJUST per POH or +3 KIAS 3. Altitude -- CRUISE AND APPROACH +25 FEET
	OVERVOLTAGE LIGHT ILLUMINATES 1. Avionics Power Switch -- OFF 2. Master Switch -- OFF (both sides), then ON If light stays off: 3. Avionics Power Switch -- ON If light comes on again: 4. Flight -- TERMINATE
	EXCESSIVE DISCHARGE 1. Alternator -- OFF. 2. Nonessential Radio and Electrical Equip. -- OFF 3. Flight -- TERMINATE as soon as practical.