

LSVR-Checklist Cessna 172R (D-EISK)

V 2.0

| COCKPIT CHECKLIST | |
|----------------------|-----------------|
| Keys | AVAILABLE |
| Pitot Cover | REMOVED |
| Control Lock | REMOVED |
| Towing Bar | STOWED |
| Preflight Inspection | COMPLETED |
| Passenger Briefing | COMPLETED |
| Papers | ON BOARD |
| Seats | LOCKED |
| Seat Belts | FASTENED |
| Parking Brake | SET |
| Circuit Breakers | CHECKED, ALL IN |
| Cabin Door | CLOSED/LATCHED |

| IFR START-UP CLEARANCE |
|------------------------|
| Check ATIS / WX |
| Request Start-Up |

| BEFORE START-UP | |
|----------------------|---------|
| Avionic Master | OFF |
| Battery + Alt Master | ON |
| Beacon | ON |
| Autopilot | OFF |
| Fuel Quantity | CHECKED |
| Fuel Selector | BOTH |
| Fuel Shutoff Valve | ON (IN) |

| Engine Startup | see picture 1 on bottom page |
|----------------------|------------------------------|
| Throttle | PUSH IN (OPEN) 6 mm |
| Mixture | IDLE / CUTOFF |
| Aux Pump | ON |
| Engine Cold ? | Only in this case |
| Mixture | RICH until 3-5 GPH shown |
| then Mixture | BACK TO IDLE |

| | |
|--------------------|--------------------|
| Propeller | CLEAR |
| IGNITION | START |
| When Engine starts | MIXTURE SLOWLY FWD |
| Throttle | Retard promptly |
| Aux Pump | OFF |

| If Engine is flooded | |
|----------------------|-----------------|
| AUX PUMP | OFF |
| Mixture | IDLE / CUTOFF |
| Throttle | 1/2 - Full |
| CRANK ENGINE | |
| When Engine starts | |
| MIXTURE | FULL RICH |
| THROTTLE | Retard promptly |

Full Startup Procedure - see POH Page 4-12 ff

| AFTER START-UP | |
|----------------|-------------|
| Throttle | 1.000 RPM |
| Oil Pressure | CHECKED |
| NAVLIGHT | AS REQUIRED |
| STROBES | AS REQUIRED |
| Avionic Master | ON |
| Transponder | STANDBY |
| Altimeter | SET |
| Gyro | SET |
| Mixture | AS REQUIRED |

| TAXI | |
|--------------------|---------|
| Brakes | CHECKED |
| Flight Instruments | CHECKED |

| RUN UP | |
|-------------------|--------------------|
| Parking Brake | SET |
| Throttle | 1.800 RPM |
| Magnetos | CHECKED |
| Eng. Instruments | CHECKED |
| Suction | CHECKED |
| Amperemeter | CHECKED |
| Annunciator Panel | CHECKED |
| Throttle | IDLE then 1000 RPM |

| BEFORE TAKEOFF | |
|-----------------|-------------|
| Engine Run up | COMPLETED |
| Mixture | AS REQUIRED |
| DEP/EMER-Brief. | COMPLETED |
| Flight Controls | CHECKED |
| Trim | SET FOR T/O |
| Flaps | 0 - 10° |
| ATC-Clearance | RECEIVED |
| COM/NAV | SET FOR DEP |

| CLEARED FOR TAKEOFF | |
|---------------------|--------------------|
| Landing Light | ON |
| Transponder | Mode ALT |
| Pitot Heat | ON for IFR-Flights |
| Gyro | CHECKED |

| AFTER TAKE OFF | |
|----------------|--------------|
| Flaps | UP |
| Landing Light | OFF |
| AUX PUMP | CHECK OFF |
| Cruise Climb | 70 - 85 KIAS |

| CRUISE | |
|----------|-----------------|
| Throttle | 2100 - 2700 RPM |
| Trim | ADJUST |
| Mixture | LEAN |

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| APPROACH | |
|---------------|---------------|
| SEATS | UPRIGHT |
| Seat Belts | FASTENED |
| ATIS / WX | COPIED |
| Altimeter | SET QNH |
| Gyro | CHECKED |
| Fuel Selector | BOTH |
| Mixture | AS REQUIRED |
| COM / NAV | SET FOR APPR. |

| FINAL CHECKLIST | |
|-----------------|------|
| Landing Light | ON |
| Mixture | RICH |
| Carburetor Heat | ON |
| Flaps | SET |

| AFTER LANDING | |
|---------------|----------|
| Flaps | UP |
| Transponder | STAND BY |
| Landing Light | OFF |
| Pitot Heat | OFF |

| PARKING | |
|----------------------|---------------|
| Avionic Master | OFF |
| Mixture | IDLE CUT OFF |
| Aux Pump | CHECK OFF |
| Strobes | OFF |
| Nav Lights | OFF |
| Beacon | STAYS ON |
| Magnetos / Keys | OFF & OUT |
| Battery + Alt Master | OFF |
| Fuel Selector | LEFT or RIGHT |
| Throttle | IDLE |

| HANGARING | |
|------------------|------------|
| Aircraft & Cabin | CLEAND |
| Pitot Cover | INSTALLED |
| Control Lock | INSTALLED |
| Malfunctions | REPORTED |
| Documents | COMPLETED |
| Reservations | TERMINATED |

| Typical Airspeeds (KIAS) | |
|--------------------------|-----------|
| VR Rotation Speed | 60 kt |
| VA Manoevring Speed | 90-105 kt |
| VGL Best Glide | 68 kt |
| VX Best Angle of Climb | 62 kt |
| VY Best Rate of Climb | 74 kt |
| VNE Never Exceed | 163 kt |
| VNO Max Struct Cruise | 129 kt |
| Vs Stall Speed | 53 kt |
| Vso Landing Conf | 48 kt |
| VFE Flaps 10° | 110 kt |
| VFE Flaps 10-30° | 85 kt |
| Max Xwind Componen | 15 kt |

Picture 1: Graphical Representation: Startup of C172R

1.) Das Anlassen der D-EISK ist lt. Checkliste folgendermaßen

- Gas ca. 6 mm öffnen
- Gemischregler... Zu
- Pumpe..... Ein
- *d. Gemischregler 3-5 Gal. zuführen- u. wieder schließen.
- e. Anlassen u. (nach der Zündung) den „Gemischregler öffnen.
- f. Pumpe..... Aus

*(Bei warmen Motor, Schritt d., „zuführen“ übergehen)

