

# LSVR-Checklist Cessna F 172 M D-EBTW

V 1.0

COCKPIT CHECKLIST	
Keys	AVAILABLE
Pitot Cover	REMOVED
Control Lock	REMOVED
Towing Bar	STOWED
Preflight Inspection	COMPLETED (acc. POH)
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
Fuel Quantity	CHECKED
Fuel Selector	BOTH

Engine Startup	
Throttle	PUSH IN (OPEN) 3 mm
Mixture	RICH
<b>Engine Cold ?</b>	<b>Only in this case</b>
<b>Prime</b>	<b>2 to 6 STROKES</b>
Propeller AREA	CLEAR
IGNITION	START
Pump Throttle rapidly	TWO STROKES
Return Throttle	PUSH IN (OPEN) 3 mm
When Engine starts	THROTTLE 1000 RPM
Oil Pressure	CHECKED

If Engine is flooded	
Mixture	IDLE / CUTOFF
Throttle	1/2 - Full
CRANK ENGINE	
When Engine starts	
MIXTURE	FULL RICH
THROTTLE	THROTTLE 1000 RPM
<b>Full Startup Procedure - see POH !</b>	

**Normal Procedures** Section 4 - Page 1-27

**Emergency Procedures** Section 3 - Page 1-16

AFTER START-UP	
NAVLIGHT	AS REQUIRED
STROBES	AS REQUIRED
Avionic Master	ON
Transponder	STANDBY
Altimeter	SET
Gyro	Checked
Mixture	AS REQUIRED

TAXI	
Brakes	CHECKED
Flight Controls	FREE and CORRECT
Flaps	DOWN and UP
Flight Instruments	CHECKED

RUN UP	
Parking Brake	SET
Magnetos Check	TROTTLE 1.700 RPM --> RPM DROP < 125 --> RPM DIFF. < 50
Carburetor Heat	--> FOR RPM DROP
Eng. Instruments	CHECKED
Suction	CHECKED
Amperemeter	CHECKED
Annunciator Panel	CHECKED
Throttle	IDLE then 1000 RPM

BEFORE TAKEOFF	
Engine Run up	COMPLETED
Primer	IN and LOCKED
Trottle	FRICITION LOCK ADJUST
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
Cruise Climb	80 - 90 kt (IAS)

CRUISE	
Throttle	2200 - 2700 RPM
Trim	ADJUST
Mixture	LEAN TO MAX RPM THEN (For smooth operation) MINUS 50° F

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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
Approach Speed	65 - 75 kt (IAS)

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

PARKING	
Avionic Master	OFF
Mixture	IDLE CUT OFF
Strobes	OFF
Nav Lights	OFF
Beacon	STAYS ON
Magnetos / Keys	OFF & OUT
Battery + Alt Master	OFF
Throttle	IDLE

HANGARING	
Aircraft & Cabin	CLEANED
Pitot Cover	INSTALLED
Control Lock	INSTALLED
Malfunctions	REPORTED
Documents	COMPLETED
Reservations	TERMINATED

Typical Airspeeds (IAS / CAS)	
VR Rotation Speed	55 kt (CAS)
VA Maneuvering Speed	Normal Operation
At 1043 kp	97 kt (IAS)
VGL Best Glide	65 kt (IAS)
VX Best Angle of Climb	65 kt (CAS)
VY Best Rate of Climb	78 kt (CAS)
VNE Never Exceed	159 kt (IAS)
VNO Max Struct Cruise	128 kt (IAS)
Vs Stall Speed	50 kt (CAS)
Vso Landing Conf	43 kt (CAS)
VFE Flaps 10°	85 kt (IAS)
VFE Flaps 10-40°	85 kt (IAS)
Max Xwind Component Start ;	20 kt
Max Xwind Component Landung ;	15 kt

ÜBERZIEHGESCHWINDIGKEITEN - TRIEBWERK IM LEERLAUF						
Fluggewicht 1043 kp, Querneigungswinkel 0°					kn (CAS)	
Flügelklappen eingefahren					50	
Flügelklappen 20°					45	
Flügelklappen 40°					43	

  

REISEFLUGLEISTUNG SKYHAWK						
	75 % Leistung		65 % Leistung		55 % Leistung	
Höhe	Wahre Flug- geschw. kn	Nauti- sche Meilen/ Gal.	Wahre Flug- geschw. kn	Nauti- sche Meilen/ Gal.	Wahre Flug- geschw. kn	Nautische Meilen Gal.
Meereshöhe	112	13,5	106	14,7	97	15,2
4000 ft	116	14,0	109	15,1	99	15,5
8000 ft	120	14,5	112	15,6	102	15,9
Normatmosphäre						
Windstille						