

PREFLIGHT INSPECTION	
Pitot Tube Cover.....	REMOVE. Check for pitot blockage
Pilot's Operating Handbook.....	AVAILABLE IN THE AIRPLANE.
Airplane Weight and Balance.....	CHECKED
Parking Brake.....	SET
Control Wheel Lock.....	REMOVE
Ignition Switch.....	OFF
Avionics Master Switch.....	OFF
Master Switch.....	ON
Fuel Quantity Indicators.....	CHECK CHECK QUANTITY and ENSURE LOW FUEL ANNUNCIATORS (L LOW FUEL R) ARE EXTINGUISHED
Avionics Master Switch.....	OFF
Static Pressure Alternate Source Valve.....	OFF
Annunciator Panel Switch.....	PLACE AND HOLD IN TST POSITION Ensure all annunciators illuminate
Annunciator Panel Test Switch.....	RELEASE. Check that appropriate annunciators remain on
Fuel Selector Valve.....	BOTH
Fuel Shutoff Valve.....	ON (Push Full In)
Flaps.....	EXTEND
Pitot Heat.....	ON (Carefully check that pitot tube is warm to touch within 30 seconds)
Pitot Heat.....	OFF
Master Switch.....	OFF
Baggage Door.....	CHECK, lock with key
Elevator Trim.....	SET for takeoff
Autopilot Static Source Opening (if installed).....	CHECK for blockage

BEFORE STARTING ENGINE	
Preflight Inspection.....	COMPLETE
Passenger Briefing.....	COMPLETE
Seats and Seat Belts.....	ADJUST and LOCK
Brakes.....	TEST and SET
Circuit Breakers.....	CHECK IN
Electrical Equipment.....	OFF
Avionics Master Switch.....	OFF
Fuel Selector Valve.....	BOTH
Fuel Shutoff Valve.....	ON (push full in)
Avionics Circuit Breakers.....	CHECK IN
ATC FIRST CONTACT	
Master Switch.....	ON
Avionics Master Switch.....	ON
Communications.....	ON
ATIS.....	COPIED
Radio Check.....	WORKING
Start-Up Clearance.....	REQUEST
Communications.....	OFF
Avionics Master Switch.....	OFF

STARTING ENGINE	
Throttle.....	OPEN 1/4 INCH
Mixture .....	IDLE CUTOFF
Propeller Area.....	CLEAR
Master Switch .....	ON
Flashing Beacon .....	ON
Auxiliary Fuel Pump Switch .....	ON
Mixture .....	SET to FULL RICH (full forward) Check stable fuel flow is indicated (usually 3 to 5 seconds), then set to IDLE CUTOFF (full aft) position
Auxiliary Fuel Pump Switch .....	OFF
Ignition Switch.....	START (release when engine starts)
Mixture .....	ADVANCE smoothly to RICH when engine starts
<b>NOTE</b>	
If engine floods (engine has been primed too much), turn off auxiliary fuel pump, place mixture to idle cutoff, open throttle 1/2 to full, and motor (crank) engine. When engine starts, set mixture to full rich and close throttle promptly	
Oil Pressure .....	CHECK
Navigation Lights .....	ON as required
Avionics Master Switch.....	ON
Radios.....	ON
Flaps .....	RETRACT

TAXI CHECKS	
Taxi Clearance.....	REQUEST
Parking Brake.....	OFF
Brakes .....	CHECK
Instruments .....	Check
Turn Left and Right. Check Compass and DI turning in same direction, check Turn-Coordinator for banking direction and ball in opposite direction. Artificial Horizon erected and not moving	

PRE-TAKEOFF CHECKS	
Parking Brake .....	SET
Seats and Seat Belts .....	CHECK SECURE
Cabin Doors .....	CLOSED and LOCKED
Flight Controls .....	FREE and CORRECT
Flight Instruments .....	CHECK and SET
a. DI & Compass .....	ALIGNED
b. Artificial Horizon .....	CHECK AND SET
c. Altimeter .....	CHECK QNH
Fuel Quantity .....	CHECK
Mixture .....	RICH
Fuel Selector Valve .....	RECHECK BOTH
Throttle .....	1800 RPM
a. Magnetos .....	CHECK
(RPM drop should not exceed 150 RPM on either magneto or 50 RPM differential between magnetos)	
b. Vacuum Gage .....	CHECK
c. Engine Instruments and Ammeter .....	CHECK
Annunciator Panel .....	Ensure no annunciators are illuminated
Throttle .....	CHECK IDLE
Throttle .....	1000 RPM or LESS
Throttle Friction Lock .....	ADJUST
Strobe Lights .....	AS DESIRED
Radios and Avionics .....	SET
NAV/GPS Switch (if installed) .....	SET
Autopilot (if installed) .....	OFF
Manual Electric Trim (if installed) .....	CHECK
Elevator Trim .....	SET for takeoff
Wing Flaps .....	SET for takeoff (0°-10°)
Set 10° only on short or soft field, otherwise 0°	
ATC Clearance .....	REQUEST
Transponder .....	SQUAWK CODE
Brakes .....	RELEASE

LINE-UP CHECKS	
Approach .....	CLEAR
Transponder .....	ALT
Pumps .....	ON and check pressure
Landing Light .....	ON
Perform Full Power Run Prior to Takeoff	

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<b>TAKEOFF TECHNIQUES</b>	
<b>NORMAL TAKEOFF</b>	
Wing Flaps.....	0°-10°
Throttle.....	FULL OPEN
Mixture.....	RICH (above 3000 feet, LEAN to obtain maximum RPM)
Elevator Control.....	LIFT NOSE WHEEL (at 55 KIAS)
Climb Speed.....	70-80 KIAS
Wing Flaps.....	RETRACT
<b>SHORT FIELD TAKEOFF</b>	
Wing Flaps.....	10°.
Brakes.....	APPLY
Throttle.....	FULL OPEN
Mixture.....	RICH (above 3000 feet, LEAN to obtain maximum RPM)
Brakes.....	RELEASE
Elevator Control.....	SLIGHTLY TAIL LOW
Climb Speed.....	56 KIAS (until all obstacles are cleared)
Wing Flaps.....	RETRACT slowly after reaching 60 KIAS

<b>CRUISE CHECKS</b>	
<b>Every 10 minutes (FREDA Checks)</b>	
<b>Fuel</b>	
Quantity.....	CHECK
Fuel Valve.....	AS REQUIRED
<b>Radio</b>	
Frequency/Radio Calls.....	CHECK
<b>Engine</b>	
Oil Pressure and Temperature.....	GREEN
Cylinder Head Temperature.....	GREEN
Suction.....	IN LIMITS
Ammeter.....	NOT DISCHARGING
Carb Heat.....	CHECKS 5 SECS
<b>Direction</b>	
DI and Compass Heading.....	CHECK
<b>Altitude</b>	
QNH/Correct Altitude/MSA.....	CHECK

<b>PRE-LANDING CHECKS</b>	
<b>BUMFICHHL Checks</b>	
Brakes.....	RELEASED
Undercarriage.....	DOWN
Mixture.....	RICH
Fuel.....	FUEL PUMP ON/SUFFICIENT
Instruments.....	CHECK
T's&P's in the green, Ammeter, Suction, DI & Compass, QNH	
Carb Heat.....	CHECK
Hatches and Harnesses.....	SECURE
Height.....	CHECK (1000' AAL)
Landing Light.....	ON

<b>LANDING TECHNIQUES</b>	
<b>NORMAL LANDING</b>	
Airspeed.....	65-75 KIAS (flaps UP)
Wing Flaps.....	AS DESIRED (0°-10° below 110 KIAS, 10°-30° below 85 KIAS)
Airspeed.....	60-70 KIAS (flaps DOWN)
Touchdown .....	MAIN WHEELS FIRST
Landing Roll.....	LOWER NOSE WHEEL GENTLY
Braking.....	MINIMUM REQUIRED
<b>SHORT FIELD LANDING</b>	
Airspeed.....	65-75 KIAS (flaps UP)
Wing Flaps.....	FULL DOWN (30°)
Airspeed.....	61 KIAS (until flare)
Power.....	REDUCE to idle after clearing obstacle
Touchdown .....	MAIN WHEELS FIRST
Brakes.....	APPLY HEAVILY
Wing Flaps.....	RETRACT

<b>AFTER LANDING CHECKS</b>	
Flaps.....	UP
Carb Heat.....	COLD
Fuel Pump.....	OFF
Landing Light .....	OFF
Transponder .....	STANDBY (WHEN CLEAR OF RUNWAY)
Unnecessary Equipment.....	OFF
Trim .....	SET NEUTRAL
Taxi Clearance.....	OBTAINED

<b>SHUT DOWN CHECKS</b>	
Parking Brake .....	SET.
Electrical Equipment, Autopilot (if installed) .....	OFF
Avionics Master Switch.....	OFF
Mixture .....	IDLE CUTOFF (pulled full out)
Ignition Switch.....	OFF
Master Switch .....	OFF
Control Lock.....	INSTALL
Fuel Selector Valve .....	LEFT or RIGHT to prevent cross feeding