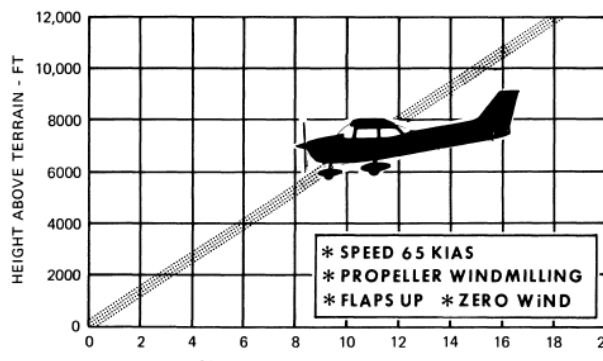


PRESTART	BEFORE TAKE OFF AT RUNUP BAY
Preflight Inspection.....COMPLETE Control wheel lock.....REMOVE Flight controlsfree and correct Ignition switch.....OFF Master switch.....ON Fuel quantity indicators....CHECK QUANTITY Fuel selector valve.....BOTH Maintenance release.....checked and signed Flight times.....Recorded Seats, belts, Shoulder Harnesses....ADJUST Fuel Valve.....BOTH Passenger.....BRIEF (S.A.F.E.T.Y) Radios, Autopilot, electrical equipment....OFF BrakesTest and SET Circuit Breakers.....CHECK IN STARTING ENGINE Mixture.....RICH Carburettor.....COLD Throttle.....OPEN ½ INCH Primer (5 cold, 3 hot).....AS REQUIRED Beacon lights.....ON Check area visually....."CLEAR PROP!" Ignition Starter.....START	• Parking Brake.....SET • Cabin Doors windows.....CLOSED • Flight controlsfree and correct • Flight instruments.....SET • Fuel Selector.....BOTH • Elevator & Rudder TrimTAKEOFF • Radios.....SET • Mixture.....Rich • Check area all clear behind • OIL PRESSGREEN CHECK • Throttle.....1700 RPM • Magnetos check RPM drop.....L/R ◦ (125 Max drop 50 max Differential) • Carburettor heatCHECK RPM DROP • Engine instruments and ammeter.....CHECK • Suction gauge.....CHECK • Throttle.....check idle then 1000 rpm • Throttle friction lock.....ADJUST • Wing flaps set.....0° - 20° • Pre take off safety brief.....COMPLETE • Parking Brake.....RELEASE
	BEFORE ENTERING RUNWAY
	• F.....Fuel selected BOTH / Flaps set • L..... All Lights on • A..... Altimeter baro set correct • R.....Radio Freq correct / Radar transponder on • E.....Engine T's & P's / Exits locked
AFTERSTART	AFTER TAKEOFF
Oil pressure...Within 30 sec CHECK NORMAL If no indication shut off and investigate • Throttle.....1000 RPM • Volts / Amps.....Positive • Avionics switch.....ON • Flaps.....UP • Intercom / RADIO....CHECK VOLUME • Transponder check.....1200 • Altimeter BARO.....SET	• 300 Ft flaps up • Temperature and pressure check
	BEFORE LANDING
	• B – Brakes checked pressure park brake off • U – Undercarriage down • M – Magnetos both • P- Primer in and locked • F – Fuel sufficient / on both • I – Instruments Green range • S – Switches (as required) • C – Carburettor heat on / Cowl flaps closed • H – Hatches, seatbelts, and harnesses secure
PRE-TAXI CHECK	AFTER LANDING CLEAR OF THE RUNWAY
• DISCUSS: ◦ Taxi plan runway and route ◦ THREATS ◦ ERRORS ◦ DEPARTURE PLAN AND NOTAMS • RADIO CHECK / TAXI CALL...GIVEN • Move and check brakes	• Toe Brakes.....Hold • Clear of runway..... radio call • Identify flapsand select up • NAV / landing lights..... off
	SHUTDOWN / SECURING
	• Throttleidle • Avionics.....off • Mixture.....IDLE CUT OFF • Ignition switchoff key removed • MASTER SWITCH.....OFF • FUEL SELECTOR.....RIGHT TANK

AIRSPEEDS	EMERGENCY LANDING WITHOUT POWER
- BEST GLIDE @ 2300Lbs.....65 Kias - STALL CLEAN47 Kts - STALL WITH FLAP.....41 Kts - Va(Maneuvering)...2300 Lbs... 96 kias 1950 Lbs... 88 kias 1600 Lbs...80 kias - Vne (Never exceed).....160 kias - Vno.....128 kias - Vmax Crosswind Demonstrated..15 Kts - Vfe.....85 kias - Vmax window open.....160 kias	 Figure 3-1. Maximum Glide

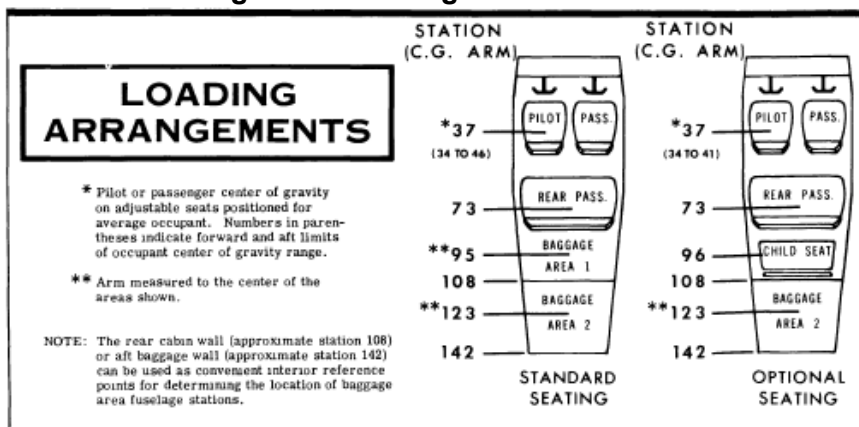
TAKE OFF SAFETY BRIEF	ENGINE FIRE INFLIGHT
If anything should happen prior to lift off I WILL close the throttle apply brakes and stop. If I have an engine failure after lift off with sufficient runway remaining I WILL close the throttle, lower the nose and land straight ahead. With insufficient runway remaining I WILL Close the throttle pick an area 15-20° either side of the nose and make an off field landing. If I have an engine failure above 700 ft I will consider a return to land on the opposite runway.	- MIXTURE-----IDLE CUT OFF - FUEL SELECTOR-----OFF - MASTER SWITCH-----OFF - CABIN HEAT AND AIR-----OFF (EXCEPT OVERHEAD VENTS) - AIRSPEED 100 KIAS (If fire is not extinguished, increase the glide speed to find and airspeed which will provide an incombustible mixture) - FORCED LANDING -----EXECUTE
ENGINE FAILURE DURING TAKE OFF	PRECAUTIONARY LANDING WITH POWER
- THROTTLE IDLE / CLOSED - BRAKES APPLY - WING FLAPS RETRACT - MIXTURE.....IDLE CUT OFF - IGNITION SWITCHOFF	- WING FLAPS..... 20° - AIRSPEED.....65 KIAS - SELECTED FIELD.....FLY OVER, noting terrain and obstructions, then retract flaps upon reaching a safe altitude and airspeed. - RADIO AND ELECTRICAL SWITCHES OFF - WING FLAPS 40° (ON FINAL APPROACH) - FINAL APPROACH SPEED..... 65 KIAS - MASTER SWITCH..... OFF - DOORS ..UNLATCH PRIOR TO TOUCHDOWN - TOUCHDOWN.....SLIGHTY TAIL LOW - IGNITION SWITHCES.....OFF - BRAKES.....APPLY HEAVILY
ENGINE FAILURE AFTER TAKEOFF	
- FLY THE AIRCRAFT AIRSPEED; 65 KIAS (flaps up) 60 KIAS (flaps down) - MIXTUREIDLE CUT OFF IF time permits: - FUEL SELECTOR VALVEOFF - IGNITION SWITCH..... OFF - WING FLAPS AS REQUIRED.....40° - MASTER SWITCH..... OFF	
EMERGENCY LANDING WITHOUT POWER	DITCHING
- FLY THE AIRCRAFT AIRSPEED; 65 KIAS (flaps up) 60 KIAS (flaps down) - MIXTUREIDLE CUT OFF IF time permits: - FUEL SELECTOR VALVEOFF - IGNITION SWITCH..... OFF - WING FLAPS AS REQUIRED.....40° - MASTER SWITCH..... OFF - DOORS UNLATCH PRIOR TO TOUCHDOWN - TOUCHDOWNSLIGHTLY TAIL LOW - BRAKES.....APPLY HEAVILY	- TRANSMIT MAYDAY SQUAWK 7700 - HEAVY OBJECTS (IN BAGGAGE AREA).. SECURE OR JETTISON - WING FLAPS 20° OR 40° - POWER 300 FT/MIN DESC AT 60 KIAS - APPROACH—HIGH WIND, HEAVY SEA—INTO WINDS - LIGHT WINDS, HEAVY SWELLS – PARALLEL TO SWELLS. - CABIN DOORS—UNLATCH - TOUCHDOWN LEVEL ATTITUDE - FACE – CUSHION AT TOUCHDOWN - EVACUATE THROUGH CABIN DOORS ONCE CLEAR INFLATE LIFE VESTS

DATE : ____/____/____ ROUTE: _____

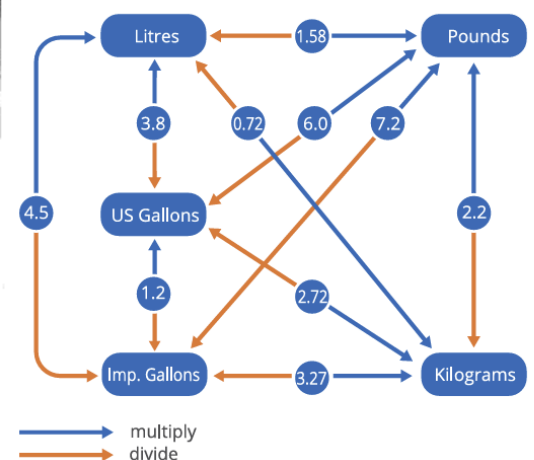
Passenger manifest (CASR 135.090; 133.080)						Weight	Bags
Name		Dept.		Dest			
Name		Dept.		Dest			
Name		Dept.		Dest			
Name		Dept.		Dest			
Name		Dept.		Dest			
Name		Dept.		Dest			

CESSNA 172 VH-DHZ	Weight kg	Weight lbs (Kg x 2.2)	ARM inch	Moment (lb-ins/1000)
BEW (Basic Empty Weight)			34.15	
Front row pilot + passenger			37	
Second row passenger/s			73	
*Cargo Zone A ** (120 lb max)			95	
*Cargo Zone B (50 lb max)			123	
EZFW				
+ Fuel (Max 190lt) Litres:			11.5	
Ramp Wt. (Max 1161 kg / 2560 lbs)				
- Taxi Fuel 7Lt	5	11	11.5	0.6
TOW (Max 1156Kg / 2550 Lbs)				
- Fuel Burn Litres: @ 35 Lt/Hr			11.5	
Landing Weight				

* Combined weight of both Cargo zones not to exceed 120lbs

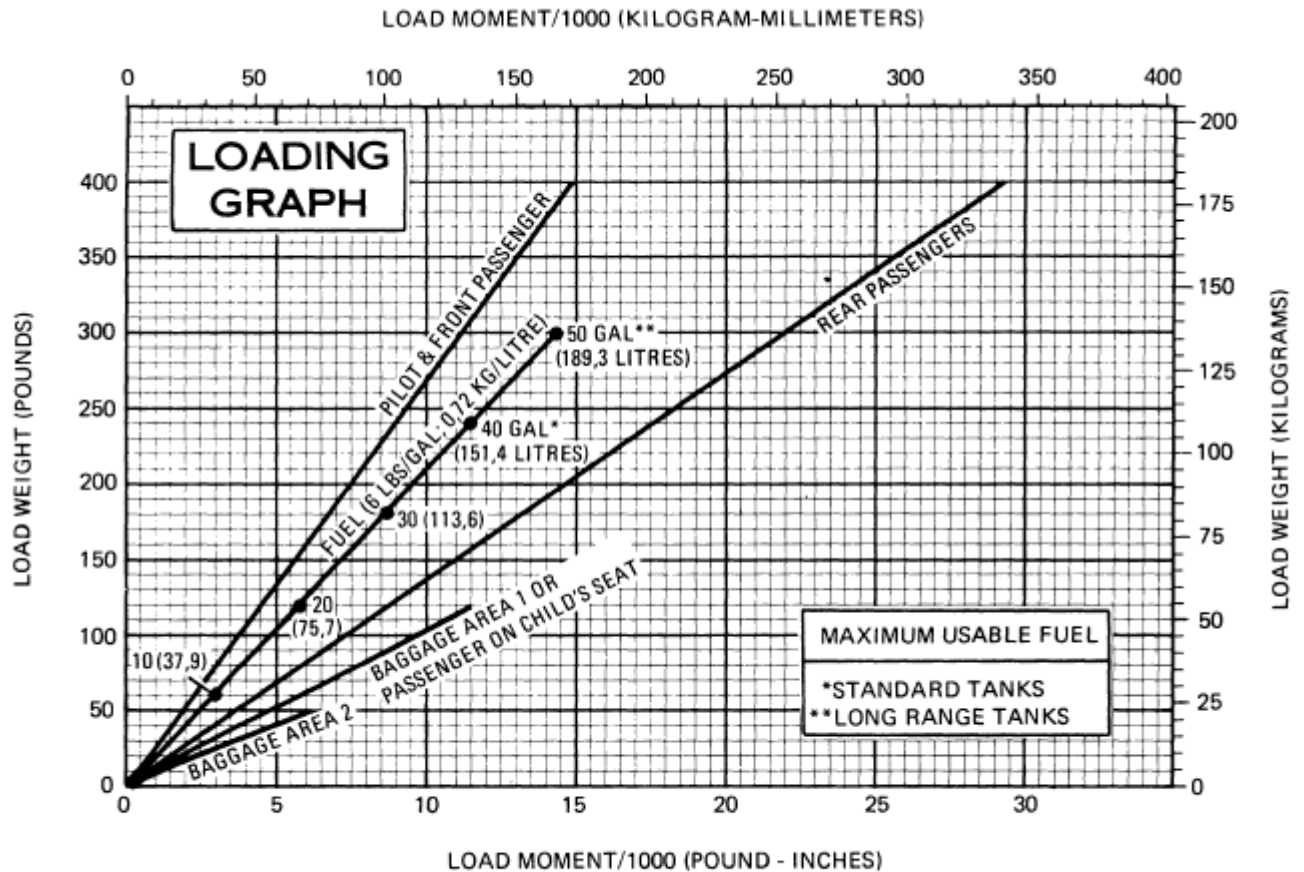


Conversion flow diagram-AVGAS specific



PIC Pilot name: _____ ARN: _____ Signature: _____

PICUS Pilot name: _____ ARN: _____ Signature: _____



NOTE: Line representing adjustable seats shows the pilot or passenger center of gravity on adjustable seats positioned for an average occupant. Refer to the Loading Arrangements diagram for forward and aft limits of occupant C.G. range.

CENTER OF GRAVITY LIMITS

