

## OTHER PROCEDURES

### Take-Off

**Soft Field-** Flaps 10 - avoid brakes. Hold control column back until aircraft flies itself off the rwy, lower nose accelerate in gnd affect to climb speed.

**Short field-**\_\_\_flaps, use full rwy, apply full power, release brakes, accelerate to appropriate speed\_\_\_rotate

### Landing

**Soft Field-**Full flap, hold nose gear off as long as possible, Avoid using brakes.

**Short Field-**Full flap, 65 mph, in flare reduce power to idle, avoid floating, land, lower nose, apply appropriate brakes, hold column back.

### Low Oil Pressure

Low oil pressure with normal oil temp may indicate malfunctioning gauge. Land at nearest aerodrome for inspection.

Total loss of oil pressure and rise in oil temp indicates imminent engine failure likely. Commence forced approach. Leave engine running during approach using only minimum power required to execute safe landing.

### Engine Fire in Flight

Mixture ..... idle cut-off  
Fuel Selector.....off  
Master.....off

Establish glide at **120 MPH**

Close cabin heat control  
Execute forced landing

If fire not extinguished increase glide speed in an attempt to find an airspeed that will provide an incombustible mixture

## Engine Failure in Cruise

Carb heat ON  
Establish flaps up glide @ 80 MPH  
Pick landing field and key points

### **Cause Check:**

Fuel quantity  
Fuel Selector on both  
Mixture rich  
Mags on both  
Primer in & locked

Attempt re-start if time permits:

### **If restart fails:**

Transmit.....MAYDAY  
Transponder.....7700  
Mixture..... idle cut-off  
Fuel selector.....off  
All switches (except master) off

### **Secure Cabin, Brief passengers:**

Remove, glasses, pens & sharp objects from pockets  
Tighten seatbelts  
Secure baggage area  
Use coats for protection of occupants' face

### **On Final:**

Extend flaps as required within gliding distance of field  
Flaps down, airspeed 65 - 75 MPH  
Master.....off  
Unlatch cabin doors

### **Contact info**

FSS.....866-992-7433  
Edenvale Aerodrome .....705-428-3111  
OPP .....1-888-310-1122

cmq.operations@bordenflyingclub.com  
admin@bordenflyingclub.com

www.bordenflyingclub.com



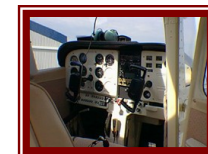
# Borden Flying Club

## At Edenvale Aerodrome

## C-GCMQ CHECKLISTS



### CESSNA C-172 M



Effective 29 June 2011

## CESSNA 172M CMQ CHKLIST

### PRE-FLT INSP, KEYS ON DASH

#### PASSENGER BRIEFING

Door, window, seat belt...operation  
Fire Extinguisher, Medical Kit, ELT

#### PRE-START

Brakes .....Set  
Master .....Off  
HOBBS.....Record  
Controls .....Free  
Avionics Master & Standby.....Off  
ELT Switch Armed. DON'T TOUCH  
Trim Check.....Up/Dwn/Set  
Fuel Selector.....On Both

#### START

Mixture .....Rich  
Throttle.....Set ½"  
Carb heat.....Cold  
Beacon .....On  
Prime.....As Req'd  
Master.....On  
Area, & Announce....."Prop Clear"  
Starter.....engage (15sec max.)

#### AFTER START

Oil Pressure..within 30sec.....Rising  
Idle..... 1000 RPM  
Flaps .....Up  
Avionics Master Only.....On  
Altimeter & Instruments.....Set/Check  
Radio's/Nav Aids.....Set  
Radio: ATIS/Clearance/Advisory

#### TAXI

Park brake .....Off  
Start taxi.....Brakes check  
Instruments.....Turns check  
Nav. Aids.....Check

### RUN UP

A/C...Into wind, Prop blast area clear  
Idle..... 1000 RPM  
Brakes.....Set  
Temps, Pressures.....Normal  
Power.....1700 RPM  
Ammeter Load .....Check  
Mixture.....Check  
Suction.....Check (4.8-5.6)  
Magnetos.....Check (125/50)  
Carb Heat Check.....On  
Power Minimum Idle.....Check  
Pressures.....Check  
Carb Heat..... Off  
Power.....Idle 1000 RPM

### PRE-TAKE OFF CHECK

Power.....Idle 1000 RPM  
Primer.....Locked  
Master.....On  
Mags.....On Both  
Circuit Breakers.....Check  
Carb Heat.....On  
Mixture.....Rich  
Flaps.....As Req'd  
Pressure/Temperature.....Normal  
Fuel..... Sufficient/On Both  
Trim.....Set  
Altimeter/Compass.....Set  
Controls.....free and correct  
Confirm, belts, doors, windows, secure  
Carb Heat .....Off  
Time.....Record  
T/O Briefing.....(Silent Review)

### RWY LINE UP

Transponder As Req.....Alt/On  
Lights.....As Required  
Hdg Indicator (Rwy Hdg).....Check

### CLIMB/CRUISE

Climb speed.....As Appropriate  
300AGL.....Flaps as Req'd  
Recommend Cruise PWR 23-2400 RPM  
Mixture, as req'd RICH of Peak.

### PRE-LDG CHK (DOWNWIND)

Primer.....Locked  
Master.....On  
Mags.....Both  
Carb Heat.....On  
Mixture.....Rich  
Engine Gauges.....Check  
Fuel Selector.....On Both  
Brake Pressure Check/Summer Only  
Seats Belts..... Check/Adjust  
Landing Light.....AS Req.

### AFTER LDG CHECK

Power.....Idle 1000 RPM  
Carb Heat .....Off  
Transponder.....Standby  
Landing Light .....As Req.  
Flaps .....Up  
Down Time.....Record  
Flight Plan.....Close if Applic.

### SHUT DOWN CHECK

Idle.....1000 RPM  
Radio/ELT Check.....121.5  
Radio..... Back to original Freq.  
Nav & Ldg Lights.....Off  
Avionics Master.....Off  
Mixture .....Lean/Idle Cutoff  
Mags.....Off  
Master.....Off  
Keys.....Out, Back on Dash  
HOBBS.....Record

### SECURING CMQ

Control Lock.....Install  
Chocks/Tie downs...In Place/Secure  
Cowl Plugs/Pitot cover.....Install  
Winter Cover if App.....Install  
Tanis Heater(Oct.1st-June 1st)Plug In  
Keys...Return to clip board on cabinet

### PERFORMANCE

V<sub>NE</sub>, Never Exceed 161 KTS 182 MPH  
V<sub>NO</sub>, Max Cruise 128 KTS 145 MPH  
V<sub>FE</sub>, Max Flaps Extd 88 KTS 100 MPH  
V<sub>y</sub>, Best Rate 78 KTS(@SL) 88MPH  
V<sub>x</sub>, Best Angle 60 KTS (@ SL) 68 MPH  
V<sub>s</sub> Stall Flaps 0 53 KTS 57MPH  
V<sub>so</sub> Stall flaps full 42 KTS 49MPH

#### **Best Glide**

Flaps Up= 70 KIAS 80 MPH  
Down = 62KIAS 70 MPH

#### **Normal Approach**

Flaps Up 60-70 KIAS 70-80 MPH  
Flaps Dn 58-65 KIAS 65-70 MPH

#### **Short Field Approach**

Full Flaps 58 KIAS 65 MPH

### TAKE OFF BRIEFINGS

This will be a " \_\_\_\_\_ " (normal)  
take-off on Runway \_\_\_\_\_ at  
\_\_\_\_\_ Airport.

In the event of an engine failure,  
**On T/O roll**, I will close the throttle  
and stop straight ahead.

**Airborne with sufficient Rwy  
remaining**,

I'll close the throttle, land and stop  
straight ahead.

**Airborne with insufficient Rwy  
remaining**,

Below 800' AGL, I will close the  
throttle, land (or ditch) straight  
ahead, or with a minimal turn (10deg)  
for best avail ldg area.

### APPROACH BRIEFING

This will be a VFR approach to,  
**Runway** \_\_\_\_\_ at \_\_\_\_\_ airport.  
**Airport Elevation** is \_\_\_\_\_ ft ASL  
**Circuit is**, Left/Right hand at  
altitude \_\_\_\_\_ ft ASL  
**ATIS** info \_\_\_\_\_ recorded,  
**Altimeter** set \_\_\_\_\_ inches.

Pre-landing check to go,