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, 70 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

CANADIAN OWNERS AND PILOTS ASSOCIATION

Borden Flying Club

At Edenvale Aerodrome

C-GCMQ Checklists

Cessna C-172 M

Effective 5 April 2008

CESSNA 172M CMQ CHKLST

PRE-FLT INSP,KEYS ON DASH PASSENGER BRIEFING

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

PRE-START

Park brake .....On
Master .....Off
HOBBS.....Record
Controls .....Free
Radio's.....Off
Electrics.....Off
Altimeter.....Set
Trim Check.....Up/Dwn/Set
Fuel Selector.....Left tank

START

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

AFTER START

Oil.Pressure..within.30sec.....Rising
Idle..... 1000 RPM
Flaps .....Up
Radios.....On/Set
Nav. Aids.....On/Set/Test
Transponder.....Standby
Instruments.....Check/Set
Radio ATIS/Clearance/Advisory

TAXI

Fuel Selector.....Right Tank
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
Fuel Selector.....Both Tanks
Brakes.....On
Temps, Pressures.....Normal
Power.....1700 RPM
Mixture.....Check
Carb Heat Check.....On/Off
Ammeter Load.....Check
Suction .....Check (4.8-5.6)
Magnetos.....Check (125/50)
Power Minimum Idle.....Check
Pressures.....Check
Power.....Idle 1000 RPM

PRE-TAKE OFF CHECK

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

RWY LINE UP

Transponder .....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.....Hot
Mixture.....Rich
Engine Gauges.....Check
Fuel Selector.....On Both
Brake Pressure Check…Summer Only
Seats Belts..... Adjust/.Check
Landing Light.....AS Req.

AFTER LDG CHECK

Power.....Idle 1000 RPM
Carb Heat .....Off
Transponder.....Standby
Unessential lights & electrics...Off
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.
Radios .....Off
Mixture .....Idle Cutoff
Beacon & Lights .....Off
Mags.....Off
Keys.....Out, Place on Dash
Master.....Off
HOBBS.....Record
Control Lock.....Install
Secure Aircraft....Chocks/Tie down/
Cowl Plugs/Pitot cover

PERFORMANCE

$V_{NE,}$ Never Exceed	161 KTS	**182 MPH**
$V_{NO,}$ Max Cruise	128 KTS	**145 MPH**
$V_{FE,}$ Max Flaps Extd	88 KTS	**100 MPH**
$V_{Y,}$ Best Rate	78 KTS(@SL)	**88MPH**
$V_{X,}$ Best Angle	60 KTS (@ SL)	**68 MPH**
V_S Stall Flaps 0	53 KTS	**57MPH**
V_{SO} 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 **65-75 MPH**

Short Field Approach

Full Flaps 62 KIAS **70 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,