



OE-KLJ | C172 S | Checklist

1 Entfernungen

1 NM / Nautical Mile (Seemeile)	=	1,853	km		
1 km	=	0,539	NM / Nautical Miles / Seemeilen		
1 Statute Mile (Landmeile)	=	1,609	km		
1 km	=	0,62	Statute Miles / Landmeilen		
1 kt / Nautical Mile per Hour	=	1,853	km/h		
1 km/h	=	0,539	kts / Nautical Miles per Hour		
1 MPH / Statute Miles per Hour	=	1,609	km/h		
1 km/h	=	0,62	MPH / Statute Miles per Hour		
1 MPH	=	0,868	kts		
1 ft (1')	=	0,304	m	1 m	= 3,28 ft
1 inch (1")	=	2,54	cm	1 cm	= 0,393 inch

2 Gewichte und Raummaße

1 lb (pound)	=	0,453	kg	1 kg	=	2,205	lbs
1 GAL (US)	=	3,785	Liter	1 Liter	=	0,264	GAL (US)
1 qt Öl	=	0,946	Liter ≈ ¼ GAL				
1 l Öl	=	2	lbs	1 qt Öl	=	0,85	kg Öl
<i>Intentionally left blank</i>							
1 Liter AVGAS	=	1,584	lbs AVGAS	1 lb AVGAS	=	0,63	Liter AVGAS
1 Liter AVGAS	=	0,72	kg AVGAS				
1 US GAL AVGAS = 6 lbs AVGAS							

3 Steigraten

1 m/sec = 196,8 fpm (feet per minute)	1000 fpm = 5,08 m/sec
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4 Temperaturen

T °Celsius = (5/9 mal T °Fahrenheit) - 32	T °Fahrenheit = (9/5 mal T °Celsius) + 32
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5 Näherungsformeln

(NM (kts) x 2) minus 10 % ~ km (km/h)	(km (km/h) : 2) + 10 % ~ NM (kts)
(Meter x 3) + 10 % ~ ft	(ft : 10) x 3 ~ m
fpm : 200 ~ m/sec	(kg x 2) + 10% ~ lbs
Temperaturabnahme mit der Höhe	2° je 1000 ft
Fahrtmesser Höhenkorrektur	+ 2% je 1000 ft Druckhöhe

6 Zurückgelegte Wege

60 kt = 1 NM/Minute	120 kt = 2 NM/Minute	180 kt = 3 NM/Minute
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7 Abkürzungen

- () bedeutet: "nach Erfordernis" oder "falls vorhanden"
 (I) gilt nur für IFR (oder NVFR)
 N gilt nur für NVFR

BLOCK OFF POSITION Position des Flugzeugs, von der aus mit Motorkraft zum Start gerollt wird.

CREW AT STATIONS bedeutet, dass Besatzung und Passagiere ihre Sitze eingenommen haben, und angeschnallt sind.

KURSIV **Allgemeine Hinweise**

rec recommended empfohlene Werte, welche in Hinblick auf Sparsamkeit, Flugzeugschonung oder Lärmreduktion eingehalten werden sollen.

MAP (MP) Manifold Pressure / Ladedruck
RPM Revolutions per minute = U/min
TO Take off
FF Fuel flow / Kraftstoffdurchfluss
l/h Verbrauch in Liter je Stunde
GPH (Gal/h) Verbrauch in Gallonen je Stunde
PPH (lbs/h) Verbrauch in Pfund je Stunde

DC Direct current / Gleichstrom
AC Alternate current / Wechselstrom
KIAS Knots indicated air speed am Fahrtmesser angezeigt
KTAS Knots true air speed für Druck und Temperatur korrigiert

AVIONIC(S) alle Navigationsinstrumente (ADF, VOR, DME, RNAV, GPS)

RADIO(S) Funkgerät(e)

SPEEDS Alle Geschwindigkeitsangaben beziehen sich auf Geradeausflug, erhöhte Werte für Überziehgeschwindigkeit im Kurvenflug bitte beachten.

ELECTRICAL EQUIPMENT alle elektrischen Verbraucher

POH = Pilots Operating Handbook = **AFM** = Aircraft Flight Manual = Betriebshandbuch

8 Transponder Codes im Notfall

Emergency ----- 7700
 Communication Failure ----- 7600

9 Transponder Codes VFR

Austria ----- 7000
 Germany ----- 7000

10 Benutzung der Checkliste

- Die Benutzung der Checkliste enthebt nicht von der Pflicht zur Kenntnis des POH.
- Folgende Regeln gelten nur insoweit, als nicht Sicherheit, Anordnungen der Flugsicherung oder Notverfahren entgegenstehen.

11 Lärmschutz / Umweltschutz

- Auf das Verbot von Tiefflügen wird verwiesen.
- Die Mindestflughöhen sind, wann immer möglich, zu überschreiten.

12 Schonung des Motors und Verlängerung der Lebensdauer

- Leistungseinstellung nach Betriebshandbuch oder Checkliste.
- Im Regelfall sollte mit einer Leistung von 65 % das Auslangen gefunden werden.
- **Exakt Leanen.** Maximum EGT 1.380 - auf reicher Seite einstellen und Motortemperatur (CHT) beobachten.
- Keine abrupten Lastwechsel.
- Kein Sinkflug mit Motorleerlauf – ovoid undercooling
- Im Sinkflug Gemisch nur langsam anreichern um eine Unterkühlung zu vermeiden.

13 Landing Light einschalten

- Ab Startfreigabe bis zum Erreichen der Sicherheitshöhe.
- Landeanflug ab Landefreigabe bis zum Verlassen der Piste.

14 Taxi Light einschalten

- Rollen am Tag und bei Nacht.

15 Treibstoffverbrauch

- Verbrauchsangaben im POH sind Idealwerte und für eine Flugvorbereitung zu niedrig!
- Es wird empfohlen die Erfahrungswerte auf dem Blatt "PERFORMANCE" als realistischen Anhaltspunkt zu verwenden.

16 SPEEDS

-	Never exceed speed.....	V_{NE}	163	CIAS	
-	Maximum structural cruising speed	V_{NO}	129	CIAS	
-	Maneuvering speed 2550 pounds.....	V_A	105	CIAS	
-	Maximum flaps extended speed	10°	V_{FE}	110	CIAS
		Flaps 10° to Full	85	CIAS	
-	Rotating speed	V_R	55	CIAS	
-	Take off safety speed	V_x	65	CIAS	
-	Take off safety speed	V_y	75	CIAS	
-	Approach speed Flaps up.....	$V_{ref} + 10$	75	CIAS	
-	Approach speed Flaps 30° position	V_{ref}	65	CIAS	
-	Stall speed clean configuration	V_S	48	CIAS	
-	Stall speed T/O configuration.....	V_{S1}	43	CIAS	
-	Stall speed LDG configuration	V_{S0}	40	CIAS	
-	Maximum Glide	V_G	68	CIAS	
-	Maximum Headwind uncontaminated RWY.....		27	CIAS	
-	Maximum Tailwind uncontaminated RWY		10	CIAS	
-	Maximum Crosswind uncontaminated RWY		15	CIAS	

17 ENGINE NORMAL OPERATION

- Do not open or close throttle rapidly.
- Avoid high engine speed especially during descents.
- Avoid engine undercooling during descents.

18 WEIGHTS

- Empty Weight..... 790,98 kg = 1743,85 lbs
- Maximum take off (MTOW)
- Maximum landing weight (MLW)
- Maximum in baggage compartment Area A (max. 120lbs) & B (max. 50lbs) 77,11 kg = 120,00 lbs

19 FUEL

- Total fuel
- Usable fuel both tanks

20 OIL CAPACITIES

- Oil capacity up to 3 hours
- Oil capacity more than 3 hours
- **MINIMUM**.....

DO NOT START ENGINE!

21 VOLTAGE

- Alternator (direct current DC)
- Battery DC

22 "Power setting"

Altitude	RPM	ISA -20°C			ISA			ISA +20°C		
		%	KTAS	GPH	%	KTAS	GPH	%	KTAS	GPH
4000	2600	83	120	11,1	77	120	10,4	72	119	9,8
	2550	79	118	10,6	73	117	9,9	68	117	9,4
	2500	74	115	10,1	69	115	9,5	64	114	8,9
	2400	65	110	9,1	61	109	8,5	57	107	8,1
	2300	58	104	8,2	54	102	7,7	51	101	7,3
	2200	51	98	7,4	48	96	7,0	45	94	6,7
	2100	45	91	6,6	42	89	6,4	40	87	6,1
6000	2650	83	122	11,1	77	122	10,4	72	121	9,8
	2600	78	120	10,6	73	119	9,9	68	118	9,4
	2500	70	115	9,6	65	114	9,0	60	112	8,5
	2400	62	109	8,6	57	108	8,2	54	106	7,7
	2300	54	103	7,8	51	101	7,4	48	99	7,0
	2200	48	96	7,1	45	94	6,7	43	92	6,4
8000	2700	83	125	11,1	77	124	10,4	71	123	9,7
	2650	78	122	10,5	72	122	9,9	67	120	9,3
	2600	74	120	10,0	68	119	9,4	64	117	8,9
	2500	65	114	9,1	61	112	8,6	57	111	8,1
	2400	58	108	8,2	54	106	7,8	51	104	7,4
	2300	52	101	7,5	48	99	7,1	46	97	6,8
	2200	46	94	6,8	43	92	6,5	41	90	6,2
10000	2700	78	124	10,5	72	123	9,8	67	122	9,3
	2650	73	122	10,0	68	120	9,4	63	119	8,9
	2600	69	119	9,5	64	117	9,0	60	115	8,5
	2500	62	113	8,7	57	111	8,2	54	109	7,8
	2400	55	106	7,9	51	104	7,5	49	102	7,1
	2300	49	100	7,2	46	97	6,8	44	95	6,5

Die Verbrauchswerte des Betriebshandbuches gelten nur für gleichmäßigen Horizontalflug und bei optimaler Gemischeinstellung.

Altitude	= Pressure Altitude	KTAS	= Knoten True Airspeed
RPM	= Drehzahl	GPH	= Verbrauch in Gallonen je Stunde
MP = MAP	= Manifold Pressure	PPH	= Verbrauch in Pfund je Stunde
% BHP	= Prozent Leistung	EGT max	= maximale Abgastemperatur

1 BLOCK OFF POSITION

01	----- Towing bar -----	remove / store-----	01
02	() --- Tie downs left/right wing / tail -----	remove / store-----	() 02
03	----- Pitot cover -----	remove / store-----	03
04	() --- Fuel drains left/right wing -----	first flight of day / check closed -----	() 04
05	() --- Fuel strainer lower cowling -----	first flight of day / check closed -----	() 05

2 CABIN

01	----- Parking brake -----	set-----	01
02	----- Control lock-----	remove / store-----	02
03	----- Magnetos -----	check OFF -----	03
04	----- Mixture -----	check idle cut off-----	04
05	----- Electrical equipment -----	OFF -----	05
06	----- AVIONICS BUS 1 and BUS 2 -----	OFF -----	06
07	----- MASTER BATTERY-----	ON -----	07
08	----- Primary Flight Display (PFD) -----	verify ON -----	08
09	----- FUEL QTY (L and R) -----	CHECK-----	09
10	----- Low Fuel L and R Annunciators-----	verify OFF -----	10
11	----- OIL PRESSURE Annunciator -----	verify ON -----	11
12	----- LOW VACUUM Annunciator -----	verify ON -----	12
13	----- VOLTS -----	check minimum 24 volt -----	13
14	----- AVIONICS Switch BUS 1 -----	ON -----	14
15	----- Forward Avionics Fan -----	CHECK AUDIBLY FOR OPERATION -----	15
16	----- AVIONICS Switch BUS 1 -----	OFF -----	16
17	----- AVIONICS Switch BUS 2 -----	ON -----	17
18	----- Aft Avionics Fan -----	CHECK AUDIBLY FOR OPERATION -----	18
19	----- AVIONICS Switch BUS 2 -----	OFF -----	19
20	----- PITOT HEAT -----	ON as required / check warm -----	20
21	----- PITOT HEAT -----	OFF -----	21
22	----- Stall Warning System -----	CHECK-----	22
23	----- All Lights and Beacon -----	CHECK-----	23
24	----- Flaps-----	DOWN -----	24
25	----- MASTER ALT and BATT -----	OFF -----	25
26	----- Fire Extinguisher -----	VERIFY gauge green arc -----	26
27	----- First aid -----	available in baggage compartment -----	27

3 LEFT WING

01	----- Wing flap / Aileron -----	check for security / free movement -----	01
02	----- Wing tip / Light -----	undamaged-----	02
03	----- Landing / Taxi light -----	check for condition and cleanliness -----	03
04	() --- Fuel quantity -----	check visually -----	() 04
05	----- Fuel filler cap-----	secure and vent unobstructed -----	05
06	----- Fuel tank vent-----	check for stoppage -----	06
07	----- Stall warning -----	check for free movement-----	07

08-----	Pitot tube -----	check opening for stoppage -----	08
09-----	Tire-----	check for pressure, profile and markings -----	09
10-----	Brake -----	check visually (oil leakage) -----	10
11-----	Wheel fairing-----	check undamaged -----	11

4 FORWARD FUSELAGE / NOSE

01-----	Static source left side -----	check for stoppage -----	01
02-----	Windshield-----	undamaged and clean -----	02
03-----	Engine cowling-----	check for condition and security -----	03
04-----	Oil capacity -----	check / rec 9 qt -----	04
05-----	Engine compartment -----	check visually -----	05
06-----	Oil inspection + refilling door -----	check locked -----	06
07-----	Propeller -----	check for nicks, security and oil leaks -----	07
08-----	Spinner -----	secure and undamaged -----	08
09-----	Exhaust pipe-----	check for condition -----	09
10-----	Air intakes-----	check for restrictions -----	10
11-----	Air filter-----	check for condition -----	11
12-----	Nose wheel tire-----	check for pressure, profile and markings -----	12
13-----	Nose wheel fairing-----	check undamaged -----	13
14-----	Shock absorber -----	normal position -----	14
15-----	Static source right side -----	check for stoppage -----	15

5 RIGHT WING

01 ()---	Fuel quantity -----	check visually -----	() 01
02-----	Fuel filler cap-----	secure and vent unobstructed -----	02
03-----	Fuel tank vent-----	check for stoppage -----	03
04-----	Tire-----	check for pressure, profile and markings -----	04
05-----	Brake -----	check visually (oil leakage) -----	05
06-----	Wheel fairing-----	check undamaged -----	06
07-----	Wing tip / Light -----	undamaged -----	07
08-----	Aileron / Wing flap -----	check for security / free movement -----	08

6 TAIL UNIT

01 ----	Visual inspection -----	no damage -----	01
02-----	Antennas -----	undamaged and fixed -----	02
03-----	Elevator / Rudder -----	check for security / free movement -----	03
04-----	Trim tab -----	check for security -----	04
05-----	Lights -----	check for condition and cleanliness -----	05

7 FLIGHT RECORDS / DOCUMENTS / CHARTS

01-----	Aircraft operation manual / POH -----	handy on board -----	01
02-----	Garmin G1000TM -----	handy on board -----	02
03-----	Garmin Software CD -----	on board -----	03
04-----	Aircraft documents -----	on board and complete -----	04

05----- Pilots licence / Medical----- on board -----05
 06 ()--- Passport ----- on board -----() 06
 07----- Flight log / Charts ----- prepared and handy in cockpit-----07
 08----- Fuel calculation----- prepared -----08
 09----- Mass and balance----- prepared -----09
 10----- Weather information ----- checked-----10
 11 ()--- Flight plan----- acknowledged -----() 11
 12 ()--- NOTAMS / SLOTS ----- checked-----() 12
 13 ()--- Customs ----- disposed-----() 13

8 LOADING

01----- Sic sacs----- handy in cockpit (back rests) -----01
 02 ()--- Motor oil reserve ----- store in baggage compartment -----() 02
 03 ()--- Tie down set / Tow bar ----- store in baggage compartment -----() 03
 04 ()--- Baggage ----- load and secure -----() 04
 05----- Pitot cover ----- store in baggage compartment -----05
 06----- Fuel sampler cup----- store in baggage compartment -----06
 07 ()--- Wheel chocks ----- remove -----() 07
 08----- Baggage door ----- lock -----08

9 PASSENGERS

01 ()--- Passport ----- check available -----() 01
 02 ()--- Briefing ----- flight information given -----() 02
 03 ()--- Boarding assistance ----- fasten seat belts-----() 03

EXTERIOR CHECK COMPLETED
NORMAL FLIGHT CHECKLIST NEXT

1 CREW AT STATIONS

01	Preflight inspection	completed	01
02	Flight log / Charts	prepared	02
03	Sun glasses	handy	03
04 ()	Pocket lamp	handy / check function	() 04
05	Head sets / Second mike	installed / handy	05
06	Tow bar / Wheel chocks	be sure removed	06
07	Passenger Briefing	complete	07
08 ()	Oxygen masks	handy / check function / as required	() 08

2 BEFORE ENGINE START

01	Seat belts / Seats	adjusted / locked / look for passengers	02
02	Doors / Windows	closed / locked	01
03 ()	Parking brake	set	() 03
04	Alternate static source valve	check closed	04
05	Pitch / Rudder trim	set for T/O	05
06	Electrical equipment	OFF	06
07	Avionics Switch / BUS 1 and 2	OFF	07
08	STBY Battery switch	TEST	08

HOLD 20 seconds / Verify that GREEN TEST lamp does NOT go out

09	STBY Battery switch	ARM	09
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verify that PFD comes on

10	Engine indicating System	Check parameters	10
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verify NO RED Xs through engine page indicators

11	BUS E Volts	verify 24 volts minimum	11
12	BUS M Volts	verify lower than 1,5 volts	12
13	BATT S amps	verify discharge (negative)	13
14	STBY BATT annunciator	verify ON	14
15 ()	Panel lights	ON	() 15
16	ATIS / (I) Start up	note / request	16
17	Altimeter PFD BARO	SET	17
18	Standby Altimeter A/P BARO	SET	17
18	Fuel quantity	check	18
19	Fuel selector	BOTH	19
20	ELT	ARM	20

Engine start next

3 ENGINE START

01----- Rotating beacon----- ON -----01
02----- MASTER BATTERY----- ON -----02
03----- Circuit breakers----- check IN -----03
04----- Throttle----- ½ cm open -----04

If engine is warm, go to # 08 (omit priming procedure)

05----- FUEL PUMP switch----- ON -----05
06----- Mixture----- FULL RICH -----06

wait until fuel flow indication is stable, then return to IDLE CUT OFF

07----- FUEL PUMP switch----- OFF -----07
08----- Prop area----- CLEAR -----08
09----- STARTER----- ENGAGE -----09

and advance Mixture smoothly to FULL RICH when engine starts

If engine floods, place mixture to IDLE CUT OFF, open throttle 1/2 and engage starter.

When engine starts, advance mixture FULL RICH and retard throttle promptly.

10----- Oil pressure----- check green sector -----10
11----- ALTERNATOR----- ON -----11
12----- VOLTS / BUS M and BUS E----- check 28 volts-----12
13----- LOW VOLTS annunciator----- verify OFF -----13
14----- AMPS / BATT M and BATT S----- check charge / positive-----14
15----- Avionics / BUS 1 and BUS 2 ----- ON / verify that MFD comes on-----15
16----- (IFR) Data Base void----- check and confirm -----16

4 AFTER ENGINE START

01----- VAC indicator / Backup Horizon ----- check-----01
02----- GAL REM ----- SET -----02
03----- MFD ----- MENU | Restore All Default-----03
04----- Wing flaps----- **check** and set for T/O / rec 10° -----04
05----- COM / NAV / FMS/GPS----- set for departure-----05

Check GPS2 availability on AUX-GPS STATUS page.

No annunciation is provided for loss of GPS2

06----- CDI softkey----- select NAV source -----06
07----- Transponder----- check GND Mode / squawk -----07
08----- Leaning for Ground Operation ----- check according POH -----08

1. Set the Throttlet Control to 1200 RPM
2. Lean the mixture for maximum RPM
3. Set the Throttle Control to 800-1000 RPM rec

READY FOR TAXI

5 TAXI

- 01----- Taxi light / NAV lights () ----- ON -----01
02----- Parking brake ----- release -----02
03----- PDF / MFD / STBY INSTR. ----- verify correct outputs -----03

Power for taxiing maximum 1000 RPM / Don't brake continuously

TAXI CHECK COMPLETED | BEFORE DEPARTURE NEXT

6 BEFORE DEPARTURE

- 01----- Passenger seat backs ----- most upright position -----01
02----- Seat and seat belts ----- recheck secure -----02
03----- Doors / Windows ----- recheck closed and locked -----03
04----- Flight controls ----- free and correct -----04
05----- Flight instruments / PFD ----- check NO RED Xs -----05
06----- Altimeters ----- recheck -----06
07----- G 1000 ALT SEL ----- SET -----07
08----- All standby instruments ----- recheck -----08
09----- Fuel quantity ----- check / verify correct level -----09
10----- Mixture ----- full forward -----10
11----- Fuel selector valve ----- recheck BOTH -----11
12----- Elevator and rudder trim ----- check for takeoff position -----12
13----- Manual electric trim ----- check (refer to POH supplement 3) -----13

7 RUN UP

- 01 ()--- Parking brake ----- set ----- () 01
02----- Power ----- advance to 1800 RPM -----02
03----- Magnetos Check ----- max drop 175 RPM, max difference 50 RPM -----03
04----- VAC indicator ----- check -----04
05----- Engine indicators ----- check -----05
06----- Annunciators ----- check NONE illuminated -----06
07----- Power ----- reduce to 800 - 1000 RPM -----07
08----- Control friction lock ----- adjust -----08
09----- COM and NAV frequencies ----- recheck setting -----09
10----- FMS/GPS Flight Plan ----- as desired -----10
11----- CDI ----- recheck -----11
12----- Transponder ----- recheck GND Mode / squawk -----12
13----- Autopilot ----- OFF -----13

BEFORE DEPARTURE / RUN UP CHECK COMPLETED

TAKE OFF BRIEFING NEXT

8 TAKE OFF BRIEFING

01-----	Maximum TO power -----	2400 RPM -----	01
02-----	V1= VROT -----	55 KIAS -----	02
03-----	Initial Climb -----	65 KIAS -----	03
04-----	Cruise climb -----	75 KIAS / flaps up -----	04
05-----	Runway -----	check -----	05
06-----	Departure Route -----	check -----	06
07-----	In case of engine failure -----	check procedures -----	07

READY FOR TAKE OFF

9 LINING UP

01-----	Landing light / (Strobes) -----	ON -----	01
02 ()---	Pitot heat -----	ON / as required -----	() 02
03 ()---	Prop deice -----	ON / as required -----	() 03
04-----	Parking brake -----	check released -----	04
05-----	Compass -----	check heading / RWY identified -----	05
06-----	Time -----	check and note -----	06
07-----	Mixture / Prop Control -----	recheck full rich / full forward -----	07

10 NORMAL TAKE OFF

01-----	Takeoff power -----	monitor max. 2400 RPM -----	01
02-----	Speed -----	alive -----	02
03-----	Engine instruments -----	check -----	03
04-----	Rotate = V1 -----	55 KIAS -----	04
05-----	Positive rate of climb -----	brakes apply -----	05
06-----	Initial climb speed -----	65 KIAS -----	06
07-----	Transponder -----	check that automatically ON ALT -----	07

CRUISE CLIMB / when reaching safe altitude at 400 ft ground

01 ----	Cruise climb speed -----	75 KIAS -----	01
02-----	Power -----	2400 RPM -----	02
03-----	Wing flaps -----	UP -----	03
04-----	Taxi / Landing light -----	OFF -----	04
05-----	Pitch / Rudder trim -----	correct -----	05
06 ()---	Altimeter -----	set 1013 -----	() 06

CLIMB CHECK COMPLETED
CRUISE CHECK NEXT

11 CRUISE

01----- Power setting ----- rec. 65 % / refer to checklist "performance" -----01
 02----- Pitch trim / Rudder trim----- adjust -----02
 03----- Mixture only above 3000 ft ----- LEAN ASSISTANT | maximum 1380 °C -----03
 04----- Fuel selector----- BOTH -----04
 05----- Fuel quantity ----- check / avoid fuel imbalance -----05

CRUISE CHECK COMPLETED

DESCEND CHECK NEXT

12 DESCENT

01-----	Power -----	descend with power to avoid undercooling -----	01
02-----	Speed-----	take notice of Speed Limitations -----	02
03-----	Mixture -----	enrich smooth to avoid undercooling-----	03
04-----	Altimeters-----	PFD (BARO) SET -----	04
05-----	Standby Altimeter -----	SET -----	05
06-----	G 1000 ALT SEL -----	SET -----	06
07-----	CDI Softkey -----	SELECT NAV source-----	07
08-----	FMS/GPS -----	REVIEW and BRIEF-----	08

OBS/SUSP softkey operation for holding pattern procedure (IFR)

DESCEND CHECK COMPLETED

APPROACH BRIEFING NEXT

13 APPROACH BRIEFING

01-----	ATIS-----	note -----	01
02-----	Approach Routing -----	check-----	02
03-----	Landing Runway-----	check-----	03
04 (I) --	Missed Approach-----	check procedure -----	(I) 03
05-----	Speed limits for flap setting-----	check -----	05

Flaps 0° - 10° below 110 KIAS | Flaps 10° - Full below 85 KIAS

06-----	Approach speeds-----	check -----	06
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80 KIAS / Flaps 10° | 75 KIAS / Flaps 20° | 65 KIAS / Flaps full

14 APPROACH | FINAL APPROACH

01-----	Seat belts / Seats-----	fasten / adjust -----	01
02-----	Seat backs-----	most up position-----	02
03-----	Fuel selector-----	both -----	03
04-----	Mixture -----	full rich-----	04
05-----	Power -----	reduce / rec 100 KIAS-----	05
06-----	Landing / Taxi light -----	ON -----	06
07-----	Flaps 10° below 110 KIAS -----	Approach speed 80 KIAS-----	07
08-----	Flaps 20° below 85 KIAS -----	Approach speed 75 KIAS-----	08
09-----	Runway -----	identified-----	09
10-----	Autopilot -----	OFF -----	10
11-----	Flaps FULL below 85 KIAS-----	Final approach speed 65 KIAS -----	11
12-----	Trim-----	correct -----	12

only if go around may be expected

APPROACH | FINAL APPROACH CHECK COMPLETED

AFTER LANDING CHECK NEXT

15 AFTER LANDING

Brake only if necessary / Apply brakes smoothly

01----- Transponder----- check GND Mode -----01
 02 ()--- TIMER ----- start timer ----- () 02

16 AFTER RUNWAY VACATED

01----- Pitot heat----- OFF -----01
 02----- Prop deice ----- OFF -----02
 03----- Wing flaps----- UP -----03
 04----- Landing light----- OFF -----04
 05----- Pitch / Rudder trim ----- set for next T/O -----05

17 ENGINE CUT OFF

01----- Power ----- 1000 RPM -----01
 02 ()--- Parking brake ----- set ----- () 02
 03----- Landing / Taxi light / Strokes ----- OFF -----03
 04----- NAV lights----- OFF -----04
 05----- Pitot heat----- recheck OFF -----05
 06----- ADF ----- OFF -----06
 07----- AVIONICS BUS 1 and BUS 2 ----- OFF -----07
 08----- Mixture ----- idle cut off -----08
 09----- Magnetos ----- OFF / REMOVE KEY -----09
 10----- Rotating beacon----- OFF -----10
 11----- All internal lights----- OFF -----11
 12----- Battery----- OFF -----12
 13----- Alternator----- OFF -----13
 14----- STBY BATTERY ----- OFF -----14
 15----- Fuel selector valve----- LEFT or RIGHT to prevent crossfeed -----15

ENGINE CUT OFF COMPLETED
SECURING AIRPLANE NEXT

18 SECURING AIRPLANE

01 ()	Parking brake	set	() 01
02	Control lock	install	02
03	Windows	check closed	03
04	Seat belts	arranged	04
05	CABIN CLEARING UP	done	05
06	Checklist	store on copilots seat	06
07 ()	Sun protection	apply	() 07
08	Pitot cover	adjust	08
09 ()	Wheel chocks	apply	() 09
10 ()	Tie downs	secure	() 10

19 BEFORE LEAVING HANGAR / APRON

01	Battery / Alternator switch	recheck OFF	01
02	STBY BATTERY	recheck OFF	02
03	Cabin doors	lock	03
04	Tow bar	remove and store when out of hangar	04
05	Baggage door	lock	05

Bitte, nicht vergessen, Insekten und sonstige Verunreinigungen mit weichem Rehleder und sauberem Wasser entfernen.

*Die Benutzung dieser checklist enthebt den Piloten nicht von der Pflicht zur Kenntnis des Betriebshandbuches.
Im Zweifelsfall hat das Original Cessna AFM Vorrang.*

20 Allgemeine Hinweise

Bei Temperaturen unter - 5°C sollte der Motor grundsätzlich nur nach Vorwärmung gestartet werden. Da bei Minustemperaturen auch die Batterien nicht mehr ihre volle Kapazität haben, wird die Verwendung eines externen Startaggregates / Starterbatterie empfohlen.

21 Anlassen mit Vorwärmung

Warmluft auf Ölwanne und Zylinder richten / mindestens 1 Stunde. Nach Ende der Vorwärmung Motor unverzüglich starten.

22 Short field take off

01-----	Wing Flaps -----	20° -----	01
02-----	Brakes-----	APPLY -----	02
03-----	Throttle Control -----	FULL -----	03
03-----	Mixture Control -----	FULL RICH -----	03

Above 3000 feet pressure altitude lean for maximum RPM (max. 1380°C)

04-----	Brakes-----	RELEASE -----	04
05-----	Elevator Control-----	SLIGHTLY TAIL LOW -----	05
06-----	Climb Airspeed -----	58 KIAS-----	06

Until all obstacles are cleared

07-----	Wing Flaps -----	RETRACT SLOWLY-----	07
---------	------------------	---------------------	----

when airspeed is more than 70 KIAS

23 ENGINE START | Using External Power

Beim Anlassen mit External Power ist zunächst nach Punkt 1 und 2 der "Normal Flight Checklist" zu verfahren.

- | | | | |
|--|-----------------------|----------------------------------|----|
| 01----- | Rotating beacon----- | ON ----- | 01 |
| 02----- | Prop area----- | CLEAR ----- | 02 |
| 03----- | EXTERNAL POWER ----- | CONNECT ----- | 03 |
| 04----- | MASTER BATTERY----- | ON ----- | 04 |
| 05----- | M BUS VOLTS ----- | verify external power volts----- | 05 |
| 06----- | Prop control ----- | high RPM / full forward ----- | 06 |
| If engine is warm, go to # 10 (omit priming procedure) | | | |
| 07----- | FUEL PUMP switch----- | ON ----- | 07 |
| 08----- | Mixture ----- | FULL RICH ----- | 08 |

wait until fuel flow indication is stable, then return to IDLE CUT OFF

- | | | | |
|----------|-----------------------|--------------|----|
| 09----- | FUEL PUMP switch----- | OFF ----- | 09 |
| 10 ----- | STARTER ----- | ENGAGE ----- | 10 |

and advance Mixture smoothly to FULL RICH when engine starts. If engine floods, place mixture to IDLE CUT OFF, open throttle 1/2 and engage starter.

When engine starts, advance mixture FULL RICH and retard throttle promptly.

- | | | | |
|---------|----------------------|--------------------------|----|
| 11----- | Oil pressure----- | check green sector ----- | 11 |
| 12----- | ALTERNATOR----- | ON ----- | 12 |
| 13----- | Engine RPM----- | reduce to idle ----- | 13 |
| 14----- | External Power ----- | disconnect ----- | 14 |
| 15----- | Engine RPM----- | increase ----- | 15 |

approximately 1500 RPM for several Minutes to charge battery

- | | | | |
|---------|-------------------------------|------------------------------|----|
| 16----- | AMPS / BATT M and BATT S----- | check charge / positive----- | 16 |
| 17----- | LOW VOLTS annunciator----- | verify OFF ----- | 17 |
| 18----- | Internal Power ----- | check ----- | 18 |

Master ALT OFF

TAXI and LDG Lights ON

Engine RPM reduce to idle

Master ALT and BATT ON

Engine RPM increase

M BATT Ammeter check

LOW VOLTS annunciator verify OFF

- | | | | |
|---------|----------------------------------|------------------------------------|----|
| 19----- | VOLTS / BUS M and BUS E----- | check green ----- | 19 |
| 20----- | Avionics / BUS 1 and BUS 2 ----- | ON / verify that MFD comes on----- | 20 |

IF M BATT DOES NOT SHOW + AMPS, REMOVE THE MAIN BATTERY FROM THE AIRPLANE AND SERVICE OR REPLACE THE BATTERY BEFORE FLIGHT.

CONINUE WITH "NORMAL FLIGHT CHECKS 4 - AFTER ENGINE START"