

LN-FTA



Pilot's Checklist

SkyHawk

Model 172R

NAV III AVIONICS OPTION

Serials 17281241 and On



THIS CHECKLIST IS CURRENT WITH MODEL 172R NAV III POH (SERIALS 17281241 AND ON) FAA APPROVED U.S. PILOT'S OPERATING HANDBOOK REVISION 4, DATED 12 OCTOBER, 2006. (PART NUMBER 172RPHAUS-04)

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PERF
FLIGHT
GUIDANCE
ELECTRICAL
LANDINGS/
FIRES
FORCED
LANDINGS
ENGINE
FAILURE
EMERGENCY
LANDING
BEFORE
TAKEOFF
NORMAL

LOG OF EFFECTIVE PAGES

Use this page to determine the currency and applicability of your Pilot's Checklist. Pages affected by the current revision are indicated by an asterisk (*) preceding the pages listed under the Page Number column. Following is a description of the Log of Effective Pages columns:

- Page Number – Pilot's Checklist page number.
- Page Status – Indicates if the page has been added, revised or deleted by the current revision.
- Revision Number – Indicates the revision number.

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ORIGINAL	8 March 2005
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PAGE NUMBER	PAGE STATUS	REVISION NUMBER
* i	REVISED	3
ii	REVISED	2
* iii	REVISED	3
iv	REVISED	2
N-1	REVISED	2
* N-2	REVISED	3
N-3 thru N-4	REVISED	2
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N-25 thru N-26	DELETED	2
E-1 thru E-2	REVISED	2
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E-4 thru E-20	REVISED	2
E-21 thru E-22	ADDED	2
P-1 thru P-8	REVISED	2

NOTICE

THE PILOT'S CHECKLIST SHOULD NOT BE USED UNTIL THE FLIGHT CREW HAS BECOME COMPLETELY FAMILIAR WITH THE AIRPLANE AND SYSTEMS. ALL NORMAL AND EMERGENCY PROCEDURE ITEMS AND COMPLETE PERFORMANCE IN THE PILOT'S OPERATING HANDBOOK AND FAA APPROVED AIRPLANE FLIGHT MANUAL SHALL TAKE PRECEDENCE IN CASE OF CONFLICT.

REVISIONS

Changes and/or additions to this checklist will be covered by Owner Advisory revisions published by Cessna Aircraft Company. Owner Advisories are mailed automatically at no charge to owners of United States registered airplanes according to FAA records at the time of the issuance. Owner Advisories are mailed automatically to owners of other than United States registered airplanes, to the subscription address provided Cessna on an Owner Advisory Application.

NOTE

It is the responsibility of the owner to maintain this checklist in a current status when it is being used for operational purposes.

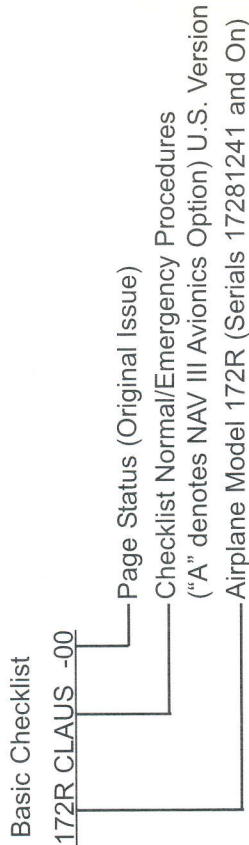
Owners should contact a Cessna Service Station whenever the revision status of their checklist is in question.

REVISED MATERIAL INDICATORS

- A bar will extend the full length of deleted, new or revised text added on new or presently existing pages. This bar will be located adjacent to the applicable text in the outer margin of the page.
- A bar located adjacent to the figure number in the outer margin will be used to indicate that the figure number only has changed.
- An asterisk located at the end of a figure number will be used to indicate that an illustration has been revised or is all new material (Ex: Figure 4*).
- A change bar in the footer will indicate a revision to the header/footer, a new page, format or spelling/grammar changes and/or that information has slipped to or from that page.
- All revised pages will carry the revision number opposite the page number on the applicable page. A list of revisions is located at the beginning of the Log of Effective Pages.

CHECKLIST PART NUMBER

Each page in this checklist contains the part number of the checklist and the page status of each page. Refer to the following example:



NORMAL PROCEDURES

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AIRSPEEDS

AIRSPEEDS FOR NORMAL OPERATIONS

Unless otherwise noted, the following speeds are based on a maximum weight of 2450 pounds and may be used for any lesser weight.

TAKEOFF:

Normal Climb	70 - 80 KIAS
Short Field Takeoff, Flaps 10°, Speed at 50 Feet	57 KIAS

ENROUTE CLIMB, FLAPS UP:

Normal, Sea Level	75 - 85 KIAS
Normal, 10,000 Feet	70 - 80 KIAS
Best Rate-of-Climb, Sea Level	79 KIAS
Best Rate-of-Climb, 10,000 Feet	71 KIAS
Best Angle-of-Climb, Sea Level	60 KIAS
Best Angle-of-Climb, 10,000 Feet	65 KIAS

LANDING APPROACH:

Normal Approach, Flaps UP	65 - 75 KIAS
Normal Approach, Flaps FULL	60 - 70 KIAS
Short Field Approach, Flaps FULL	62 KIAS

BALKED LANDING:

Maximum Power, Flaps 20°	55 KIAS
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MAXIMUM RECOMMENDED TURBULENT AIR PENETRATION SPEED:

2450 POUNDS	99 KIAS
2200 POUNDS	94 KIAS
1600 POUNDS	82 KIAS

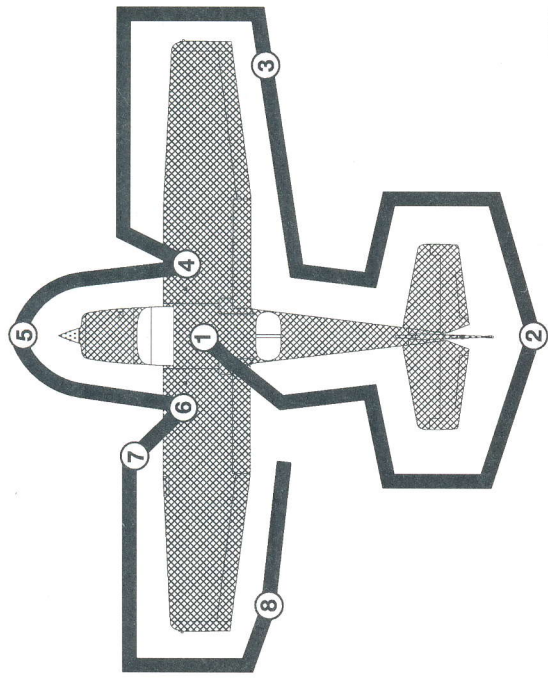
MAXIMUM DEMONSTRATED CROSSWIND VELOCITY:

Takeoff or Landing	15 KNOTS
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All references to sections throughout this checklist refer to the corresponding section of the Pilot's Operating Handbook.

NORMAL PROCEDURES PREFLIGHT INSPECTION

83001



095571019

Figure 1*

NOTE

Visually check airplane for general condition during walk-around inspection. Airplane should be parked in a normal ground attitude (refer to Figure 1-1 in the POH) to make sure that fuel drain valves allow for accurate sampling. Use of the refueling steps and assist handles will simplify access to the upper wing surfaces for visual checks and refueling operations. In cold weather, remove even small accumulations of frost, ice or snow from wing, tail and control surfaces. Also, make sure that control surfaces contain no internal accumulations of ice or debris. Prior to flight, check that pitot heater is warm to touch within 30 seconds with battery and pitot heat switches on. If a night flight is planned, check operation of all lights, and make sure a flashlight is available.

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PREFLIGHT INSPECTION (Continued)

1 CABIN

1. Pitot Tube Cover REMOVE
(Check for pitot blockage)
2. Pilot's Operating Handbook ACCESSIBLE TO PILOT
3. Garmin G1000™ Cockpit
Reference Guide ACCESSIBLE TO PILOT
4. Airplane Weight and Balance CHECKED
5. Parking Brake SET
6. Control Wheel Lock REMOVE

WARNING

WHEN THE MASTER SWITCH IS ON, USING AN EXTERNAL POWER SOURCE, OR MANUALLY ROTATING THE PROPELLER, TREAT THE PROPELLER AS IF THE MAGNETOS SWITCH WERE ON. DO NOT STAND, NOR ALLOW ANYONE ELSE TO STAND, WITHIN THE ARC OF THE PROPELLER SINCE A LOOSE OR BROKEN WIRE, OR A COMPONENT MALFUNCTION, COULD CAUSE THE ENGINE TO START.

7. MAGNETOS Switch OFF
8. AVIONICS Switch (BUS 1 and BUS 2) OFF
9. MASTER Switch (ALT and BAT) ON
10. Primary Flight Display (PFD) CHECK
(Verify PFD is ON)
11. FUEL QTY (L and R) CHECK
12. LOW FUEL L and LOW FUEL R Annunciators CHECK
(Verify annunciators are not shown on PFD)
13. OIL PRESSURE Annunciator CHECK
(Verify annunciator is shown)
14. LOW VACUUM Annunciator CHECK
(Verify annunciator is shown)
15. AVIONICS Switch (BUS 1) ON
16. Forward Avionics Fan CHECK
(Verify fan is heard)

(Continued Next Page)

PREFLIGHT INSPECTION (Continued)

1 CABIN (Continued)

17. AVIONICS Switch (BUS 1) OFF
18. AVIONICS Switch (BUS 2) ON
19. Aft Avionics Fan CHECK
(Verify fan is heard)
20. AVIONICS Switch (BUS 2) OFF
21. PITOT HEAT Switch ON
(Carefully check that pitot tube is warm to the touch within 30 seconds)
22. PITOT HEAT Switch OFF
23. LOW VOLTS Annunciator CHECK
(Verify annunciator is shown)
24. MASTER Switch (ALT and BAT) OFF
25. Elevator Trim Controls TAKEOFF position
26. FUEL SELECTOR Valve BOTH
27. ALT STATIC AIR Valve OFF (push full in)
28. Fire Extinguisher CHECK
(Verify gage pointer in green arc)

(Continued Next Page)

PREFLIGHT INSPECTION (Continued)**2 EMPENNAGE**

1. Baggage Door CHECK
(Lock with key)
2. Autopilot Static Source (if installed) CHECK
(Verify opening is clear)
3. Rudder Gust Lock (if installed) REMOVE
4. Tail Tiedown DISCONNECT
5. Control Surfaces CHECK freedom of movement and security
6. Elevator Trim Tab CHECK security
7. Antennas CHECK for security of attachment
and general condition

3 RIGHT WING TRAILING EDGE

1. Flap CHECK for security and condition
2. Aileron CHECK freedom of movement and security

(Continued Next Page)

PREFLIGHT INSPECTION (Continued)**4 RIGHT WING**

1. Wing Tiedown DISCONNECT
2. Main Wheel Tire CHECK
(For proper inflation and general condition (weather checks, tread depth and wear, etc.))
3. Fuel Tank Sump Quick Drain Valves DRAIN
Drain at least a cupful of fuel (using sampler cup) from each sump location to check for water, sediment, and proper fuel grade before each flight and after each refueling. If water is observed, take further samples until clear and then gently rock wings and lower tail to the ground to move any additional contaminants to the sampling points. Take repeated samples from **all** fuel drain points until **all** contamination has been removed. If contaminants are still present, refer to WARNING below and do not fly airplane.

NOTE

Collect all sampled fuel in a safe container. Dispose of the sampled fuel so that it does not cause a nuisance, hazard or damage to the environment.

WARNING

IF, AFTER REPEATED SAMPLING, EVIDENCE OF CONTAMINATION STILL EXISTS, THE AIRPLANE SHOULD NOT BE FLOWN. TANKS SHOULD BE DRAINED AND SYSTEM PURGED BY QUALIFIED MAINTENANCE PERSONNEL. ALL EVIDENCE OF CONTAMINATION MUST BE REMOVED BEFORE FURTHER FLIGHT.

4. Fuel Quantity CHECK VISUALLY for desired level
5. Fuel Filler Cap SECURE and VENT CLEAR

(Continued Next Page)

PREFLIGHT INSPECTION (Continued)

5 NOSE

1. Fuel Strainer Quick Drain Valve DRAIN
(Located on bottom of fuselage)

Drain at least a cupful of fuel (using sampler cup) from valve to check for water, sediment, and proper fuel grade before each flight and after each refueling. If water is observed, take further samples until clear and then gently rock wings and lower tail to the ground to move any additional contaminants to the sampling points. Take repeated samples from **all** fuel drain points, including the fuel reservoir and fuel selector, until **all** contamination has been removed. If contaminants are still present, refer to WARNING below and do not fly airplane.

NOTE

Collect all sampled fuel in a safe container. Dispose of the sampled fuel so that it does not cause a nuisance, hazard or damage to the environment.

WARNING

IF, AFTER REPEATED SAMPLING, EVIDENCE OF CONTAMINATION STILL EXISTS, THE AIRPLANE SHOULD NOT BE FLOWN. TANKS SHOULD BE DRAINED AND SYSTEM PURGED BY QUALIFIED MAINTENANCE PERSONNEL. ALL EVIDENCE OF CONTAMINATION MUST BE REMOVED BEFORE FURTHER FLIGHT.

2. Engine Oil Dipstick/Filler Cap CHECK OIL LEVEL
then check dipstick/filler cap SECURE.
Do not operate with less than 5 quarts.
Fill to 8 quarts for extended flight.
3. Engine Cooling Air Inlets CLEAR of obstructions
4. Propeller and Spinner CHECK
(For nicks and security)

(Continued Next Page)

(Continued Next Page)

PREFLIGHT INSPECTION (Continued)

7 LEFT WING (Continued)

NOTE

Collect all sampled fuel in a safe container. Dispose of the sampled fuel so that it does not cause a nuisance, hazard or damage to the environment.

WARNING

IF, AFTER REPEATED SAMPLING, EVIDENCE OF CONTAMINATION STILL EXISTS, THE AIRPLANE SHOULD NOT BE FLOWN. TANKS SHOULD BE DRAINED AND SYSTEM PURGED BY QUALIFIED MAINTENANCE PERSONNEL. ALL EVIDENCE OF CONTAMINATION MUST BE REMOVED BEFORE FURTHER FLIGHT.

5. Main Wheel Tire CHECK
(For proper inflation and general condition (weather checks, tread depth and wear, etc.))

8 LEFT WING TRAILING EDGE

1. Aileron CHECK freedom of movement and security
2. Flap CHECK for security and condition

BEFORE STARTING ENGINE

1. Preflight Inspection COMPLETE
2. Passenger Briefing COMPLETE
3. Seats and Seat Belts ADJUST and LOCK
(Verify inertia reel locking)
4. Brakes TEST and SET
5. Circuit Breakers CHECK IN
6. Electrical Equipment OFF
7. AVIONICS Switch (BUS 1 and BUS 2) OFF

CAUTION

THE AVIONICS SWITCH (BUS 1 AND BUS 2) MUST BE OFF DURING ENGINE START TO PREVENT POSSIBLE DAMAGE TO AVIONICS.

8. FUEL SELECTOR Valve BOTH
9. FUEL SHUTOFF Valve ON (push full in)

STARTING ENGINE (WITH BATTERY)

1. Throttle Control OPEN 1/4 INCH
2. Mixture Control IDLE CUTOFF (pull full out)
3. STBY BATT Switch:
 - a. TEST - (Hold for 20 seconds, verify that green TEST lamp does not go off)
 - b. ARM - (Verify that PFD comes on)
4. Engine Indicating System CHECK PARAMETERS
(Verify no red X's through ENGINE page indicators)
5. BUS E Volts CHECK
(Verify 24 VOLTS minimum shown)
6. M BUS Volts CHECK
(Verify 1.5 VOLTS or less shown)
7. BATT S Amps CHECK
(Verify discharge shown (negative))
8. STBY BATT Annunciator CHECK
(Verify annunciator is shown)
9. Propeller Area CLEAR
(Verify that all people and equipment are at a safe distance from the propeller)
10. MASTER Switch (ALT and BAT) ON
11. BEACON Light Switch ON

NOTE

If engine is warm, omit priming procedure steps 12 thru 14 below.

12. FUEL PUMP Switch ON
13. Mixture Control SET to FULL RICH (full forward)
(Full rich until stable fuel flow is indicated (approximately 3 to 5 seconds), then set to IDLE CUTOFF (full aft) position)
14. FUEL PUMP Switch OFF
15. MAGNETOS Switch START
(Release when engine starts)

(Continued Next Page)

STARTING ENGINE (WITH BATTERY) (Continued)

16. Mixture Control ADVANCE smoothly to RICH
(when engine starts)

NOTE

If the engine is primed too much (flooded), place the mixture control in the IDLE CUTOFF position, open the throttle control 1/2 to full, and engage the starter motor (START). When the engine starts, advance the mixture control to the FULL RICH position and retard the throttle control promptly.

17. OIL Pressure CHECK
(Verify that oil pressure increases into the GREEN ARC range in 30 to 60 seconds)
18. AMPS (M BATT and BATT S) CHECK charge (positive)
19. LOW VOLTS Annunciator CHECK
(Verify annunciator is not shown)
20. NAV Lights Switch ON as required
21. AVIONICS Switch (BUS 1 and BUS 2) ON

STARTING ENGINE (WITH EXTERNAL POWER)

1. Throttle Control OPEN 1/4 INCH
2. Mixture Control IDLE CUTOFF (pull full out)
3. STBY BATT Switch:
 - a. TEST - (Hold for 20 seconds, verify that green TEST lamp does not go off)
 - b. ARM - (Verify that PFD comes on)
4. Engine Indication System CHECK PARAMETERS
(Verify no red X's through ENGINE page indicators)
5. BUS E Volts CHECK
(Verify 24 VOLTS minimum shown)
6. M BUS Volts CHECK
(Verify 1.5 VOLTS or less shown)
7. BATT S Amps CHECK
(Verify discharge shown (negative))
8. STBY BATT Annunciator CHECK
(Verify annunciator is shown)
9. AVIONICS Switch (BUS 1 and BUS 2) OFF
(Verify annunciator is shown)
10. MASTER Switch (ALT and BAT) OFF
11. Propeller Area CLEAR
(Verify that all people and equipment are at a safe distance from the propeller)
12. External Power CONNECT to ground power receptacle
13. MASTER Switch (ALT and BAT) ON
14. BEACON Light Switch ON
15. M BUS VOLTS CHECK
(Verify that approximately 28 VOLTS is shown)

NOTE

If engine is warm, omit priming procedure of steps 16 thru 18 below.

16. FUEL PUMP Switch ON
17. Mixture Control SET to FULL RICH (full forward)
(Full rich until stable fuel flow is indicated (approximately 3 to 5 seconds), then set to IDLE CUTOFF (full aft) position)

(Continued Next Page)

STARTING ENGINE (WITH EXTERNAL POWER) (Continued)

18. FUEL PUMP Switch OFF
19. MAGNETOS Switch START
(Release when engine starts)
20. Mixture Control ADVANCE smoothly to RICH
when engine starts

NOTE

If the engine is primed too much (flooded), place the mixture control in the IDLE CUTOFF position, open the throttle control 1/2 to full, and engage the starter motor (START). When the engine starts, advance the mixture control to the FULL RICH position and retard the throttle control promptly.

21. OIL Pressure CHECK
(Verify oil pressure increases into the GREEN ARC range in 30 to 60 seconds)
22. Power REDUCE to idle
23. External Power DISCONNECT from ground power
(Latch external power receptacle door)
24. Power INCREASE
(To approximately 1500 RPM for several minutes to charge battery)
25. AMPS (M BATT and BATT S) CHECK charge (positive)
26. LOW VOLTS Annunciator CHECK
(Verify annunciator is not shown)
27. Internal Power CHECK
 - a. MASTER Switch (ALT) OFF
 - b. TAXI and LANDING Light Switches ON
 - c. Throttle Control REDUCE to idle
 - d. MASTER Switch (ALT and BAT) ON
 - e. Throttle Control INCREASE
(to approximately 1500 RPM)
 - f. Main Battery (M BATT) Ammeter CHECK
(Battery charging, Amps positive)
 - g. LOW VOLTAGE Annunciator CHECK
(Verify annunciator is not shown)

(Continued Next Page)

STARTING ENGINE (WITH EXTERNAL POWER) (Continued)**WARNING**

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

28. NAV Lights Switch ON as required
29. AVIONICS Switch (BUS 1 and BUS 2) ON

BEFORE TAKEOFF

1. Parking Brake SET
2. Pilot and Passenger Seat Backs MOST UPRIGHT POSITION
3. Seats and Seat Belts CHECK SECURE
4. Cabin Doors CLOSED and LOCKED
5. Flight Controls FREE and CORRECT
6. Flight Instruments (PFD) CHECK (no red X's)
7. Altimeters:
 - a. PFD (BARO) SET
 - b. Standby Altimeter SET
 - c. KAP 140 Autopilot (BARO) SET (if installed)
8. G1000 ALT SEL SET
9. KAP 140 Altitude Preselect SET (if installed)

NOTE

There is no connection between the G1000 ALT SEL feature and the KAP 140 autopilot altitude preselect or altitude hold functions. G1000 and KAP 140 altitudes are set independently.

10. Standby Flight Instruments CHECK
11. Fuel Quantity CHECK
(Verify level is correct)

(Continued Next Page)

BEFORE TAKEOFF (Continued)**NOTE**

Flight is not recommended when both fuel quantity indicators are in the yellow arc range.

12. Mixture Control RICH
13. FUEL SELECTOR Valve SET BOTH
14. Elevator Trim Controls SET FOR TAKEOFF
15. Manual Electric Trim (MET) System (if installed) CHECK
(Refer to the POH/AFM, Supplement 3, for Manual Electric Trim check procedures)
16. Throttle Control 1800 RPM
 - a. MAGNETOS Switch CHECK
(RPM drop should not exceed 150 RPM on either magneto or 50 RPM differential between magnetos)
 - b. VAC Indicator CHECK
 - c. Engine Indicators CHECK
 - d. Ammeters and Voltmeters CHECK
17. Annunciators CHECK
(Verify no annunciators are shown)
18. Throttle Control CHECK IDLE
19. Throttle Control 1000 RPM or LESS
20. Throttle Control Friction Lock ADJUST
21. COM Frequency(s) SET
22. NAV Frequency(s) SET
23. FMS/GPS Flight Plan AS DESIRED

NOTE

Check GPS availability on AUX-GPS STATUS page. No announcement is provided for loss of GPS2.

24. XPDR SET
25. CDI Softkey SELECT NAV Source

(Continued Next Page)

BEFORE TAKEOFF (Continued)

CAUTION

THE G1000 HSI SHOWS A COURSE DEVIATION INDICATOR FOR THE SELECTED GPS, NAV 1 OR NAV 2 NAVIGATION SOURCE. THE G1000 HSI DOES NOT PROVIDE A WARNING "FLAG" WHEN A VALID NAVIGATION SIGNAL IS NOT BEING SUPPLIED TO THE INDICATOR. WHEN A VALID NAVIGATION SIGNAL IS NOT BEING SUPPLIED, THE COURSE DEVIATION BAR (D-BAR) PART OF THE INDICATOR IS NOT SHOWN ON THE HSI COMPASS CARD. THE MISSING D-BAR IS CONSIDERED TO BE THE WARNING FLAG.

WARNING

WHEN THE KAP 140 AUTOPILOT IS ENGAGED IN NAV, APR OR REV OPERATING MODES, IF THE HSI NAVIGATION SOURCE IS CHANGED FROM GPS TO NAV1, AUTOMATICALLY OR MANUALLY (USING THE CDI SOFTKEY), OR MANUALLY FROM NAV2 TO GPS, THE CHANGE WILL INTERRUPT THE NAVIGATION SIGNAL TO THE AUTOPILOT AND WILL CAUSE THE AUTOPILOT TO REVERT TO ROL MODE OPERATION. NO WARNING CHIME OR PFD ANNUNCIATION WILL BE PROVIDED. THE PREVIOUSLY SELECTED MODE SYMBOL SHOWN ON THE AUTOPILOT DISPLAY WILL BE FLASHING TO SHOW THE REVERSION TO ROL MODE OPERATION. IN ROL MODE, THE AUTOPILOT WILL ONLY KEEP THE WINGS LEVEL AND WILL NOT CORRECT THE AIRPLANE HEADING OR COURSE. SET THE HDG BUG TO THE CORRECT HEADING AND SELECT THE CORRECT NAVIGATION SOURCE ON THE HSI USING THE CDI SOFTKEY BEFORE ENGAGING THE AUTOPILOT IN ANY OTHER OPERATING MODE.

- 26. Autopilot OFF (if installed)
- 27. CABIN PWR 12V Switch OFF (if installed)
- 28. Wing Flaps UP - 10° (10° preferred)
- 29. Cabin Windows CLOSED and LOCKED
- 30. STROBE Lights Switch ON
- 31. Brakes RELEASE

TAKEOFF

NORMAL TAKEOFF

- 1. Wing Flaps UP - 10° (10° preferred)
- 2. Throttle Control FULL (push full in)
- 3. Mixture Control RICH
(Above 3000 feet pressure altitude, lean for maximum RPM)
- 4. Elevator Control LIFT NOSE/HEEL at 55 KIAS
- 5. Climb Airspeed 70 - 80 KIAS
- 6. Wing Flaps RETRACT at safe altitude

SHORT FIELD TAKEOFF

- 1. Wing Flaps 10°
- 2. Brakes APPLY
- 3. Throttle Control FULL (push full in)
- 4. Mixture Control RICH
(Above 3000 feet pressure altitude, lean for maximum RPM)
- 5. Brakes RELEASE
- 6. Elevator Control SLIGHTLY TAIL LOW
- 7. Climb Airspeed 57 KIAS
(Until all obstacles are cleared)
- 8. Wing Flaps RETRACT SLOWLY
(When airspeed is more than 60 KIAS)

ENROUTE CLIMB

- 1. Airspeed..... 70 - 85 KIAS
- 2. Throttle Control FULL (push full in)
- 3. Mixture Control RICH
(Above 3000 feet pressure altitude, lean for maximum RPM)

CRUISE

- 1. Power..... 2000 - 2400 RPM
(No more than 80% power is recommended)

NOTE

If a maximum performance climb is necessary, use speeds shown in the Rate-of-Climb chart in Section 5 of the POH/AFM.

- 2. Elevator Trim Control ADJUST
- 3. Mixture Control LEAN
(For desired performance or economy)
- 4. FMS/GPS..... REVIEW and BRIEF OBS/SUSP softkey
operation for holding pattern procedure (IFR)

DESCENT

- 1. Power..... AS DESIRED
- 2. Mixture ADJUST
(If necessary to make the engine run smoothly)
- 3. Altimeters:
 - a. PFD (BARO) SET
 - b. Standby Altimeter SET
 - c. KAP 140 Autopilot (BARO) SET (if installed)
- 4. G1000 ALT SEL..... SET
- 5. KAP 140 Altitude Preselect SET (if installed)

NOTE

There is no connection between the G1000 ALT SEL feature and the KAP 140 autopilot altitude preselect or altitude hold functions. G1000 and KAP 140 altitudes are set independently.

- 6. CDI Softkey SELECT NAV source
- 7. FMS/GPS REVIEW and BRIEF OBS/SUSP softkey
operation for holding pattern procedure (IFR)

CAUTION

THE G1000 HSI SHOWS A COURSE DEVIATION INDICATOR FOR THE SELECTED GPS, NAV 1 OR NAV 2 NAVIGATION SOURCE. THE G1000 HSI DOES NOT PROVIDE A WARNING "FLAG" WHEN A VALID NAVIGATION SIGNAL IS NOT BEING SUPPLIED TO THE INDICATOR. WHEN A VALID NAVIGATION SIGNAL IS NOT BEING SUPPLIED, THE COURSE DEVIATION BAR (D-BAR) PART OF THE INDICATOR IS NOT SHOWN ON THE HSI COMPASS CARD. THE MISSING D-BAR IS CONSIDERED TO BE THE WARNING FLAG.

(Continued Next Page)

DESCENT (Continued)

WARNING

WHEN THE KAP 140 AUTOPILOT IS ENGAGED IN NAV, APR OR REV OPERATING MODES, IF THE HSI NAVIGATION SOURCE IS CHANGED FROM GPS TO NAV1, AUTOMATICALLY OR MANUALLY (USING THE CDI SOFTKEY), OR MANUALLY FROM NAV2 TO GPS, THE CHANGE WILL INTERRUPT THE NAVIGATION SIGNAL TO THE AUTOPILOT AND WILL CAUSE THE AUTOPILOT TO REVERT TO ROL MODE OPERATION. NO WARNING CHIME OR PFD ANNUNCIATION WILL BE PROVIDED. THE PREVIOUSLY SELECTED MODE SYMBOL SHOWN ON THE AUTOPILOT DISPLAY WILL BE FLASHING TO SHOW THE REVERSION TO ROL MODE OPERATION. IN ROL MODE, THE AUTOPILOT WILL ONLY KEEP THE WINGS LEVEL AND WILL NOT CORRECT THE AIRPLANE HEADING OR COURSE. SET THE HDG BUG TO THE CORRECT HEADING AND SELECT THE CORRECT NAVIGATION SOURCE ON THE HSI USING THE CDI SOFTKEY BEFORE ENGAGING THE AUTOPILOT IN ANY OTHER OPERATING MODE.

- 8. FUEL SELECTOR Valve BOTH
- 9. Wing Flaps AS DESIRED
(UP - 10° below 110 KIAS)
(10° - FULL below 85 KIAS)

BEFORE LANDING

- 1. Pilot and Passenger Seat Backs MOST UPRIGHT POSITION
- 2. Seats and Seat Belts SECURED and LOCKED
- 3. FUEL SELECTOR Valve BOTH
- 4. Mixture Control RICH
- 5. LANDING and TAXI Light Switches ON
- 6. Autopilot OFF (if installed)
- 7. CABIN PWR 12V SWITCH OFF (if installed)

LANDING

NORMAL LANDING

- 1. Airspeed 65 - 75 KIAS (Flaps UP)
- 2. Wing Flaps AS DESIRED
(UP - 10° below 110 KIAS)
(10° - FULL below 85 KIAS)
- 3. Airspeed 60 - 70 KIAS (Flaps FULL)
- 4. Elevator Trim Control ADJUST
- 5. Touchdown MAIN WHEELS FIRST
- 6. Landing Roll LOWER NOSEWHEEL GENTLY
- 7. Braking MINIMUM REQUIRED

SHORT FIELD LANDING

- 1. Airspeed 65 - 75 KIAS (Flaps UP)
- 2. Wing Flaps FULL
- 3. Airspeed 62 KIAS (until flare)
- 4. Elevator Trim Control ADJUST
- 5. Power REDUCE to idle after clearing obstacle
- 6. Touchdown MAIN WHEELS FIRST
- 7. Brakes APPLY HEAVILY
- 8. Wing Flaps UP

BALKED LANDING

- 1. Throttle Control FULL (push full in)
- 2. Wing Flaps RETRACT to 20°
- 3. Climb Speed 55 KIAS
- 4. Wing Flaps 10° (until obstacles are cleared), then
UP (After reaching a safe altitude and 60 KIAS)

AFTER LANDING

1. Wing Flaps UP

SECURING AIRPLANE

1. Parking Brake SET
2. Throttle Control IDLE (pull full out)
3. Electrical Equipment OFF
4. AVIONICS Switch (BUS 1 and BUS 2) OFF
5. Mixture Control IDLE CUTOFF (pull full out)
6. MAGNETOS Switch OFF
7. MASTER Switch (ALT and BAT) OFF
8. STBY BATT Switch OFF
9. Control Lock INSTALL
10. FUEL SELECTOR Valve LEFT or RIGHT
(To prevent crossfeeding between tanks)

EMERGENCY PROCEDURES

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