

# CHECKLIST

## PH-LVH

### C172

### What to do in case of a serious incident / accident

- Leave the aircraft (make sure master switch, fuel and magneto`s are off).
- Help injured people, if able and possible.
- Call as soon as possible Wings over Holland.
- Never leave the aircraft unguarded behind / coordinate -when possible- with emergency services.
- Do not communicate via VHF, unless mobile phone (network) is unavailable.
- Do not speak with the press, but refer to the WoH crisis team.
- Do not give any information regarding the circumstances to anyone, but refer to the WoH crisis team.
- Do not communicate via SMS, email or on Twitter, Facebook etc.

**Wings over Holland**  
**+31(0)320-288260**

Outside Office hours:  
**+ 31-(0)651556098 (Luuk van Hooijdonk)**

- When unable to reach Wings over Holland, ILT should be notified as soon as possible by the Pilot in Command that a precautionary/emergency landing has occurred.

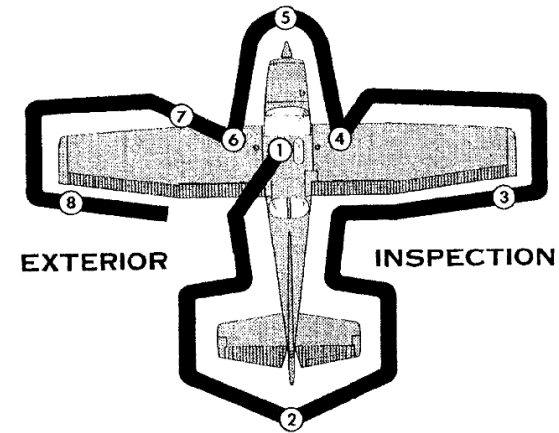
**ILenT**  
**+31-(0)884890000**

- NEVER take-off with the airplane again without explicit permission from Wings over Holland.

**NOTE:**  
**ALL ITEMS HIGHLIGHTED LIGHT GREY ARE ADDED IN THE INTEREST OF FLIGHT SAFETY AND STANDARDIZATION WITHIN WoH.**

**PLATFORM INSPECTION (No Smoking!)**

- |                               |                       |
|-------------------------------|-----------------------|
| Ship papers                   | - On board            |
| Emergency equipment           | - As desired          |
| Loose objects                 | - Stowed              |
| Mass and balance              | - Within limits       |
| Control wheel lock            | - Removed             |
| Magnetos                      | - OFF, key removed    |
| Circuit breakers              | - In                  |
| Electrical switches           | - Off                 |
| Avionics switch / transponder | - Off                 |
| Mixture                       | - IDLE CUT OFF        |
| Fuel selector valve           | - BOTH                |
| Battery switch                | - ON                  |
| Fuel quantity                 | - Checked             |
| Beacon light                  | - Checked and OFF     |
| Position lights               | - Checked and OFF     |
| Landing light                 | - Checked and OFF     |
| Flaps                         | - Down                |
| Battery switch                | - OFF                 |
| Controls                      | - Checked             |
| Trim                          | - Checked and neutral |



**WALK AROUND (refer to diagram EXTERIOR INSPECTION)**

**NOTE**

Visually check aircraft for general condition during walk around inspection. 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. If night flight is planned, check operation of all lights, and make sure a flashlight is available.

- 1
  - Check baggage door for security. Lock with key if baggage will be stowed in the baggage area or children are to occupy a child's seat.
- 2
  - Remove rudder gust lock, if installed.
  - Disconnect tail tie down.
  - Check control surfaces for freedom of movement and security.
- 3
  - Check flap for play; up/down play is allowed but sideways is **not**.
  - Check flap actuating rod straight and secure.
  - Check aileron for freedom of movement and security.
- 4
  - Disconnect wing tie down, if used
  - Check main wheel tire for wear and proper inflation.
  - Check brake calliper and lines for security and leakage.
  - Drain fuel and check for water / sediment
  - Visually check fuel quantity, then check fuel filler cap secure.

**5**

- Check oil level, do not operate with less than six quarts. Fill to eight quarts for extended flights.
- Before first flight of the day and after each refuelling, pull out strainer drain knob for about four seconds to clear fuel strainer of possible water and sediment. Check strainer drain closed. If water is observed, there is a possibility that the fuel tank sumps contain water / sediment. Thus the fuel tank sump drain plugs and fuel selector valve drain plug should be removed to check for presence of water / sediment.
- Check propeller and spinner for nicks and security.
- Check landing light for condition and cleanliness.
- Check carburettor air filter for restrictions by dust or other foreign matter.
- Check nose wheel strut and tire for proper inflation.
- Disconnect tied down rope, if used.
- Inspect flight instrument static source opening on left side of fuselage for blockage.

**6**

- Disconnect wing tie down, if used
- Check main wheel tire for wear and proper inflation.
- Check brake calliper and lines for security and leakage.
- Drain fuel and check for water / sediment
- Visually check fuel quantity, then check fuel filler cap secure.

**7**

- Remove pitot tube cover, if installed and check pitot tube opening for blockage.
- Check fuel tank vent opening for blockage.
- Check stall warning vent opening for blockage.

**8**

- Check aileron for freedom of movement and security.
- Check flap for play; up/down play is allowed but sideways is **not**.
- Check flap actuating rod straight and secure.

**BEFORE STARTING THE ENGINE (Not in front of open Hangar!)**

- |                                    |                   |
|------------------------------------|-------------------|
| Seat, seat belts, shoulder harness | - Adjust and lock |
| Fuel selector valve                | - BOTH            |
| Brakes                             | - Test and set    |
| Radio and electrical equipment     | - OFF             |

**STARTING THE ENGINE**

- |                             |                                                                               |
|-----------------------------|-------------------------------------------------------------------------------|
| Master switch               | - ON                                                                          |
| Beacon light                | - ON                                                                          |
| Carburettor heat            | - COLD                                                                        |
| Mixture                     | - RICH                                                                        |
| Cabin heat                  | - OFF                                                                         |
| Primer                      | - 2 – 6 strokes as required (none if engine is warm)<br>Close and lock primer |
| Throttle                    | - Open 1/8 inch                                                               |
| Propeller area              | - Clear                                                                       |
| Ignition switch             | - START (release when engine starts)                                          |
| Throttle                    | - 1000 rpm                                                                    |
| Oil pressure (in 10-30 sec) | - Check                                                                       |
| Warning lights              | - Off                                                                         |
| All flight instruments      | - Check                                                                       |
| Flaps                       | - UP                                                                          |
| Avionics                    | - On                                                                          |
| Transponder                 | - Standby                                                                     |
| Time (block)                | - Noted                                                                       |
| Tachometer                  | - Noted                                                                       |
| Brakes                      | - Off                                                                         |

**DURING TAXI**

- |        |         |
|--------|---------|
| Brakes | - Check |
| Gyros  | - Check |



## Checklist PH-LVH

Version 02 dd 22/04/2021

### RUN UP

Brakes	- Set
Throttle	- 1000 RPM
Engine instruments	- Checked
Outside	- Clear
Throttle setting	- 1700 RPM
Friction	- Set
Engine instruments	- Check
Ammeter	- Check
Magnetos	- Check (RPM drop should not exceed 125RPM on either magneto or 50RPM differential between magnetos)
Carburettor heat	- Check operation
Throttle	- Idle
Rpm	- Check (approx. 700 rpm)
Throttle	- 1000 rpm

### BEFORE TAKE-OFF

Cabin Doors and windows	- Closed and locked
Seat belts	- Fastened
Flight Controls	- Check for free and correct movement
Magnetos	- BOTH
Fuel selector valve	- BOTH
Flaps	- Set for Take-off
Elevator trim control wheel	- Take-off setting
Flight instruments and radios	- Set
Transponder	- ALT
Brakes	- Off

### RUNWAY ITEMS

Runway heading	- Check
Wind direction	- Check
Landing light	- ON



## Checklist PH-LVH

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### NORMAL TAKE-OFF

Wing flaps	- Up (0°)
Carburettor heat	- COLD
Power	- Full throttle
Elevator control	- Lift nose wheel at 60 MPH
Climb speed	- 75 to 85 MPH

### MAXIMUM PERFORMANCE TAKE-OFF

Wing flaps	- Up (0°)
Carburettor heat	- COLD
Brakes	- Apply
Power	- Full throttle
Brakes	- Release
Airplane attitude	- Slightly tail low
Climb speed	- 68 MPH until all obstacles are cleared

### AFTER 500ft AGL

Throttle	- Check (full power)
Mixture	- Full rich
Engine instruments	- Check
Climb speed	- 80 to 90 MPH

#### **NOTE**

If a maximum performance climb is necessary, use speeds shown in the Maximum Rate-Of-Climb Data chart in Section VI, page 6-3.

### CRUISING

Power	- 2200 to 2700 rpm
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#### **NOTE**

Maximum cruise RPM varies with altitude. For details, refer to Section IV, page 6-4.

Elevator trim control wheel	- Adjust
Mixture	- Lean for maximum RPM



## Checklist PH-LVH

Version 02 dd 22/04/2021

### LET-DOWN / DOWNWIND CHECKS

Magnetos	- Check BOTH
Master switch	- Check ON
Landing light	- ON
Carburettor heat	- ON
Power	- 2100 rpm
Mixture	- RICH
Fuel selector	- check BOTH
Fuel quantity	- Check
Engine instruments	- Checked
Seat Belts	- Fastened
Brakes	- Check
Loose equipment	- Stowed
Wing flaps	- 10°
Speed	- 85 MPH

### BASE LEG CHECKS

Power	- 1500 rpm initially
Wing flaps	- 20°
Speed	- 80 MPH

### FINAL CHECKS

Throttle	- As required
Wing flaps	- 30°
Speed	- 65 - 75 MPH

### BALKED LANDING (GO-AROUND)

Power	- Full throttle
Carburettor heat	- COLD
Wing flaps	- Retract to 20° Upon reaching an airspeed of 65 MPH, retract wing flaps slowly



## Checklist PH-LVH

Version 02 dd 22/04/2021

### NORMAL LANDING

Touchdown	- Main wheels first
Landing roll	- Lower nose wheel gently
Braking	- Minimum required

### AFTER LANDING CHECKS (after Runway vacated)

Landing light	- OFF
Carburettor heat	- COLD
Flaps	- UP
Transponder	- STBY

### AFTER PARKING CHECKS

Brakes	- Set
Throttle	- 1000 rpm
Electrical switches (except Beacon)	- Off
Avionics	- Off
Mixture	- IDLE CUT-OFF
Magnetos	- OFF, key removed
Beacon light	- OFF
Master switch	- OFF
Time (block)	- Noted
Tachometer	- Noted
Control lock	- Installed



**LIMITATIONS**

Stall speed	V <sub>s</sub>	57 MPH
	V <sub>so</sub>	49 MPH
Max angle of climb	V <sub>x</sub>	65 MPH (10° flap)
Max rate of climb	V <sub>y</sub>	80 - 90 MPH (flaps UP)
Manoeuvring speed	V <sub>A</sub>	112 MPH
Max. flap extended speed	V <sub>FE</sub>	100 MPH
Max. structural cruising speed	V <sub>NO</sub>	145 MPH
Never exceed speed	V <sub>NE</sub>	182 MPH
Maximum crosswind		15 KTS
Maximum take-off mass _NORMAL-		1044 kg
Maximum take-off mass –UTILITY-		908 kg
Maximum baggage weight		54 kg

Maximum Load Factors NORMAL			
Flaps Up		Flaps Extended	
Positive	+ 3.8 G	Positive	+ 3.0 G
Negative	- 1.52 G	Negative	- 0.0 G
Maximum Load Factors UTILITY			
Flaps Up		Flaps Extended	
Positive	- 4.4G	Positive	+ 3.0 G
Negative	- 1.76G	Negative	- 0.0 G

Total fuel quantity 144 liter

Fuel grades MOGAS minimum 98 octane unleaded  
AVGAS UL91  
AVGAS 100LL