

# C-GILN Familiarization

Pilot Name \_\_\_\_\_ Date \_\_\_\_\_

ILN is a year 2000 model Cessna 172R. While much of the aircraft is familiar if you've flown any of our other 172s there are some important differences to know. This sheet will help familiarize you with them though studying the POH is also important. A link to a 172R POH will be available on our website.

[https://drive.google.com/file/d/10QcwYSGxX\\_6beZAitfnAn\\_fR7jt8z\\_ei/view?usp=sharing](https://drive.google.com/file/d/10QcwYSGxX_6beZAitfnAn_fR7jt8z_ei/view?usp=sharing)

One of the primary differences with ILN is its fuel injected engine. It has an IO360 limited to 2400 RPM. In cruise it produces the same power and will cruise at the same airspeeds or faster than INS. Starting the fuel injected engine is different from our other aircraft and it is important to follow the checklists.

## Starting

When starting ILN there is no primer, instead you use the auxiliary fuel pump to prime the engine. **The engine should only be primed when cold, and hasn't been run for at least 30 minutes.** Before priming the mixture should be full lean and the throttle in ¼". The aux fuel pump is turned on, the mixture is put to full rich, as soon as any indication shows on the fuel flow gauge (3-5 seconds) pull the mixture immediately to full lean again and shut the fuel pump off, the engine is now primed. Engage the starter with the mixture still full lean, once the engine starts slowly bring the mixture into full rich. This video from Cessna is a great initial guide (link available on our website as well).

<https://www.youtube.com/watch?v=-yVMskFQZsw>

## Doors

The doors on ILN close and latch differently. The latch will not catch automatically like the other 172s, do not slam the door trying to engage it. To close the doors inside gently pull the door shut, hold it closed, then push the latch down. Closing the doors outside just push and hold the door shut, then push the latch in flush with the door.

## Alternate Air

Since ILN has no carburetor there is no carb heat. In the event ice or debris blocks the air intake an automatic alternate air door will open drawing air in from the cowling, resulting in 10% loss of power. There is no manual control for the alternate air.

## Fuel System

ILN has two wing tanks holding 28 gallons of fuel each, and has a total of 53 gallons of usable fuel, 3 gallons are unusable. There is the usual left right and both fuel control switch, however for fuel cutoff instead of an off position there is a fuel cutoff control that is pulled out to cutoff fuel supply. When doing the walk-around note there are 13 fuel sumps including 3 on the belly.

## Annunciators

ILN has an annunciator system on the panel to alert the pilot to low oil pressure, vacuum system failures, or low fuel when less than 5 gallons is present in the L or R fuel tank.

## Avionics

ILN has much newer avionics however their operation should be familiar to the radios in our other aircraft. ILN has a KLN94 IFR GPS, a quick reference handbook is available in the office.

I have read and understand the sign-out sheet  
and am familiar with the aircraft systems and speeds

\_\_\_\_\_  
(Pilot Signature)

The pilot has completed the dual startup demonstration: \_\_\_\_\_  
(Instructor Name) (Instructor Signature)