Cessna 172M N20452

Flight Checklist (Rev. 0 [11.3.18])

Created By: Travis Depcinski; Reviewed By: Joshua Carlson

BEFORE STARTING ENGINE

Exterior Preflight	COMPLETE
Passenger Briefing	
Weight and Balance	VERIFY IN LIMITS
SeatsADJI	USTED AND LOCKED
Seatbelts/Harnesses	FASTENED
Fuel Selector	BOTH
Avionics, Autopilot, Electrical	OFF
Circuit Breakers	CHECK IN
Beacon Switch	ON (ALWAYS ON)

ENGINE START – NORMAL, COLD

Mixture	RICH
Carburetor Heat	COLD
Electrical Master Switches	ON (ALT & BAT)
PrimeAS REQU	IRED (2 – 6 STROKES)
Throttle	
Propeller Area	""CLEAR"
Ignition Switch	
Power	ADJUST 1000RPM
Oil Pressure/Temp	-

NOTE

Starter manufacturers recommend that cranking periods be limited to 10 seconds with a 1-minute rest between cranking periods. Longer cranking periods will shorten the life of the starter.

ENGINE START – FLOODED

Mixture	IDLE/CUTOFF
Throttle	FULL OPEN
Starter	ENGAGE

Engine Ignited But Not Started, Go To Normal Start

WARM UP

As soon as engine start, check oil pressure. If no pressure is indicated within 30 seconds, stop the engine and determine the trouble. Warm up the engine at 1000 RPM. Avoid prolonged engine operation on the ground to prevent overheating.

ΤΔΥΙ

Avionics Master	ON
Avionics/Radios	SET
Taxi Area	CLEAR
Landing Light / Lights	ON
Brakes & Steering	CHECK
Throttle ADJUST >800RPM - N	NOT EXCESSIVE
Strobe LightIF C	ON A RUNWAY

GROUND CHECK – RUN UP

Fuel Selector	BOTH TANKS
Mixture	RICH
Throttle	1700 RPM
	CHECK (R, BOTH, L, BOTH)
MAX DROP I	25/MAX DIFFERENCE 50 RPM
Carburetor Heat	CHECK FOR RPM DROP
	THEN OFF
Engine Gauges	CHECK

Engine Gauges	CHECK
0	FUEL GAUGES
	OIL PRESSURE
	OIL TEMPERATURE
	AMMETER - Positive
	IDI E CLIECU

ThrottleIDLE CHECK
THEN 1000 RPM

BEFORE TAKEOFF – FIRST TAKEOFF

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Flight Controls	FREE AND CORRECT
Fuel Selector	BOTH
Trim	SET FOR TAKEOFF
Flaps0° NORMAL/	10° SHORT or SOFT
Mixture	RICH
Carburetor Heat	OFF
Lights	ON AS REQUIRED
Circuit Breakers	
Ignition Switch	BOTH
Battery & Alternator Master .	ON
Primer	LOCKED
Autopilot	OFF
Flight Instruments	CHECK/SET
Radios	SET
Engine Gauges	CHECK
Door/Window	LATCHED/CLOSED
Seatbelts	FASTENED
Takeoff Briefing	COMPLETE

NORMAL TAKEOFF

Wing Flaps	UP
Throttle	FULL
Elevator Control	ROTATE AT 55 KIAS
Best Angle (Max Weight)	60 KIAS
Best Rate (Max Weight)	79 KIAS

SHORT FIELD TAKEOFF

. 10° (0° IF OBSTACLE)
APPLY
FULL
RELEASE
ROTATE AT 55 KIAS
60 KIAS
79 KIAS

SOFT FIELD TAKEOFF

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Wing Flaps	10° (0° IF OBSTACLE)
Elevator Control	FULL BACK
Throttle	FULL
Nose Wheel	HOVER ABOVE GROUND
Lift Off	STAY IN GROUND EFFECT
Climb	> 60 KIAS

NOTE

Normal and obstacle take-offs are performed with flaps up. Use of 10° flaps will shorten the ground run approximately 10%, but this advantage will be lost in climb. If flaps are used during obstacles leave extended, use obstacle clearance speed of 60 KIAS.

CLIMB

Climb Speed		70 – 85 KIAS
· B	est Rate	79 KIAS
В	est Angle	60 KIAS
Flaps	0° DURING	ACCELERATION
Mixture		FULL RICH

CRUISE

PowerApprox. 2350 I	RPM (USE POWER TABLE)
Elevator Trim	ADJUST
Mixture	ADJUST
Landing Light	OFF

DESCENT

COM/NAV Radios & Avionics	CHECK AND SET
Landing Light	ON
Altimeter & Flight Instruments	sSET
Fuel Selector	FULLEST TANK
Power	AS DESIRED
Carburetor Heat	AS REQUIRED
Seats/Seatbelts	ADJUSTED/FASTENED
Approach Briefing	COMPLETE

BEFORE LANDING

Fuel Selector	BOTH
Mixture	FULL RICH
Carburetor Heat	ON
Flaps	AS DESIRED (< 85 KIAS)
Airspeed Short Final	65 KIAŚ

GO-AROUND

Throttle	FULL
Carburetor Heat	COLD
Wing Flaps	IMMEDIATELY TO 20°
	> 55 KIAS THEN CLIMB
	RETRACT SLOWLY

AFTER LANDING

Flaps	UF
Carburetor Heat	
Strobe Lights	OFF

BEFORE TAKEOFF - SUBSEQUENT TAKEOFFS

Fuel Selector	BOTH
Trim	SET FOR TAKEOFF
Flaps	SET
Mixture	FULL RICH
Carburetor Heat	OFF
Strobe Lights	ON
Instruments/Radios	SET

STOPPING ENGINE

Throttle	1000 RPM
Avionics/Lights/Misc. Electrical	OFF
Mixture	IDLE CUT-OFF
Ignition	OFF
Master Electrical Switches	OFF
Hobbs Meter	RECORDED

QUICK REFERENCES

3FEED3
Power Off Glide (W/O Flaps)65 KIAS
Power Off Glide (W. Flaps)60 KIAS
V _X (@Sea Level & Max Weight)60 KIAS
V _Y (@Sea Level & Max Weight)79 KIAS
V _{SO} 41 KIAS
V _{S1} 47 KIAS
V _{FE} 85 KIAS
V _A (@1950 LBS)89 KIAS
V _{NO} 128 KIAS
V _{NE} 160 KIAS
Normal Approach Flaps Up65 KIAS
Normal/Short Approach Flaps 40°60 KIA
WEIGHTS

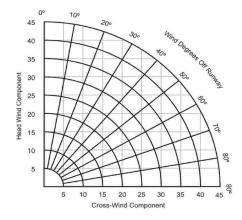
WEIGHTS

SPEEDS

Normal Category:	•
Maximum Weight	2300 lbs
Utility Category:	
Maximum Weight	2000 lbs
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Fuel	38 GAL IN ALL CONDITIONS
Oil	MINIMUM 6 QUARTS

Max Demonstrated	d Crosswind	15	KNOTS
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SECURING AIRCRAFT

Control Lock	INSTALLED
Pitot Cover	INSTALLED
Chocks	INSTALLED
Tie Down/Door Lock	IF APPLICABLE

EMERGENCIES

ENGINE FAILURE DURING TAKEOFF	
Throttle	IDLE
Brakes	APPLY
Wing FlapsRET	
Mixture/IgnitionIDLE CUT-OF	
C .	
ENGINE FAILURE DURING FLIGHT	
TROUBLESHOOTING	
Airspeed6	5KIAS

Carburetor HeatON
Fuel Selector ValveBOTH
MixtureRICH
Ignition SwitchBOTH (OR START)
PrimerIN & LOCKED

ENGINE FILURE FORECED LANDING

ENGINE FILURE FURECED LANDING		
Airspeed65 KIAS (FLAPS UP)		
60 KIAS (FLAPS DOWN)		
Selected Landing SiteDECIDE		
MixtureIDLE CUT-OFF		
Ignition SwitchOFF		
Wing FlapsAS REQUIRED (40° recommended)		
Master Electrical SwitchOFF		
Doors UNLATCH PRIOR TO TOUCHDOWN		

ENGINE FIRE DURING FLIGHT

Mixture	IDLE CUT-OFF
Fuel Selector Valve	OFF
Master Electrical Switch	OFF
Cabin Heat and Air	OFF
Airspeed	100 KIAS
Forced Landing	EXECUTE

ELECTRICAL FIRE DURING FLIGHT

Master Electrical Switch	OFF
All Other Switches (except ignition)	OFF
Vents/Cabin Air/ Heat	CLOSED
Fire Extinguisher	ACTIVATE
Vents/Cabin Air/ Heat OPEN W	HEN FIRE OUT

LANDING WITH A FLAT MAIN TIRE

Approach	NORMAL
Touchdown	
	at tire as long as possible)