

**Cessna 172M N20452**  
**Flight Checklist (Rev. 0 [11.3.18])**  
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**BEFORE STARTING ENGINE**

Exterior Preflight ..... COMPLETE  
 Passenger Briefing ..... COMPLETE  
 Weight and Balance ..... VERIFY IN LIMITS  
 Seats ..... ADJUSTED 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)  
 Prime ..... AS REQUIRED (2 – 6 STROKES)  
 Throttle ..... OPEN 1/8 INCH  
 Propeller Area ..... "CLEAR"  
 Ignition Switch ..... TO START  
 Power ..... ADJUST 1000RPM  
 Oil Pressure/Temp ..... CHECK

**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.

**TAXI**

Avionics Master ..... ON  
 Avionics/Radios ..... SET  
 Taxi Area ..... CLEAR  
 Landing Light / Lights ..... ON  
 Brakes & Steering ..... CHECK  
 Throttle ..... ADJUST >800RPM – NOT EXCESSIVE  
 Strobe Light ..... IF ON A RUNWAY

**GROUND CHECK – RUN UP**

Fuel Selector ..... BOTH TANKS  
 Mixture ..... RICH  
 Throttle ..... 1700 RPM  
 Ignition Switch ..... CHECK (R, BOTH, L, BOTH)  
 MAX DROP 125/MAX DIFFERENCE 50 RPM  
 Carburetor Heat ..... CHECK FOR RPM DROP THEN OFF

Engine Gauges ..... CHECK  
 FUEL GAUGES  
 OIL PRESSURE  
 OIL TEMPERATURE  
 AMMETER - Positive  
 Throttle ..... IDLE CHECK THEN 1000 RPM

**BEFORE TAKEOFF – FIRST TAKEOFF**

Flight Controls ..... FREE AND CORRECT  
 Fuel Selector ..... BOTH  
 Trim ..... SET FOR TAKEOFF  
 Flaps ..... 0° NORMAL/10° **SHORT** or **SOFT**  
 Mixture ..... RICH  
 Carburetor Heat ..... OFF  
 Lights ..... ON AS REQUIRED  
 Circuit Breakers ..... CHECK IN  
 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**

Wing Flaps ..... 10° (0° IF OBSTACLE)  
 Brakes ..... APPLY  
 Throttle ..... FULL  
 Brakes ..... RELEASE  
 Elevator Control ..... ROTATE AT 55 KIAS  
 If Obstacle ..... 60 KIAS  
 NO Obstacle ..... 79 KIAS

**SOFT FIELD TAKEOFF**

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  
 Best Rate ..... 79 KIAS  
 Best Angle ..... 60 KIAS  
 Flaps ..... 0° DURING ACCELERATION  
 Throttle ..... FULL OPEN  
 Mixture ..... FULL RICH

**CRUISE**

Power ..... Approx. 2350 RPM (USE POWER TABLE)  
 Elevator Trim ..... ADJUST  
 Mixture ..... ADJUST  
 Landing Light ..... OFF

\*LINE ON LEFT SIDE OF CHECKLIST ITEM MEANS THIS SHOULD BE DONE AS A FLOW PROCEDURE

