

N12170 Cessna 172-M Checklist

BEFORE START

1. Passenger Brief - SAFETY
2. Seatbelts/doors - secure
3. Hobbs/Tach Time - Record
4. Circuit Breakers - Check In
5. Alternate Static - TEST
6. Brakes - Pedal Test

START

1. Seat Track - Verify Locked
2. Fuel Selector - BOTH
3. Avionics - OFF
4. Carb Heat - OFF
5. Beacon Light - ON
6. Mixture - FULL
7. Throttle - Slight 1/8" in
8. Prime - As Req. - In and Locked
9. Brakes - HOLD
10. Master - ON
11. Prop Area - CLEAR
12. Mags - Start
13. Oil Pressure - GOOD
14. Nav Light - ON
15. Mixture - Taxi as req.

PRE-TAXI

1. Flaps - UP
2. Heat/Vent/Defrost - SET
3. Avionics - ON
4. Transponder - 1200 ALT
5. Radios - SET and TEST
6. ATIS / AWOS - Record
7. Altimeter - SET
8. Nav/Gyros - SET

TAXI

1. Taxi/Landing Light - ON
2. Brakes - TEST
3. Route/Clearance - OBTAINED
4. During Taxi - TEST
 - a. Attitude Indicator
 - b. Turn Coordinator
 - c. H.I. and Compass

RUN-UP

1. Brakes - SET
2. Fuel - BOTH
3. Trim - TAKEOFF
4. Flight Controls - Free and Correct

(Cont.)

5. Primer - In and Locked
6. Oil Temp / Pressure - GREEN
7. Throttle - 1700 RPM
8. Mixture - SET
9. R/L Magnetos - Test (125Max/50Diff)
10. Carb Heat - TEST
11. Suction - GOOD
12. Amps/Volts - TEST
13. Oil P/T - GOOD
14. Throttle - Idle CHECK
15. Throttle Friction - SET

PRE-TAKEOFF

1. Flaps - 0°-10°
2. Circuit Breakers - CHECKED
3. H.I. - Set to Compass
4. Nav Inst - Set/Verified
5. Transponder - Set / 1200
6. Doors / Windows - Latched
7. Carb Heat - OFF / as req.
8. Taxi/Landing Light - ON
9. Time - Note
10. Brakes - Release
11. Brief - Abort/Takeoff Plan
12. Call/Clearance

TAKEOFF

1. Lined up on RWY
2. Throttle - FULL
3. Oil T/P - GREEN
4. RPM - 2300 MIN
5. Airspeed - Alive
6. Rotate - 60 MPH
7. Flaps - UP

CLIMB

1. Power - Full
2. Speed - 80-90 MPH
3. Mixture - As Req.
4. Instruments - NOMINAL
5. Taxi / Landing Light - OFF Above 10,000ft
6. Flight Plan - OPEN

CRUISE

1. Power - SET
2. Mixture - LEAN (50°F Rich of Peak)
3. Instruments - NOMINAL
4. H.I. To compass - SET
5. Fuel Selector - L/R As Req

DECENT

1. Mixture - Richen
2. Fuel - Both
3. Carb Heat - As Req
4. ATIS/AWOS - Obtained
5. Altimeter - Set
6. RWY - Determined
7. Instruments - NOMINAL
8. H.I. to compass - SET

PRE-LANDING

1. Carb Heat - ON
2. Fuel Selector - BOTH
3. Tires/Brakes - Checked/Tested
4. Mixture - Set as Req
5. Primer - In/Locked
6. Seatbelts - Secure
7. Landing Light - ON

AFTER LANDING

1. Flaps - UP
2. Carb Heat - OFF
3. Mixture - As req
4. Trim - Take-Off
5. Transponder - ALT
6. Taxi/Landing Light - ON
7. Taxi - Route/Clearance

SECURING/SHUTDOWN

1. ELT - Silent
2. Taxi/Landing Light - OFF
3. Avionics - OFF
4. Mixture - FULL LEAN
5. Mags - OFF
6. Master - OFF
7. Beacon/Nav Light - OFF
8. Fuel Selector - Left or Right
9. Flight Plan - CLOSED
10. Hobbs / Tach - RECORD
11. Control Lock - INSTALL
12. Wheel Chocks - IN
13. Pitot Cover - INSTALL
14. Tie Down - As Req.
15. Doors - Secured

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PRE-FLIGHT

Interior

1. Documents - A.R.O.W
2. Control Lock - Remove
3. Ignition - OFF
4. Avionics - OFF
5. Master - ON
6. Fuel Gauges - Reading
7. Flaps - Extend
8. Lights/Pitot Heat - ON
9. Master/All Switches - OFF
10. Fuel Selector - BOTH

Exterior

1. Baggage Door - LOCKED
2. Control Surfaces - FREE & SECURE
3. Antennas
4. Tires/Brakes
5. Fuel
 - a. Quantity = Gauges
 - b. Sump
 - c. Strain
 - d. Caps and Vents
6. Static Port & Pitot Tube
7. Stall Indicator - CHECK
8. Air Vents Openings
9. Oil Level
10. Alternator Belt
11. Prop / Spinner
12. Air Intake Filter
13. Nose Strut
14. Windshield - CLEAN
15. Tiedowns/Chocks
16. Final Walk Around

EXCESSIVE RATE OF CHARGE

1. Master - OFF then ON
2. Check for Normal Function
3. If Excessive Rate Returns, Alternator Switch - OFF
4. All Non-Essential Electrical Equip. - OFF
5. Terminate Flight - ASAP

INSUFFICIENT RATE OF CHARGE

1. Avionics Switch - OFF
2. Alternator Circuit Breaker - CHECK IN
3. Master - OFF then ON
4. Low-Voltage Light - Check OFF
5. Avionics Switch - ON

If low-voltage occurs again:

(Cont.)

6. Alternator - OFF
7. Nonessential Electrical Equipment - OFF
8. Terminate Flight - ASAP

ENGINE FIRE ON START

1. Cranking - CONTINUE

If Engine STARTS

2. Power - 1700 RPM
3. Engine - SHUTDOWN

If Engine FAILS to Start

4. Throttle - FULL
5. Mixture - LEAN / CUTOFF
6. Cranking - CONTINUE
7. Fire Extinguisher - OBTAIN
8. Engine - SECURE

- a. Master Switch - OFF
- b. Ignition Switch - OFF
- c. Fuel Selector - OFF

9. Fire- EXTINGUISH
10. Fire Damage - Inspect

ENGINE FIRE IN FLIGHT

1. Mixture - LEAN / CUTOFF
2. Fuel Selector - OFF
3. Master Switch - OFF
4. Cabin Heat and Air - OFF
5. Airspeed - 120 MPH or Until Fire Extinguishers
6. Forced Landing - EXECUTE

ELECTRICAL FIRE

1. Master Switch - OFF
2. Avionics/All Switches - OFF
3. Vents/Cabin Air/Heat - CLOSED

Terminate Flight ASAP - If fire appears out and power is necessary:

4. Master Switch - ON
5. Circuit Breakers - CHECK
Do NOT Reset
6. All Radio Equipment - OFF
7. Avionics - ON
8. Radios/Electrical Switches - ON one at a time
with delay to isolate short circuit
9. Vents/Cabin Air/Heat - OPEN when fire is
determined out

CABIN FIRE

1. Master Switch - OFF
2. Vents/Cabin Air/Heat - CLOSED (To avoid drafts)
3. Fire - EXTINGUISH
4. Terminate Flight - ASAP

WING FIRE

1. Nav Lights - OFF
2. Pitot Heat - OFF
3. Sideslip - Perform to keep flames away from fuel tanks / cabin
4. Terminate Flight - ASAP

ENGINE FAILURE

TakeOff

1. Throttle - IDLE
2. Brakes - APPLY
3. Flaps - UP
4. Mixture - LEAN / CUTOFF
5. Ignition Switch - OFF
6. Master Switch - OFF

Immediately After TakeOff

Complete FORCED LANDING

In Flight - Restart

1. Airspeed - 80 MPH
2. Carb Heat - ON
3. Fuel Selector - BOTH
4. Mixture - RICH / FULL
5. Ignition Switch - TEST L/R, Start if propeller is stopped
6. Primer - IN and LOCKED

FORCED LANDING

1. Airspeed
 - a. Flaps Up - 75 MPH
 - b. Flaps Down - 70 MPH
2. Mixture - LEAN / CUTOFF
3. Fuel Selector - OFF
4. Ignition Switch - OFF
5. Wing Flaps - As Desired
6. Master Switch - OFF
7. Doors - UNLATCH
8. Touchdown - TAIL LOW
9. Brakes - APPLY HEAVILY