

Cessna 172M N12382 Checklists

Preflight

Control Wheel Lock	removed
Ignition switch	off
Master switch	on
Fuel gauges	check
Lights	check
Stall horn	check
Pitot heat	check
Master switch	off
AROW Documents	check
Left wing fuel sump	drain
Elevator hinge bolts	check
Rudder hinge bolts	check
Trim pushrod & bolts	check
Right wing fuel sump	drain
Right wheel, tire, brakes	check
Right flap hinge & pushrod	check
Right aileron & hinges	check
Right fuel tank & quantity	check
Oil level	6 - 8 qts
Main fuel sump	drain
Propeller and spinner	checked
Air filter/cowling	unobstructed
Nose wheel & strut	check
Static vent	unobstructed
Left fuel tank & quantity	check
Pitot tube	unobstructed
Fuel Overflow	unobstructed
Left aileron & hinges	check
Left flap hinge & pushrod	check
Left wheel, tire, brakes	check
Baggage door	locked

Before Starting Engine

Passenger briefing	complete
<i>Seatbelts, Comfort (vents, heat), Fire Extinguisher, Emergency Exit</i>	
Seats & belts	adjust & secure
Doors & Windows	latched
Parking brake	set
Avionics	off
Fuel selector	both
Elevator trim	set

Starting Engine

Flaps	retracted
Carb heat	cold
Throttle	cracked 1/8"
Mixture	rich
Prime	as needed (2-4 strokes)
Propeller area	clear
Master switch	on
Rotating beacon	on
Ignition switch	start

Don't crank for more than 10 seconds!

Oil pressure	positive within 30 sec
Avionics	on

If Engine Over-Primed/Flooded

Mixture	Full lean
Throttle	Full open
Starter	Crank through several revolutions
Repeat starting procedure	

Engine Fire During Start

Ignition	continue cranking
Throttle	full
Mixture	idle cutoff
Master switch	off
Fuel selector	off
Ignition	off
Use fire extinguisher	as needed

Taxi

Taxi & clearance lights	on
Parking brake	released
Brakes	test
Control position	for wind direction
Backup attitude	normal operation

Before Take Off Run Up

Parking brake	set
Controls	free & correct
Fuel selector	both
Mixture	rich

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Before Take Off Run Up, cont

Throttle	1700 rpm
Engine instruments	check
Magnetos	check (max drop < 125, difference < 50 rpm)
Carb heat	check
Vacuum	5.0" Hg
Throttle	idle check
Flaps	check retracted
Elevator trim	set for take-off
Cabin doors	closed & latched
Seat belts & harnesses	secure
Radios & Navigation	set
Transponder	set to ALT
Parking brake	released

Take Off & Climb

Landing light	on
Flaps*	0°
Throttle	full power
Take off roll – airspeed alive & engine instruments green	
Rotate	60 mph
Climb	75-85 mph

Max Performance Take Off

Flaps*	0°
Brakes	held
Power	full throttle
Brakes	released
Climb (clear of obstacles)	68 mph

** Normal and obstacle clearance takeoffs are performed with wing flaps up. The use of 10° flaps is reserved for minimum ground runs or for takeoffs from soft or rough fields (ref. POH page 2-14)*

Engine Failure After Takeoff

PUSH!! forward yoke pressure
Airspeed (no flaps) **75 mph**
 Mixture idle cut off
 Fuel selector off
 Master switch off
 Flaps 40° recommended
 Ignition switch off

Don't turn back!!

Cruise

Power	2200 - 2700 rpm (no more than 75% power)
Mixture	lean carefully
Trim	adjust

Engine Failure During Flight

Fly the airplane!!!
Airspeed **80 mph**
 Carb heat on
 Fuel selector both
 Mixture rich
 Ignition switch both
 Primer in & locked
Cabin doors propped open
Prepare for off-field landing

Engine Fire in Flight

Fly the airplane; maneuver to land immediately!!!
Mixture **idle cutoff**
Fuel selector **off**
Master switch **off**
Cabin heat/air **off**
Airspeed **120 mph**
Cabin doors **propped open**
Prepare for off-field landing

Electrical Fire in Flight

Fly the airplane!!!

- Master switch** off
- All electrical equip** off
- Avionics** off
- Vents/Cabin heat** closed/off
- Use fire extinguisher if needed
- Ventilate cabin
- Circuit breakers checked
- Land as soon as possible**

Descent

- Mixture enrich
- Power as needed
- Carb heat as needed

Before Landing

- Fuel selector both
- Mixture rich
- Carb heat on
- Landing lights on
- Seat belts secure
- Airspeed (flaps up) 70 – 80 mph
- Wing flaps as desired
- Airspeed (flaps down) 65 – 75 mph

Balked Landing

- Throttle full
- Carb heat cold
- Wing flaps 20°
- Airspeed 65 mph
- Wing flaps retract slowly

After Landing

(clear of the runway)

- Flaps retract
- Carb heat cold
- Transponder standby
- Trim set for take off
- Landing light off
- Taxi light as required

Shut Down & Securing Aircraft

- Avionics off
- Lights all off
- Throttle 1000 rpm
- Mixture idle cut-off
- Ignition switch off
- Master switch off
- Brakes set

Aircraft refueled, cleaned and hangared

Control lock and tie downs when parking outside

Important Information

- Vr 60 mph
- Vx 68 mph
- Vy (at sea level) 91 mph
- Va (at gross wt) 112 mph
- Vfo 100 mph
- Best Glide 80 mph

- Gross weight 2300#
- Utility Category 2000#
- Empty weight 1405#
- Useful load 895#
- CG 39.86"
- Fuel Capacity (usable) 38 gal
- Tire Pressures Mains 29psi
Nose 31 psi

Phone numbers:

- Joan Johnson 503-559-4593
- Al Gray 503-932-9374
- Salem Tower 503-581-3571
- Salem Air Fuel 503-364-4158
- Flight Service 800-992-7433
- Portland FSDO 503-615-3200

Property of:

Valley Flyers

Just Plane Fun

If Found, please call 503-559-4593, or

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