

Cessna 172M N12382

Preflight Checklist

INTERIOR

FLIGHT CIRCLE.....DISPATCHED
AROW DOCUMENTS.....CHECKED
FUEL DRAILED/QUANTITY.....CHECKED
CONTROL LOCK.....OFF
IGNITION SWITCH.....OFF
ALTERNATE STATIC.....CHECKED
AVIONICS.....OFF
MASTER.....ON
FUEL GAUGES.....CHECKED
FLAPS.....FULL
LIGHTS & PITOT HEAT.....ON/CHECKED
LIGHTS & PITOT HEAT.....OFF EXCEPT BEACON
MASTER.....OFF

EMPENNAGE

BAGGAGE DOOR.....CLOSED/LOCKED
ANTENNAS.....CHECKED
HORIZONTAL STABILIZER/ELEVATOR.....CHECKED
VERTICAL STABILIZER/RUDDER.....CHECKED
ELEVATOR TRIM TAB.....CHECKED

RIGHT WING

MAIN GEAR.....CHECKED(29PSI)
FLAP HINGES/PUSHROD.....CHECKED
AILERON WEIGHTS/HINGES.....CHECKED
WING TIP/LIGHTS.....CHECKED
LEADING EDGE.....CHECKED
CABIN AIR VENT INLETS.....CHECKED
FUEL CAP.....SECURED

FORWARD FUSELAGE

OIL QUANTITY.....6-8 QTS
FUEL STRAINER.....CHECKED
ENGINE COWLING.....SECURE
EXHAUST STACK.....CHECKED
NOSE GEAR.....CHECKED(31PSI)
PROPELLER/SPINNER.....CHECKED
ALTERNATOR BELT.....CHECKED
AIR INTAKE/FILTER.....CHECKED
STATIC PORT.....CLEAR

CLIMB

FLAPS.....UP
MIXTURE.....AS APPROPRIATE
TRANSPONDER.....CODE/ALT
LIGHTS.....SET

CRUISE

POWER.....SET
TRIM.....SET
MIXTURE.....AS APPROPRIATE

DESCENT

WEATHER.....REVIEWED
ARRIVAL/APPROACH.....BRIEFED
COMS/NAVS.....SET
FUEL SELECTOR.....BOTH
MIXTURE.....AS APPROPRIATE
CARB HEAT.....AS NEEDED
ALTIMETER.....SET
SEATS/SEATBELTS.....SECURE

AFTER LANDING

TRIM.....SET
FLAPS.....UP
MIXTURE.....LEANED
CARB HEAT.....OFF
LIGHTS.....SET
TRANSPONDER.....VFR/ALT

SECURE

RPM.....1000
AVIONICS.....OFF
MIXTURE.....IDLE CUT OFF
MAGNETOS.....OFF
MASTER.....OFF
KEY.....OFF/OUT

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Normal Checklist

BEFORE START

PASSENGER / CREW BRIEF.....COMPLETE
SEATS / SEATBELTS.....ON
FUEL SELECTOR.....BOTH
TRIM.....SET
FLAP SWITCH.....NEUTRAL
MIXTURE.....RICH (AS APPROPRIATE)
THROTTLE.....CRACKED (AS APPROPRIATE)
LIGHTS.....SET
CIRCUIT BREAKERS.....ALL IN
AVIONICS SWITCH.....OFF
PRIMER.....PRIMED/LOCKED
MASTER SWITCH.....ON
PROP AREA.....CLEAR

BEFORE TAXI

OIL PRESSURE.....CHECK
MIXTURE.....LEANED
FLAPS.....UP
AVIONICS.....ON
BRAKES.....CHECK
INSTRUMENT COCKPIT CHECK.....COMPLETE

BEFORE TAKEOFF/RUNUP

DOORS/WINDOWS.....CLOSED & LATCHED
SEATBELTS.....SECURED
CONTROLS.....FREE & CORRECT
INSTRUMENTS.....CHECKED
AVIONICS/RADIOS/TRANSPONDER.....SET
FUEL SELECTOR.....BOTH
FLAPS.....SET
TRIM.....SET
RUNUP

RPM.....1700
ENGINE GAUGES.....CHECKED
MIXTURE.....AS APPROPRIATE
CARB HEAT.....CHECKED
MAGNETOS.....CHECKED
RPM.....IDLE CHECK, 1000
DEPARTURE BRIEFING.....COMPLETED

Airspeeds:

Vr.....65 MPH
Vx.....68 MPH
Vy.....90 MPH
Best Glide.....80 MPH
Short Field Takeoff Flaps: 0°

LEFT WING

FUEL CAP.....SECURED
CABIN AIR VENT INLETS.....CHECKED
PITOT TUBE.....CHECKED
FUEL VENT.....CHECKED
STALL HORN INLET.....CHECKED
LEADING EDGE.....CHECKED
WING TIP/LIGHTS.....CHECKED
AILERON WEIGHTS/HINGES.....CHECKED
FLAP HINGES/PUSHROD.....CHECKED
MAIN GEAR.....CHECKED(29PSI)

SECURE

POST FLIGHT INSPECTION.....COMPLETED
TIE DOWNS.....AS NEEDED
CONTROL LOCK.....AS NEEDED
MASTER.....OFF

PHONE NUMBERS

Isaac Mosgrove.....503.930.3405
Joan Johnson503.559.4593
Salem Tower.....503.581.3571
Salem Air Fuel.....503.364.4158
Flight Service.....800.992.7433
Portland FSDO.....503.615.3200

Loading Data	Weight (lbs)	ARM (in)	Moment (lbs-in)
Empty Weight	1396.5	40.12	59,296.37
Front Seats		*37* Range (34-46)	
Rear Seat		73	
Fuel 38gal/228lbs usable		48	
Cargo Area # 1 120 lbs max		*95* Range (95-108)	
Cargo Area # 2 40 lbs max		*123* Range (123-142)	
Total 2300 LBS MGTOW			

ICAO Equipment Code: B, G, S

ICAO Surveillance Code: E, B2

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Abnormal Checklist

ENGINE TROUBLESHOOT

FUEL SELECTOR.....BOTH
MIXTURE.....AS APPROPRIATE
THROTTLE.....1/2 OPEN
CARB HEAT.....ON
PRIMER.....IN/LOCKED
MAGNETOS.....CYCLE (START)

ENGINE SECURE

MIXTURE.....IDLE CUT-OFF
THROTTLE.....CLOSED
CARB HEAT.....OFF
MAGNETOES.....OFF
TRANSPONDER.....7700

EMERGENCY LANDING W/O POWER

AIRPSEED.....BEST GLIDE
RADIO CALLS/XPDR.....AS APPROPRIATE
SEATS/SEATBELTS.....SECURE
FLAPS.....AS NEEDED
DOORS.....UNLATCH

-PRIOR TO TOUCHDOWN-

MASTER.....OFF

ENGINE FIRE IN FLIGHT

MIXTURE.....IDEL CUT-OFF
THROTTLE.....CLOSED
MAGNETOES.....OFF
EMERGENCY DESCENT.....EXECUTE

ELECTRICAL/CABIN FIRE

MASTER.....OFF
CABIN WINDOWS.....OPEN
FIRE EXTINGUISHER.....AS NEEDED
EMERGENCY DESCENT.....AS NEEDED

WING FIRE

EXTERIOR LIGHTS.....OFF
PITOT HEAT.....OFF
SIDESLIP.....ESTABLISH

ELECTRICAL TROUBLESHOOT

CIRCUIT BREAKER.....CHECK
-IF POPPED, RESET. IF IT POPS AGAIN, DO NOT RESET-

ALT INOP ANNUNCIATOR

ALTERNATOR SWITCH/BREAKER.....CHECK
-IF ALTERNATOR FAILED-

ELECTRICAL LOAD.....REDUCE
LAND AIRPLANE.....AS NEEDED

WEIGHT LBS	TAKEOFF SPEED KIAS	PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
			GRND ROLL 50 FT OBS	TOTAL TO CLEAR 50 FT OBS	GRND ROLL 50 FT OBS	TOTAL TO CLEAR 50 FT OBS	GRND ROLL 50 FT OBS	TOTAL TO CLEAR 50 FT OBS	GRND ROLL 50 FT OBS	TOTAL TO CLEAR 50 FT OBS	GRND ROLL 50 FT OBS	TOTAL TO CLEAR 50 FT OBS
2300	52	59	775	1380	835	1475	895	1575	960	1685	1030	1795
			1000	1510	915	1615	980	1725	1050	1845	1125	1970
			3000	1850	1000	1770	1075	1895	1155	2030	1235	2170
			4000	2000	1100	1945	1180	2085	1270	2235	1360	2395
			5000	2145	1210	2100	1300	2305	1395	2475	1495	2655
			6000	2210	1330	2375	1430	2555	1540	2750	1650	2960
			7000	2450	1470	2640	1580	2850	1700	3070	1795	3300
			8000	2730	1625	2955	1750	3190	1850	3370	1950	3600

Figure 5-4. Takeoff Distance (Sheet 1 of 2)

WEIGHT LBS	SPEED AT 50 FT KIAS	PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
			GRND ROLL 50 FT OBS	TOTAL TO CLEAR 50 FT OBS	GRND ROLL 50 FT OBS	TOTAL TO CLEAR 50 FT OBS	GRND ROLL 50 FT OBS	TOTAL TO CLEAR 50 FT OBS	GRND ROLL 50 FT OBS	TOTAL TO CLEAR 50 FT OBS	GRND ROLL 50 FT OBS	TOTAL TO CLEAR 50 FT OBS
2300	60	60	495	1205	510	1235	530	1265	545	1295	565	1330
			1000	1510	530	1265	550	1300	565	1330	585	1365
			3000	1850	550	1300	570	1335	590	1370	610	1405
			4000	2000	570	1335	590	1370	610	1405	630	1440
			5000	2145	590	1370	615	1410	635	1445	655	1480
			6000	2210	615	1415	635	1450	655	1485	680	1520
			7000	2450	640	1455	660	1490	685	1535	705	1570
			8000	2730	660	1500	680	1540	705	1580	730	1620

Figure 5-10. Landing Distance

Pressure Altitude	RPM	20° BELOW STANDARD TEMP			STANDARD TEMPERATURE			20° BELOW STANDARD TEMP		
		% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2000	2500	76	111	8.3	71	111	8.3	67	111	7.5
	2400	68	107	7.5	64	107	7.5	61	106	6.9
	2300	61	102	6.9	58	102	6.9	55	99	6.5
4000	2500	72	111	7.9	68	111	7.9	64	110	8.2
	2400	65	107	7.3	61	107	7.3	58	104	6.7
	2300	58	101	6.7	55	101	6.7	53	98	6.3
6000	2500	69	111	7.6	65	110	7.2	62	109	7
	2400	62	106	7	59	104	6.7	56	103	6.5
	2300	56	100	6.5	53	98	6.3	50	97	6.1
8000	2500	69	111	7.3	62	111	7.3	59	108	6.8
	2400	62	106	6.8	56	106	6.8	53	101	6.3
	2300	56	100	6.4	51	100	6.4	48	96	6.0
10000	2500	65	111	7.1	59	111	7.1	56	106	6.6
	2400	59	105	6.6	54	105	6.6	51	100	6.2
	2300	54	99	6.2	48	99	6.2	46	95	5.8

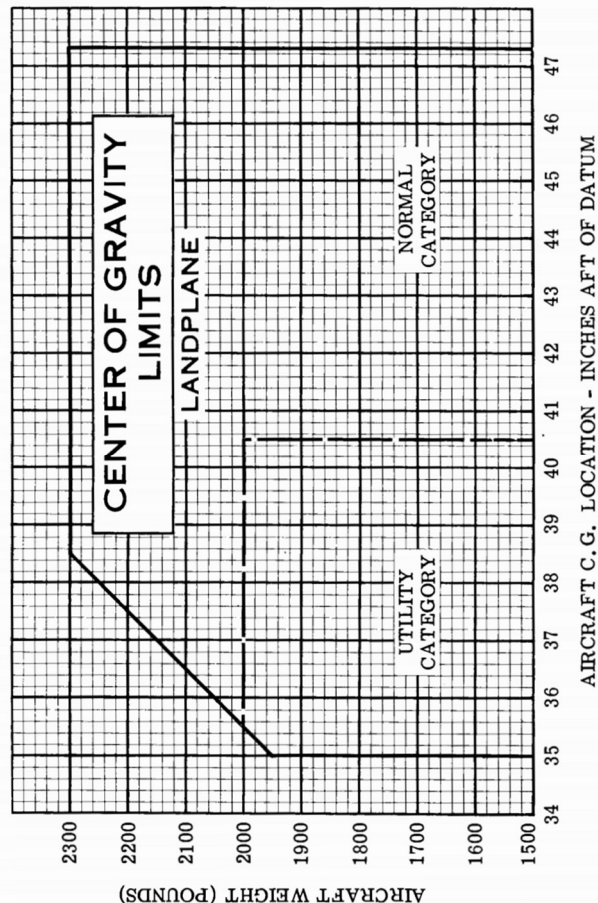
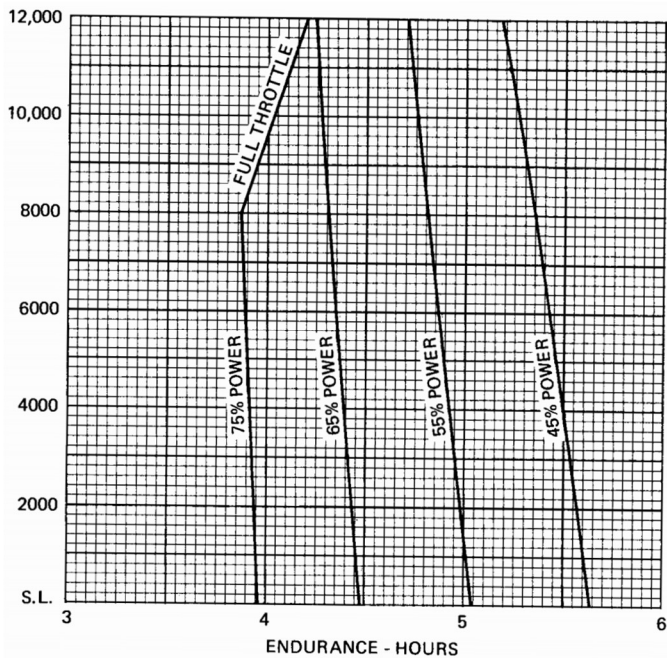


Figure 6-8. Center of Gravity Limits

ENGINE FIRE DURING START

CRANKING.....CONTINUE

-IF ENGINE STARTS-

POWER.....1700 RPM 2-3 MINUTES
ENGINE.....SECURE

-IF ENGINE FAILS TO START-

THROTTLE.....FULL
MIXTURE.....IDLE CUT-OFF
CRANKING.....CONTINUE 2-3 MINUTES
ENGINE.....SECURE

LOW OIL PRESSURE

POWER.....REDUCE
NEAREST AIRPORT.....LAND
OIL TEMPERATURE.....CHECK

-IF OIL PRESSURE IS LOW AND OIL TEMPERATURE IS
HIGH PREPARE FOR ENGINE FAILURE AND LAND AT THE
NEAREST AIRPORT-

HIGH OIL TEMPERATURE

POWER.....REDUCE
AIRSPEED.....INCREASE
MIXTURE.....ENRICHEN(.AS APPROPRIATE)
OIL PRESSURE.....CHECK
-IF OIL PRESSURE IS LOW LAND AT NEAREST AIRPORT-

RADIO TROUBLESHOOT

HEADSET VOLUME.....CHECK
HEADSET JACK.....CHECK
AUDIO PANEL/INTERCOM.....CHECK
RADIO VOULME.....CHECK
PUSH TO TALK.....CHECK
XPDR.....7600

ATC LIGHT GUN SIGNALS FOR AIRCRAFT

COLOR & TYPE	GROUND	AIR
STEADY GREEN 	Cleared for takeoff	Cleared to land
FLASHING GREEN 	Cleared for taxi	Return for landing (to be followed by steady green)
STEADY RED 	STOP!	Give way to other aircraft and continue circling
FLASHING RED 	Taxi clear of runway in use	Airport unsafe, do not land
FLASHING WHITE 	Return to starting point on airport	N/A
ALTERNATING RED/GREEN 	Exercise extreme caution	