

Cessna 172M N515ED

Preflight Checklist

INTERIOR

FLIGHT CIRCLE.....DISPATCHED
AROW DOCUMENTS.....CHECKED
FUEL DRAILED/QUANTITY.....CHECKED
CONTROL LOCK.....OFF
IGNITION SWITCH.....OFF
ALTERNATE STATIC.....CHECKED
AVIONICS.....OFF
PFD/AHRS CIRCUIT BREAKERS.....PULLED
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
ALTIMETER.....SET
SEATS/SEATBELTS.....SECURE

AFTER LANDING

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

SHUTDOWN

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
 PFD & MFD.....CHECKED
 HDG & ALT BUGS.....SET
 STBY 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.....74 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)

360° WALKAROUND

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	1477.92	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: C, U2

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Abnormal Checklist

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

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

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-

WEIGHT LBS	TAKEOFF SPEED KIAS	PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
			GRND ROLL	TO CLEAR 50 FT OBS	GRND ROLL	TO CLEAR 50 FT OBS	GRND ROLL	TO CLEAR 50 FT OBS	GRND ROLL	TO CLEAR 50 FT OBS	GRND ROLL	TO CLEAR 50 FT OBS
2300	52	59	775	1380	835	1475	885	1575	960	1685	1030	1795
			850	1510	915	1615	980	1725	1050	1845	1125	1970
			930	1650	1000	1770	1075	1895	1155	2030	1235	2170
			1020	1815	1100	1945	1180	2085	1270	2235	1360	2395
			1125	2000	1210	2145	1300	2305	1395	2475	1495	2655
			1235	2210	1330	2375	1430	2555	1540	2750	1650	2960
			1365	2450	1470	2640	1580	2850	1700	3070	1770	3290
			1505	2730	1625	2955	1750	3190	1875	3435	1900	3675
			1665	3065	1800	3320	1950	3675	2050	3950	2100	4150

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

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 5-10. Landing Distance

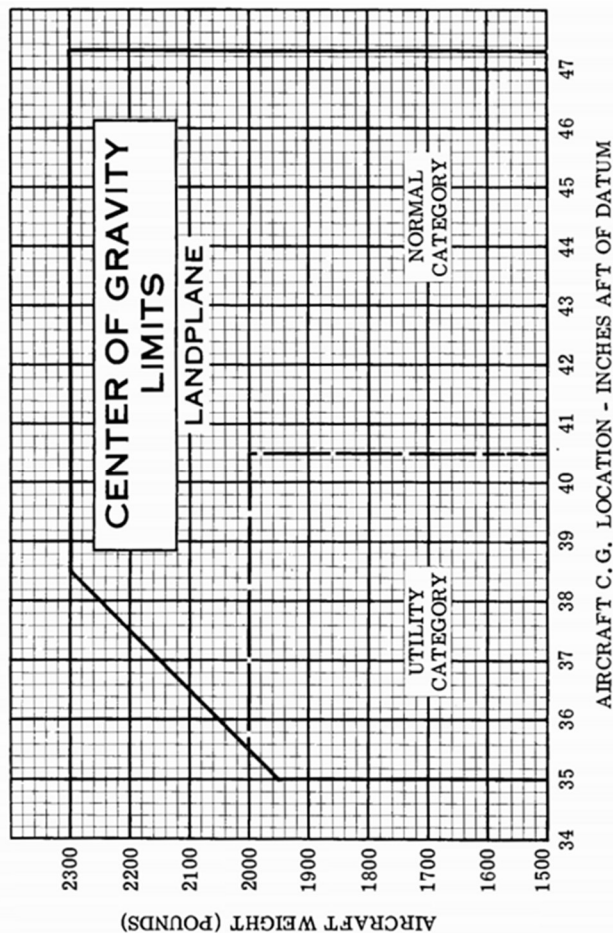
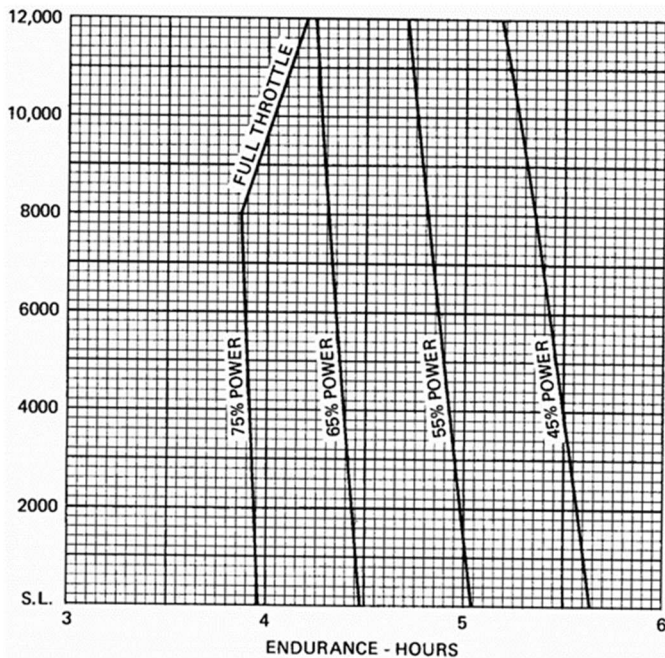


Figure 6-8. Center of Gravity Limits

ELECTRICAL/CABIN FIRE

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

ALT INOP ANNUNCIATOR

ALTERNATOR SWITCH/BREAKER.....CHECK

-IF ALTERNATOR FAILED-

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

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	