

CESSNA 172P CHECKLIST

PREFLIGHT - CABIN

Pilot's Operating Handbook --- CHECK
 Airplane Weight & Balance --- CHECK
 Parking Brake ----- SET
 Control Wheel Lock ----- REMOVE
 Ignition Switch ----- OFF
 Avionics Power Switch ----- OFF
 Master Switch ----- ON
 Fuel Quantity Indicators - CHECK QTY
 Low-Vacuum Warning Light - CHECK ON
 Avionics Cooling Fan ----- CHECK
 Master Switch ----- OFF
 Static Pressure Alt Source Valve - OFF
 Fuel Selector Valve ----- BOTH
 Baggage Door ----- CHECK

EMPENNAGE

Rudder Gust Lock ----- REMOVE
 Tail Tie-Down ----- DISCONNECT
 Control Surfaces ----- CHECK

RIGHT WING

Aileron ----- CHECK
 Wing Tie-Down ----- DISCONNECT
 Main Wheel Tire ----- CHECK
 Fuel Tank Sump Valve ----- DRAIN
 Fuel Selector Valve ----- DRAIN
 Fuel Quantity ----- CHECK VISUALLY
 Fuel Filler Cap ----- SECURE

NOSE

Engine Oil - CHECK LEVEL, SECURE CAP
 Fuel Strainer Drain Knob - PULL TO DRAIN
 Propeller & Spinner ----- CHECK
 Engine Cooling Air Inlets ----- CLEAR
 Carburetor Air Filter ----- CHECK

NOSE, CONT.

Nose Wheel Strut & Tire ----- CHECK
 Nose Tie-Down ----- DISCONNECT
 Static Source Opening ----- CHECK

LEFT WING

Fuel Quantity ----- CHECK VISUALLY
 Fuel Filler Cap ----- SECURE
 Fuel Tank Sump Valve ----- DRAIN
 Main Wheel Tire ----- CHECK
 Pitot Tube Cover ----- REMOVE
 Fuel Tank Vent Opening ----- CHECK
 Stall Warning Opening ----- CHECK
 Wing Tie-Down ----- DISCONNECT
 Landing Lights ----- CHECK
 Aileron ----- CHECK

BEFORE ENGINE START

Preflight Inspection ----- COMPLETE
 Passenger Briefing ----- COMPLETE
 Seats, Belts, Harnesses - ADJUST, LOCK
 Brakes ----- TEST & SET
 Avionics Power Switch ----- OFF
CAUTION: Avionics power switch
 must be OFF during engine start to
 prevent possible damage to avionics
 Circuit Breakers ----- CHECK IN
 Electrical Equipment, Autopilot - OFF
 Fuel Selector Valve ----- BOTH

STARTING ENGINE

Prime ----- AS REQ. (2-6 strokes,
 none if engine is warm)
 Carburetor Heat ----- COLD
 Throttle ----- OPEN 1/8 INCH
 Mixture ----- RICH

STARTING ENGINE, CONT.

Propeller Area ----- CLEAR
 Master Switch ----- ON
 Ignition Switch ----- START
 (release when engine starts)
 Oil Pressure ----- CHECK
 Starter ----- CHECK DISENGAGED
 Avionics Power Switch ----- ON
 Nav Lights & Beacon ----- ON, AS REQ.
 Radios ----- ON

BEFORE TAKEOFF

Parking Brake ----- SET
 Passenger Seat Backs ----- MOST UPRIGHT
 Seats, Belts, Harnesses ----- CHECK SECURE
 Cabin Doors ----- CLOSED & LOCKED
 Flight Controls ----- FREE & CORRECT
 Flight Instruments ----- CHECK & SET
 Fuel Quantity ----- CHECK
 Primer ----- IN & LOCKED
 Mixture ----- RICH
 Fuel Selector Valve ----- RECHECK BOTH
 Elevator & Rudder Trim ---- SET for takeoff
 Throttle ----- 1700 RPM
 a. Magnetos ----- CHECK (RPM drop should
 not exceed 150 RPM on either magneto or
 50 RPM differential between magnetos)
 b. Carburetor Heat - CHECK (for RPM drop)
 c. Suction Gauge ----- CHECK
 d. Engine Instruments & Ammeter -- CHECK
 Throttle ----- 1000 RPM or less
 Throttle Friction Lock ----- ADJUST
 Strobe Lights ----- AS DESIRED
 Radios & Avionics ----- SET
 Clearance ----- RECEIVED
 Squawk Code ----- SET
 Transponder ----- ALT
 Autopilot ----- OFF

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BEFORE TAKEOFF, CONT.

Air Conditioner ----- OFF
Wing Flaps ----- SET FOR TAKEOFF
Brakes ----- RELEASE

NORMAL TAKEOFF

Wing Flaps ----- 0-10 DEG.
Carburetor Heat ----- COLD
Throttle ----- FULL OPEN
Elevator Control - LIFT NOSE WHEEL (at 55 KIAS)
Climb Speed ----- 70-80 KIAS

SHORT FIELD TAKEOFF

Wing Flaps ----- 10 DEG
Carburetor Heat ----- COLD
Brakes ----- APPLY
Throttle ----- FULL OPEN
Mixture ----- RICH (above 3000 feet,
LEAN to obtain max RPM)
Brakes ----- RELEASE
Elevator Control ----- SLIGHTLY TAIL LOW
Climb Speed - 56 KIAS (til obstacles cleared)

ENROUTE CLIMB

Airspeed ----- 75-85 KIAS
Throttle ----- FULL OPEN
Mixture ----- RICH (above 3000 feet,
lean to obtain max RPM)

CRUISE

Power ----- 2100-2700 RPM (not over 75%)
Elevator & Rudder Trim ----- ADJUST
Mixture ----- LEAN

DESCENT

Fuel Selector Valve ----- BOTH
Power ----- AS DESIRED
Mixture ---- ADJUST FOR SMOOTH OPERATION
Carburetor Heat ----- FULL HEAT AS REQ.

BEFORE LANDING

Passenger Seat Backs ----- MOST UPRIGHT POS.
 Seats, Belts, Harnesses ----- SECURE
 Fuel Selector Valve ----- BOTH
 Mixture ----- RICH
 Carburetor Heat ----- ON
 Autopilot ----- OFF
 Air Conditioner ----- OFF

NORMAL LANDING

Airspeed ----- 65-75 KIAS
Wing Flaps ----- AS DESIRED
(0-10 DEG BELOW 110 KIAS, 10-30 BELOW 85)
Airspeed ----- 60-70 KIAS (FLAPS DOWN)
Touchdown ----- MAIN WHEELS FIRST
Landing Roll ---- LOWER NOSE WHEEL GENTLY
Braking ----- MINIMUM REQUIRED

SHORT FIELD LANDING

Airspeed ----- 65-75 KIAS (FLAPS UP)
Wing Flaps ----- FULL DOWN (30 DEG)
Airspeed ----- 61 KIAS (UNTIL FLARE)
Power - REDUCE TO IDLE AFTER CLEARING OBSTACLE
Touchdown ----- MAIN WHEELS FIRST
Brakes ----- APPLY HEAVILY
Wing Flaps ----- RETRACT

BALKED LANDING

Throttle ----- FULL OPEN
Carburetor Heat ----- COLD
Wing Flaps ----- RETRACT TO 20 DEG
Climb Speed ----- 55 KIAS
Wing Flaps ---- 10 DEG TIL OBSTACLES CLEARED
RETRACT AFTER REACHING SAFE ALTITUDE & 60 KIAS

AFTER LANDING

Carburetor Heat ----- COLD
Wing Flaps ----- UP

SECURING AIRPLANE

Parking Brake ----- SET
Avionics Power Switch, Electrical Equipment
Autopilot ----- OFF
Mixture ----- IDLE CUT-OFF
Ignition Switch ----- OFF
Master Switch ----- OFF
Control Lock ----- INSTALL
Fuel Selector Valve ----- LEFT or RIGHT
to prevent crossfeeding

IMPORTANT PHONE NUMBERS

FLIGHT SERVICES --- 866-992-7433

POTOMAC CLEARANCE --- 866-429-5882

POTOMAC TRAFFIC PATTERN --- 540-351-6129

GAITHERSBURG FUEL --- 301-963-8043

WIFA OFFICE --- 240-246-7529

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