

CESSNA 172N CHECKLIST

PREFLIGHT - CABIN		LEFT WING	BEFORE TAKEOFF
Pilot's Operating Handbook -----	CHECK	Main Wheel Tire -----	CHECK
Control Wheel Lock -----	REMOVE	Fuel Strainer -----	DRAIN
Ignition Switch -----	OFF	Fuel Quantity -----	CHECK VISUALLY
Avionics Power Switch -----	OFF	Fuel Filler Cap -----	SECURE
Master Switch -----	ON	Pitot Tube Cover -----	REMOVE
Fuel Quantity Indicators -----	CHECK QTY	Fuel Tank Vent Opening -----	CHECK
Master Switch -----	OFF	Stall Warning Opening -----	CHECK
Static Pressure Alt Source Valve -----	OFF	Wing Tie-Down -----	DISCONNECT
Baggage Door -----	CHECK	Aileron -----	CHECK
EMPENNAGE		BEFORE ENGINE START	
Rudder Gust Lock -----	REMOVE	Preflight Inspection -----	COMPLETE
Tail Tie-Down -----	DISCONNECT	Seats, Belts, Harnesses -----	ADJUST, LOCK
Control Surfaces -----	CHECK	Fuel Selector Valve -----	BOTH
		Avionics Power Switch, Autopilot, Electrical Equipment -----	OFF
RIGHT WING		CAUTION: Avionics power switch must be OFF during engine start to prevent possible damage to avionics	
Aileron -----	CHECK	Brakes -----	TEST & SET
Wing Tie-Down -----	DISCONNECT	Circuit Breakers -----	CHECK IN
Main Wheel Tire -----	CHECK		
Fuel Strainer -----	DRAIN		
Fuel Quantity -----	CHECK VISUALLY		
Fuel Filler Cap -----	SECURE		
			Parking Brake ----- SET
			Cabin Doors & Windows --- CLOSED & LOCKED
			Flight Controls ----- FREE & CORRECT
			Flight Instruments ----- SET
			Fuel Selector Valve ----- BOTH
			Mixture ----- RICH (below 3000 feet)
			Elevator & Rudder Trim ----- SET FOR TAKEOFF
			Throttle ----- 1700 RPM
			a. Magnetos ---- CHECK (RPM drop should not exceed 125 RPM on either magneto or 50 RPM differential between magnetos)
			b. Carburetor Heat - CHECK (for RPM drop)
			c. Engine Instruments & Ammeter -- CHECK
			d. Suction Gauge ----- CHECK
			Avionics Power Switch ----- ON
			Radios ----- SET
			Clearance ----- RECEIVED
			Squawk Code ----- SET
			Transponder ----- ALT
			Autopilot ----- OFF
			Air Conditioner ----- OFF
			Beacon, Nav & Strobe Lights ----- ON AS REQ.
			Throttle Friction Lock ----- ADJUST
			Brakes ----- RELEASE
NOSE		STARTING ENGINE	NORMAL TAKEOFF
Engine Oil -----	CHECK LEVEL, SECURE CAP	Mixture -----	RICH
Fuel Strainer Drain -----	DRAIN	Carburetor Heat -----	COLD
Propeller & Spinner -----	CHECK	Master Switch -----	ON
Landing Lights -----	CHECK	Prime -----	AS REQUIRED
Carburetor Air Filter -----	CHECK	(2-6 strokes, none if engine is warm)	
Nose Wheel Strut & Tire -----	CHECK	Throttle -----	OPEN 1/8 INCH
Nose Tie-Down -----	DISCONNECT	Propeller Area -----	CLEAR
Static Source Opening -----	CHECK	Ignition Switch -----	START
		(release when engine starts)	
		Oil Pressure -----	CHECK
			Wing Flaps ----- 0-10 DEG.
			Carburetor Heat ----- COLD
			Throttle ----- FULL OPEN
			Elevator Control - LIFT NOSE WHEEL (at 55 KIAS)
			Climb Speed ----- 70-80 KIAS

CESSNA 172N CHECKLIST

SHORT FIELD TAKEOFF	BEFORE LANDING, CONT.	AFTER LANDING
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 --- 59 KIAS (til obstacles cleared)	Carburetor Heat ----- ON Autopilot ----- OFF Air Conditioner ----- OFF	Wing Flaps ----- UP Carburetor Heat ----- COLD
ENROUTE CLIMB	NORMAL LANDING	SECURING AIRPLANE
Airspeed ----- 70-85 KIAS Throttle ----- FULL OPEN Mixture ----- RICH (above 3000 feet, lean to obtain max RPM)	Airspeed ----- 60-70 KIAS Wing Flaps ----- AS DESIRED (0-10 DEG BELOW 110 KIAS, 10-40 BELOW 85) Airspeed ----- 55-65 KIAS (FLAPS DOWN) Touchdown ----- MAIN WHEELS FIRST Landing Roll --- LOWER NOSE WHEEL GENTLY Braking ----- MINIMUM REQUIRED	Parking Brake ----- SET Avionics Power Switch, Electrical Equipment, Autopilot ----- OFF Mixture ----- IDLE CUT-OFF Ignition Switch ----- OFF Master Switch ----- OFF Control Lock ----- INSTALL
CRUISE	SHORT FIELD LANDING	IMPORTANT PHONE NUMBERS
Power ----- 2200-2700 RPM (not over 75%) Elevator & Rudder Trim ----- ADJUST Mixture ----- LEAN	Airspeed ----- 60-70 KIAS (FLAPS UP) Wing Flaps ----- FULL DOWN (40 DEG) Airspeed ----- 60 KIAS (UNTIL FLARE) Power ----- REDUCE TO IDLE AFTER CLEARING OBSTACLE Touchdown ----- MAIN WHEELS FIRST Brakes ----- APPLY HEAVILY Wing Flaps ----- RETRACT	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
DESCENT	BALKED LANDING	RADIO FREQUENCIES
Mixture --- ADJUST FOR SMOOTH OPERATION (full rich for idle power) Power ----- AS DESIRED Carburetor Heat ----- AS REQUIRED	Throttle ----- FULL OPEN Carburetor Heat ----- COLD Wing Flaps ----- 20 DEG IMMEDIATELY Climb Speed ----- 55 KIAS Wing Flaps --- 10 DEG TIL OBSTACLES CLEARED RETRACT AFTER REACHING SAFE ALTITUDE & 60 KIAS	KGAJ - CTAF 123.075 / AWOS 128.275 KFDK - CTAF 122.725 / AWOS 124.875 KDMW - CTAF 122.700 / AWOS 121.250 POTOMAC CLEARANCE - 121.600 POTOMAC APPROACH - 132.775 / 128.700
BEFORE LANDING		
Seats, Belts, Harnesses ----- SECURE Fuel Selector Valve ----- BOTH Mixture ----- RICH		