

# Normal Checklist CESSNA 172 S



Before Starting Engine		Before Takeoff	
Preflight Inspection	<b>COMPLETED</b>	Parking Brake	<b>SET</b>
All Key Locking Cabin Doors	<b>UNLOCKED</b>	Fuel Quantity	<b>CHECK</b>
Papers, W & B Check	<b>ABOARD</b>	Fuel Selector	<b>RECHECK BOTH</b>
Passenger Briefing	<b>COMPLETED</b>	Throttle	<b>1800 RPM</b>
Cabin Doors	<b>LATCHED</b>	<i>Magnetos CHECK not exceed 150 RPM or 50 RPM differential between Magnetos</i>	
Parking Brake	<b>SET</b>	Engine Instruments/ Ammeter	<b>CHECK</b>
Seats, Seat Belts, Shoulder Ha.	<b>ADJUST</b>	Trim	<b>SET FOR T/O</b>
Switches	<b>OFF</b>	A/P	<b>OFF</b>
Avionic Master Switch	<b>OFF</b>	Strobelights	<b>AS DESIRED</b>
Circuit Breakers	<b>CHECK IN</b>	Pitot/Static Heat	<b>AS DESIRED</b>
Fuel Tank Selectors	<b>BOTH</b>	COM/NAV Setting	<b>COMPLETED</b>
Fuel Shutoff Valve	<b>ON</b>	Annunciators	<b>EXTINGUISHED</b>
Throttle	<b>IDLE</b>	Gyro	<b>CHECKED</b>
Mixture	<b>IDLE CUTOFF</b>	Lights	<b>ON</b>
Auxiliary Fuel Pump	<b>OFF</b>	<b>ATC Clearance, Departure/Emergency Briefing</b>	
<b>Start Up Clearance</b>		<b>Take Off</b>	
		Annunciators	<b>RECHECK</b>
		Transponder	<b>ON / ALT</b>
		Throttle	<b>SET FOR T/O</b>
		<i>LIFT NOSE WHEEL at 55 KIAS</i>	
		Time	<b>COPIED</b>
<b>Starting Engine</b>		<b>After Takeoff</b>	
Throttle	<b>OPEN 1/4 INCH</b>	Climb Power	<b>SET 2700 RPM</b>
Mixture	<b>IDLE CUTOFF</b>	Airspeed	<b>ACCELERATE</b>
Propeller Area	<b>CLEAR</b>	Flaps (400ft or above)	<b>UP</b>
Master Switch	<b>ON</b>	Lights	<b>OFF</b>
Beacon	<b>ON</b>	ATC Contact	<b>Contact</b>
<i>next 3 items if engine is cold, only</i>		<b>Climb</b>	
Auxiliary Fuel Pump	<b>ON</b>	Engine Instruments	<b>MONITORING</b>
Mixture	<b>Full Rich until stable Fuel Flow then CUTOFF</b>	Airspeed	<b>70-85 KIAS</b>
Auxiliary Fuel Pump	<b>OFF</b>	<b>Cruise</b>	
Ignition Switch	<b>START</b>	Power	<b>2100-2300 RPM</b>
Mixture	<b>ADVANCE to rich</b>	Elevator Trim	<b>ADJUST</b>
Oil Pressure	<b>MONITOR/RISING</b>	Mixture	<b>LEAN above 3000 ft</b>
Engine Instruments	<b>CHECK</b>	<b>Descent</b>	
Avionic Master Switch	<b>ON</b>	Power	<b>AS DISERED</b>
Radios	<b>ON</b>	Mixture	<b>RICH</b>
Suction Gage	<b>CHECK</b>	Altimeter	<b>SET</b>
<i>Adjust QNH 3 times (2*Baro, 1*A/P)</i>		Com/Nav Setting	<b>COMPLETED</b>
<b>Taxi Clearance</b>		Approach Briefing	<b>COMPLETED</b>
<b>Taxi Check</b>			
Brakes	<b>CHECK</b>		
Flight Instruments	<b>CHECK</b>		
Flaps	<b>CHECK/ SET 10°</b>		
Autopilot / Trim	<b>CHECK/Trim T/O</b>		

Before Landing	
Seats, Seat Belts, Shoulder Ha.	<b>SECURE</b>
Fuel Tank Selectors	<b>BOTH</b>
Mixture	<b>RECHECK FULL RICH</b>
Wing Flaps	<b>AS DISERED</b>
Landing Light	<b>ON</b>
Autopilot (A/P)	<b>OFF</b>

Landing	
Flaps	<b>FULL DOWN</b>
Air Speed	<b>60 - 70 KIAS</b>
Landing Clearance	<b>RECEIVED</b>
Brakes	<b>AS REQUIRED</b>

GO - Around	
Power	<b>SET FOR T/O</b>
Flaps	<b>RETRACT to 10°</b>
Airspeed Over Obstacles	<b>MIN. 70 KIAS</b>
Inform ATC	<b>COMPLETED</b>
Flaps	<b>UP</b>

After Landing	
Flaps	<b>UP</b>
Transponder	<b>OFF</b>
Strobes	<b>OFF</b>
Landing / Taxi Lights	<b>AS REQUIRED</b>
Time	<b>COPIED</b>

Shutdown	
Parking Brake	<b>SET</b>
Avionic Master Switch	<b>OFF</b>
RPM	<b>1000 U/Min.</b>
Mixture	<b>FULL ARM</b>
Lighting Switches	<b>OFF</b>
Battery Switch	<b>OFF</b>
Controls	<b>Lock</b>
Fuel Selector	<b>BOTH OFF</b>

### Maximums

Fuel Capacity	56 US GAL ( 212 Ltr.)
Usable Fuel	53 US GAL ( 201 Ltr.)
Oil	8 Qts.= 2,0 Gal ( 7,8 Ltr.)
Ramp Weight	2558 Lbs ( 1160 kg )
T/O Weight	2550 Lbs ( 1157 kg )
Landing Weight	2550 Lbs ( 1157 kg )
Nose Tire	45,0 Psi (3,2 bar)
Main Tire	38 Psi (6-Ply) (2,64 bar)

### Speeds

Maneuvering Speeds	
2550 Lbs	105 KIAS
2200 Lbs	98 KIAS
1900 Lbs	90 KIAS
$V_{NE}$	163 KIAS
$V_{Glide}$	68 KIAS
$V_{FE} 10^\circ$	110 KIAS
$V_{FE} 30^\circ$	85 KIAS

### Conversions

Liter in US Gal.	* 0,264
US Gal. In Liter	* 3,785
Lbs in kg	* 0,452
kg in Lbs.	* 2,210
Meter in ft.	* 3,28
Lbs. In Liter	: 1,72

## Abnormal Checklist CESSNA 172 S

ENGINE FAILURE	FIRES
<b>- During Takeoff -</b> Throttle <b>IDLE</b> Brakes <b>APPLY</b> Wing Flaps <b>RETRACT</b> Mixture <b>CUTOFF</b> Ignition Switch <b>OFF</b> Master Switch <b>OFF</b> Battery Switch <b>OFF</b>	<b>- During Engine Start -</b> Mixture <b>CUTOFF</b> Auxiliary Fuel Pump <b>OFF</b> Starter Switch <b>MOTOR</b> Fire <b>EXTINGUISH</b>
<b>- After Takeoff -</b> Airspeed <b>70 KIAS</b> Flaps <b>UP</b> Mixture <b>IDLE CUT OFF</b> Fuel Shutoff valve <b>OFF (Pull out)</b> Fuel Tank Selector <b>OFF</b> Battery Switch <b>OFF</b> Doors <b>UNLATCHED</b> Land <b>Straight AHEAD</b>	<b>- If Engine Fails To Start With Fire -</b> Engine <b>CONT. CRANK.</b> Starter/Battery Switch <b>OFF</b> Airplane <b>EVACUATE</b> Fire <b>EXTINGUISH</b>
<b>- During Flight - (Restart)</b> Airspeed <b>68 KIAS</b> Fuel Shutoff valve <b>ON</b> Fuel Tank Selector <b>BOTH</b> Fuel Cond. Lever <b>Cutoff</b> Flaps <b>UP</b> Auxiliary Fuel Pump <b>ON</b> Mixture <b>RICH</b> Ignition Switch <b>BOTH</b> <i>(or START if Prop is stopped)</i> Electrical Load <b>REDUCE</b> Auxiliary Fuel Pump <b>OFF</b> Landing <b>as soon as poss.</b>	<b>- IN-Flight Fire -</b> Power Lever <b>IDLE</b> Mixture <b>CUT OFF</b> Fuel Shutoff <b>PULL OUT</b> Auxiliary Fuel Pump <b>OFF</b> Speed <b>100 KIAS (Glide)</b> Cabin Heat and Air <b>OFF</b> Forced Landing <b>EXECUTE</b>
ELECTRICAL FIRE IN FLIGHT	
	Battery Switch <b>OFF</b> Vents / Heat <b>CLOSED/ OFF</b> Fire Extinguisher <b>ACTIVATE</b> Avionics/ Electrical Switches <b>OFF</b>
	<b>- After Fire Is EXTINGUISHED -</b> <i>ventilate the cabin</i> Battery Switch <b>ON</b> Circuit Breakers <b>CHECK</b> Avionics/ Electrical <b>ONE at a time</b> Vents / Heat <b>ON DISIRED</b>
ICING	CABIN FIRE
Pitot Heat <b>ON</b> <i>Turn back or change altitude</i> Pull cabin Heat full out and open defroster outlets Landing <b>as soon as poss.</b> Speed <b>65 to 75 KIAS</b>	Master Switch <b>OFF</b> Vents / Heat <b>CLOSE/ OFF</b> Fire Extinguisher <b>ACTIVATE</b> <b>LAND ASAP</b>
WING FIRE	
<b>ELECTRICAL - Low Voltage</b> Alternator <b>OFF</b> Electrical Load <b>REDUCE</b> Flight <b>TERMINATE</b> Land <b>as soon as poss.</b>	Pitot / Static/ Stall Heat <b>OFF</b> Nav / Landing / Strobe Lights <b>OFF</b> Ventilation Fans <b>OFF</b> Sideslip <b>AS REQUIRED</b> Land <b>ASAP</b>

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SPIN RECOVERY		DITCHING	
Power	<b>OFF</b>	<i>Radio TRANSMIT MAYDAY on 121,5 MHz</i>	
Flaps	<b>UP</b>	<i>SET TRANSPONDER on 7700</i>	
Ailerons	<b>NEUTRAL</b>	Passenger Seats	<b>UPRIGHT</b> Position
Rudder	<b>OPPOS. ROTAT.</b>	Seats and Belts	<b>SECURE</b>
Control Wheel	<b>BREAK STALL</b>	Wing Flaps	<b>20° to 30°</b>
Dive	<b>RECOVER</b>	Power	<b>300ft DESCEND</b> <b>at 55 kts</b>
PRECAUTIONARY LANDING WITH POWER		<i>If no Power available, Speed 70 KIAS, Flaps UP or Speed 65 KIAS, Flaps 10°</i>	
Passenger Seats	<b>UPRIGHT Position</b>	Approach	
Seats and Belts	<b>SECURE</b>	High Winds, Heavy Seas	<b>INTO the wind</b>
Airspeed	<b>65 KIAS</b>	Light Wind, Heavy Swells	<b>PARALLEL to SWELLS</b>
Wing Flaps	<b>20°</b>	Cabin Doors	<b>UNLATCH</b>
Selected Field	<b>OVERFLY</b>	ELT	<b>Activate</b>
Avionic Master Switch	<b>OFF</b>	Electrical Equipment	<b>AS REQUIRED</b>
Electrical Switches	<b>OFF</b>	Mixture	<b>CUT OFF</b>
Wing Flaps	<b>30° on Final App.</b>	Fuel Tank Selectors	<b>CLOSED before TOUCHDOWN</b>
Airspeed	<b>65 KIAS</b>	Battery Switch	<b>OFF before TOUCHDOWN</b>
Master Switch	<b>OFF</b>	Airplane	<b>EVACUATE</b>
Doors	<b>UNLATCH prior TOUCHDOWN</b>	Life Vests	<b>INFLATE when clear of airplane</b>
Touchdown	<b>Slightly Tail Down</b>		
Ignition Switch	<b>OFF</b>		
Brakes	<b>APPLY HEAVILY</b>		