

CESSNA 172: NORMAL CHECKLIST

BEFORE START

PREFLIGHT INSPECTION –COMPLETE
 AIRWORTHINESS REQUIREMENTS –MET
 HOBBS TIME -RECORDED
 CHOCKS / TIEDOWNS / PROPELLER LOCK / PITOT COVER -REMOVED
 LAP BELTS & SHOULDER HARNESSSES –FASTENED
 SEATS –LOCKED
 PASSENGER SAFETY BRIEFING –REVIEWED (Safety Belt Use, Door Use, Emergencies)
 ELECTRICAL EQUIPMENT – OFF
 AVIONICS MASTER SWITCH – OFF
 CIRCUIT BREAKERS –IN

ENGINE START

PARKING BRAKE –ON
 FUEL SELECTOR –ON LESS FULL TANK -OR- BOTH
 CARBURETOR HEAT –OFF
 MIXTURE –FULL RICH
 THROTTLE -OPEN 1/8 INCH
 KEY –IN IGNITION
 MASTER SWITCH –ON
 BEACON –ON
 PRIME -AS REQUIRED, THEN LOCKED (**NONE IF ENGINE IS HOT**)
 AREA -CLEAR
 STARTER -ENGAGE
 ENGINE –1000 RPM
 MIXTURE -LEANED FOR TAXI
 OIL PRESSURE –IN NORMAL RANGE
 LOAD METER –VERIFY ELECTRICAL CHARGE
 SUCTION –CHECK
 EXTERIOR & INTERIOR LIGHTS -AS REQUIRED
 AVIONICS MASTER SWITCH – ON
 TRANSPONDER ON – CODE SET and ALT ON (Altitude Reporting Mode)

TAXI

FLIGHT INSTRUMENTS –VERIFY PROPER OPERATION

RUNUP

PARKING BRAKE –ON AND BRAKES HELD
 FLIGHT CONTROLS –VERIFY FULL TRAVEL & CORRECT DEFLECTIONS
 FUEL SELECTOR –ON FULLER TANK -OR- BOTH
 MIXTURE –FULL RICH (BELOW 3000 FEET MSL)
 ENGINE -1700 RPM (Verify No Aircraft Movement)
 1. MAGNETO CHECK: MAX DROP: 125 RPM; MAX DIFFERENTIAL: 50 RPM
 2. CARBURETOR HEAT -CHECK, THEN OFF
 3. ALTERNATOR –CHECK
 4. SUCTION -CHECK
 5. ENGINE GAUGES -IN NORMAL RANGE
 ENGINE –IDLE CHECK, THEN 1000 RPM
 FLIGHT INSTRUMENTS -CHECKED AND SET
 CLOCK / WATCH –SET
 NAVIGATION EQUIPMENT –ON AS REQUIRED AND SET
 ELEVATOR TRIM –EXERCISE, THEN SET FOR TAKEOFF
 FLAPS –CYCLE, THEN SET AS REQUIRED
 DOORS & WINDOWS –CLOSED AND LATCHED
 TAKEOFF BRIEFING –REVIEWED
 (Airspeeds, Takeoff Distance, Departure Procedure, Emergencies)
 OIL TEMPERATURE –IN NORMAL RANGE BEFORE TAKEOFF
 FUEL SELECTOR –ON BOTH
 RADIO –ON PROPER FREQUENCY

▶▶▶ **TURN OVER FOR TAKEOFF** ▶▶▶ **TURN OVER FOR TAKEOFF** ▶▶▶

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BEFORE TAKEOFF

LANDING LIGHT –ON
 STROBE LIGHTS –ON
 VERIFY TRANSPONDER CODE and ALT ON (Altitude Reporting Mode)
 TIME –COPY DOWN
 HEADING INDICATOR –SET TO RUNWAY HEADING

CRUISE

POWER –SET
 MIXTURE –LEANED (BEST POWER OR BEST ECONOMY)
 LANDING LIGHT -OFF
 HEADING INDICATOR –ADJUST
 ATTITUDE INDICATOR –ADJUST
 FUEL –BALANCE TANKS

BEFORE LANDING

ALTIMETER –SET
 PRIMER –LOCKED
 MAGNETOS –ON "BOTH"
 LANDING LIGHT -ON
 CARBURETOR HEAT -CHECK, THEN OFF
 CARBURETOR HEAT ON ANYTIME RPM IS < 1800 RPM
 MIXTURE –FULL RICH
 LAP BELTS & SHOULDER HARNESSSES -FASTENED

AFTER LANDING

RADIO –ON PROPER FREQUENCY
 MIXTURE -LEANED FOR TAXI
 LANDING LIGHT -OFF (Daytime)
 FLAPS –0°

SHUT DOWN

PARKING BRAKE -ON
 AVIONICS MASTER SWITCH OFF
 ENGINE -1000 RPM
 MIXTURE -IDLE CUT OFF
 IGNITION –OFF AND KEY REMOVED
 BEACON LEFT ON
 OTHER EXTERIOR & INTERIOR LIGHTS -OFF
 MASTER SWITCH –OFF

PARKING & SECURING

CONTROL LOCK -SECURE
 CHOCKS –IN PLACE
 TIEDOWNS –SECURE
 PITOT COVER –ON
 PROPELLER LOCK –SECURE

COMMUNICATIONS (KBVY)

TOWER PHONE: 978-922-0657 ATIS / ASOS: 119.2
 BFC PHONE: 978-774-7755 GROUND: 121.6
 ASOS PHONE: 978-921-5042 TOWER / CTAF: 125.
 BFC / NORTH ATLANTIC AIR: 129.725 AIR-TO-AIR: 122.75
 FLIGHT SERVICE: 122.2

AIRSPPEEDS (MPH)

V _R - 60 IAS	V _A - 112 IAS @ 2300 LBS. GROSS
V _X BEST ANGLE - 75 IAS	BEST GLIDE - 80 IAS
V _Y BEST RATE - 91 IAS	APPROACH @ 0° FLAPS - 70-80 IAS
(80 IAS ABOVE 10,000 FT)	APPROACH @ 40° FLAPS -65-75 IAS
ENROUTE CLIMB - 80-90 IAS	MAXIMUM CROSSWIND - <u>15 KTS</u>