

Normal Procedures

AIRCRAFT ACCEPTANCE

Control Lock.....REMOVE
Master Switch.....ON
Flaps.....DOWN
Fuel Quantity.....CHECKED
Tachometer/Hobbs.....CHECKED
Master Switch.....OFF
Alternate Static Air.....OFF
Maintenance Status.....CHECKED
AR(R)OW.....CHECKED

BEFORE STARTING ENGINE

Preflight Inspection.....COMPLETE
Doors.....CLOSED AND LATCHED
Passenger Briefing.....COMPLETE
Seat Belts / Harnesses.....ON
Circuit Breakers.....CHECKED IN
Fuel Selector.....BOTH
Electrical Equipment.....OFF

STARTING ENGINE

Master Switch.....ON
Beacon.....ON
Mixture.....RICH
Carb Heat.....COLD (push full in)
Throttle.....OPEN 1/8 INCH
Oil Temperature.....CHECKED
Primer.....IF REQUIRED, 2-4 PUMPS
Propeller Area.....CLEAR
Ignition Switch.....START
Throttle.....1000 RPM
Oil Pressure.....CHECKED
Avionics Master Switch.....ON
Flaps.....UP
Mixture.....AS REQUIRED

TAXI

Exterior Lights.....AS REQUIRED
Weather.....OBTAINED
Instruments.....CHECKED
Transponder.....VERIFY
Brakes / Steering.....CHECKED

BEFORE TAKEOFF

Parking Brake.....SET
Doors & Windows.....CHECKED
Flight Controls & Trim.....CHECKED
Fuel Quantity.....CHECKED
Fuel Selector.....BOTH
Mixture.....RICH
Throttle.....1700 RPM
Magnetos (Max 125 RPM/50 Diff).....CHECKED
Carb Heat.....CHECKED
Engine Instruments & Ammeter.....CHECKED
Throttle.....IDLE THEN 1000 RPM
Mixture.....AS REQUIRED
Flaps.....SET
Flight Instruments.....SET
Avionics.....SET
Departure Briefing.....COMPLETE
Parking Brake.....OFF

LINE UP

Exterior Lights.....ON
Pitot Heat.....AS REQUIRED
Carb Heat.....COLD (push full in)
Mixture.....RICH (below 3,000' pressure alt)

CLIMB

Flaps.....UP
Mixture.....AS REQUIRED
Engine Gauges.....CHECKED
Airspeed...Vy (78) until 1000' then 80-90 KIAS

CRUISE

Throttle.....SET
Mixture.....AS REQUIRED
Landing Light.....AS REQUIRED
Heading Indicator/ Compass.....CHECKED

DESCENT

Weather.....OBTAINED
Altimeter.....SET
Throttle.....AS DESIRED

Cessna 172M - G5 Checklist

DESCENT, cont'd

Carb Heat.....ON (pull out)
Mixture.....AS REQUIRED
Fuel Selector.....BOTH
Landing Light.....AS REQUIRED
Approach Briefing.....COMPLETE

BEFORE LANDING

Passenger Briefing.....COMPLETE
Seat Belts / Harnesses.....ON
Fuel Selector.....BOTH
Mixture.....AS REQUIRED
Carb Heat.....ON (pull out)
Landing Light.....ON
Flaps.....SET

AFTER LANDING

Throttle.....1000 RPM
Carb Heat.....COLD (push full in)
Mixture.....AS REQUIRED
Landing Light.....OFF
Exterior Lights.....AS REQUIRED
Trim.....RESET
Flaps.....UP
Pitot Heat.....OFF

SECURING

Brakes.....HOLD
Avionics Master Switch.....OFF
Throttle.....1000 RPM OR LESS
Magnetos.....GROUND CHECK
Throttle.....1500 RPM FOR 5 SECONDS
Mixture.....IDLE CUT-OFF
Magnetos.....OFF
Keys.....OUT
Electrical Equipment.....OFF
Tachometer/Hobbs.....RECORDED
Master Switch.....OFF
Fuel Selector.....LEFT or RIGHT
Control Lock.....IN
Wheel Chocks/Tie Down.....SECURE

Emergency Procedures

Cessna 172M- G5 Checklist

ENGINE FIRE DURING START

Cranking.....CONTINUE

IF ENGINE STARTS:

Throttle.....1700 RPM
Engine.....SHUTDOWN

IF ENGINE FAILS TO START:

Throttle.....FULL OPEN
Mixture.....IDLE CUT-OFF
Cranking.....CONTINUE
Fuel Selector.....OFF
Fire Extinguisher.....OBTAIN / ARM
Master Switch.....OFF
Magnetos.....OFF
Fire Extinguisher.....USE

ENGINE FIRE IN FLIGHT

Mixture.....IDLE CUT-OFF
Fuel Selector.....OFF
Heat/Air (except wing root vents).....CLOSED
Airspeed.....100 KIAS
(If needed, increase glide speed to find an
airspeed which will provide an
incombustible mixture.)
Forced Landing.....EXECUTE

SEE ENGINE FAIL IN FLIGHT: NO RESTART

ELECTRICAL FIRE IN FLIGHT

Master Switch.....OFF
All Switches Except Ignition.....OFF
Vents, Heat/Air.....CLOSED
Fire Extinguisher.....ACTIVATE
Vents, Heat/Air.....OPEN

If fire appears out and electrical power is
necessary for continuation of flight to nearest
suitable landing area:

Master Switch.....ON
Circuit Breakers.....CHECK, DO NOT RESET
Radio/Electrical Equipment.....ON

One at a time, with delay until short circuit is
localized.

ENGINE FAIL DURING TAKEOFF

Throttle.....IDLE
Brakes.....APPLY
Flaps.....UP
Mixture.....IDLE CUT-OFF
Fuel Selector.....OFF
Magnetos.....OFF
Master Switch.....OFF

ENGINE FAIL IMMEDIATELY AFTER TAKEOFF

Airspeed.....(flaps up) 65 KIAS
Mixture.....IDLE CUT-OFF
Fuel Selector.....OFF
Magnetos.....OFF
Flaps.....AS REQUIRED
Master Switch.....OFF

ENGINE FAIL IN FLIGHT

Trim for Best Glide Airspeed.....65 KIAS
Pick Suitable Landing Site
Fly Toward Landing Site
Fuel Selector.....BOTH
Mixture.....RICH
Carb Heat.....ON (pull full out)
Primer.....IN & LOCKED
Magnetos.....ON/BOTH

IF NO RESTART:

Declare Emergency.....SQUAWK 7700 (121.5)
Passenger Briefing.....COMPLETE
Seats/Seatbelts.....UPRIGHT/SECURE
Mix, Mags, Fuel Selector.....OFF
Flaps.....AS REQUIRED
Master Switch.....OFF
Sharp Objects.....STOW
Doors.....AJAR
Touchdown.....SLIGHTLY TAIL LOW
Brakes.....HEAVILY APPLY

WING FIRE

All Lights.....OFF
Sideslip.....WING WITH FIRE UP
LandAS SOON AS POSSIBLE
Flaps.....ONLY AS REQUIRED FOR LANDING

LANDING WITH FLAT MAIN TIRE

Approach.....NORMAL
Flaps.....AS REQUIRED
Touchdown.....GOOD TIRE FIRST
Hold airplane off flat tire as long as possible
Directional Control.....MAINTAIN
Use brake on good wheel as required

AMMETER SHOWS EXCESSIVE RATE OF CHARGE

Alternator Side of Master Switch.....OFF
Alternator Circuit Breaker.....PULL OUT
Non-Essential Electrical Equipment.....OFF
Land.....AS SOON AS PRACTICAL

ALT INOP LIGHT ILLUMINATES IN FLIGHT

Avionics Master Switch.....OFF
Alternator Circuit Breaker.....CHECK IN
Master Switch.....OFF (both sides)
Master Switch.....ON
ALT INOP Light.....CHECK OFF
Avionics Master Switch.....ON

If ALT INOP illuminates again

Alternator Side of Master Switch.....OFF
Alternator Circuit Breaker.....PULL OUT
Non-Essential Electrical Equipment.....OFF
Land.....AS SOON AS PRACTICAL

**Yellow = Highlighted items
committed to memory**