

Normal Procedures

AIRCRAFT ACCEPTANCE

Control Lock.....REMOVE
Master Switch.....ON
Flaps.....DOWN
Fuel Quantity.....CHECKED
Avionics Master Switch.....ON
Avionics Fan.....CHECK OPERATION
Annunciator Panel.....TEST
Avionics Master Switch.....OFF
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
Fuel Shutoff Valve.....ON (push full in)
Electrical Equipment.....OFF

STARTING ENGINE

Master Switch.....ON
Beacon.....ON
Throttle.....OPEN ¼ INCH
Oil Temperature.....CHECKED
Fuel Pump.....AS REQUIRED
Mixture.....IF REQUIRED, ADVANCE TO 5 GPH
Mixture.....IDLE CUT-OFF
Fuel Pump.....OFF
Propeller Area.....CLEAR
Ignition Switch.....START
Mixture.....ADVANCE AFTER 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
Mixture.....RICH
Throttle.....1800 RPM
Magnetos (Max 150 RPM/50 Diff)CHECKED
Engine Instruments & AmmeterCHECKED
Annunciator Panel.....CLEAR
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
Mixture.....RICH (below 3,000' pressure alt)

CLIMB

Flaps.....UP
Mixture.....AS REQUIRED
Engine Gauges.....CHECKED
Airspeed....Vy (74) until 1000' then 75-85 KIAS

CRUISE

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

Cessna 172S - G5 Checklist

DESCENT

Weather.....OBTAINED
Altimeter.....SET
Throttle.....AS DESIRED
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
Autopilot.....OFF
Landing Light.....ON
Flaps.....SET

AFTER LANDING

Throttle.....1000 RPM
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 172S- G5 Checklist

ENGINE FIRE DURING START

Cranking.....CONTINUE

IF ENGINE STARTS:

Throttle.....1800 RPM
Engine.....SHUTDOWN

IF ENGINE FAILS TO START:

Throttle.....FULL OPEN
Mixture.....IDLE CUT-OFF
Cranking.....CONTINUE
Fuel Shutoff Valve.....OFF (pull full out)
Fuel Pump.....OFF
Fire Extinguisher.....OBTAIN / ARM
Master Switch.....OFF
Magnetos.....OFF
Fire Extinguisher.....USE

ENGINE FIRE IN FLIGHT

Mixture.....IDLE CUT-OFF
Fuel Shutoff Valve.....OFF (pull full out)
Full Pump.....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 Shutoff Valve.....OFF (pull full out)
Magnetos.....OFF
Master Switch.....OFF

ENGINE FAIL IMMEDIATELY AFTER TAKEOFF

Airspeed.....(flaps up) 70 KIAS
Mixture.....IDLE CUT-OFF
Fuel Shutoff Valve.....OFF (pull full out)
Magnetos.....OFF
Flaps.....AS REQUIRED
Master Switch.....OFF

ENGINE FAIL IN FLIGHT

Trim for Best Glide Airspeed.....68 KIAS
Pick Suitable Landing Site
Fly Toward Landing Site
Fuel Selector.....BOTH
Fuel Shutoff Valve.....ON (push full in)
Mixture.....RICH
Fuel Pump.....ON
Magnetos.....ON/BOTH

IF NO RESTART:

Declare Emergency.....SQUAWK 7700 (121.5)
Passenger Briefing.....COMPLETE
Seats/Seatbelts.....UPRIGHT/SECURE
Mix, Mags, Fuel Shutoff Valve.....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

LOW VOLTS ILLUMINATES IN FLIGHT

Avionics Master Switch.....OFF
Alternator Circuit Breaker.....CHECK IN
Master Switch.....OFF (both sides)
Master Switch.....ON
Low Volts Annunciator.....CHECK OFF
Avionics Master Switch.....ON
If Low Voltage 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**