



CHECKLIST

1973 CESSNA 172-M

TG-EAA / EAG

PRE-FLIGHT INSPECTION 1

CABIN

1	A.R.R.O.W.	CHECK
	Airworthiness Cert.	In Clear View
	Registration	In Clear View
	Radio License	Only if Required
	Operating Handbook	In Plane
	Weight & Balance	In Plane
2	Squawk Sheet	NO OPEN SQUAWKS
3	Hobbs Meter	NOTE HOURS
4	Fuel Selector Valve	BOTH
5	Control Wheel Lock	REMOVE
6	Ignition Switch	OFF
7	Master Switch	ON
8	Flaps	EXTEND
9	Fuel Gauges	CHECK QUANTITY
10	Master Switch	OFF

LEFT FUSELAGE

1	Top, Bottom, Sides	FREE OF DENTS
2	Antennae	IN PLACE & SECURE

EMPENNAGE

1	Tail Tie-Down	DISCONNECT
2	Control Surfaces	FREE AND SECURE

RIGHT WING

1	Wing Flap	SECURE & NO FREE PLAY
2	Aileron	FREE AND SECURE
3	Wing End Cap	NO CRACKING - POSITION LAMP OK
4	Wing Leading Edge	INSPECT
5	Leading Edge Cabin Vents	CLEAR OF DEBRIS
6	Wing Tie Down	DISCONNECT
7	Landing Gear	TIRE INFLATION & BRAKE SYSTEM
8	Fuel Tank Sump Sample	NO WATER/CONTAMINATES CORRECT COLOR, ODOR & EVAP.
9	Top Wing Surface	INSPECT
10	Fuel Quantity	CHECK VISUALLY
11	Fuel Filler Cap	SECURE AND VENT UNOBSTRUCTED

PRE-FLIGHT INSPECTION 2

NOSE

1	Engine Oil Level	VERIFY 6 QTS. DO NOT OPERATE w/ < 5QTS.
2	Fuel Strainer Sample	NO WATER/CONTAMINATES CORRECT COLOR & ODOR
3	Fuel Strainer Drain Knob	PULL FOR 4 SECONDS VERIFY SECURELY CLOSED
4	Propeller & Spinner	CHECK for NICKS & SECURITY
5	Engine Cooling Inlets	CLEAR OF DEBRIS
6	Generator Belt	INSPECT
7	Carburetor Air Filter	INSPECT - CLEAR OF DEBRIS
8	Exhaust Outlet	INSPECT
9	Nose Wheel Strut & Tire	3"-5" OLEO STRUT - TIRE INFLATION
10	Static Source Opening	CLEAR (located Left side of Fuselage)

LEFT WING

1	Leading Edge Cabin Vents	CLEAR OF DEBRIS
2	Top Wing Surface	INSPECT
3	Fuel Quantity	CHECK VISUALLY
4	Fuel Filler Cap	SECURE AND VENT UNOBSTRUCTED
5	Wing Tie Down	DISCONNECT
6	Pitot Tube	REMOVE COVER - FRONT OPENING & REAR DRAIN HOLES CLEAR
7	Stall Warning Opening	CLEAR OF DEBRIS
8	Fuel Tank Vent	CLEAR
9	Wing Leading Edge	INSPECT
10	Wing End Cap	NO CRACKING - POSITION LAMP OK
11	Aileron	FREE AND SECURE
12	Wing Flap	SECURE & NO FREE PLAY
13	Fuel Tank Sump Sample	NO WATER/CONTAMINATES CORRECT COLOR, ODOR & EVAP.
14	Landing Gear	TIRE INFLATION & BRAKE SYSTEM

LAST ITEMS

1	Tires	ROLL FORWARD & INSPECT
2	Baggage Compartment	SECURE

BEFORE ENGINE START

1	Preflight Inspection	COMPLETE
2	Passenger Briefing	COMPLETE
	Belts & Harnesses	EXPLAIN
	Exiting	EXPLAIN
3	Seats	ADJUST & LOCK
4	Belts	ADJUST & LOCK
5	Shoulder Harnesses	ADJUST & LOCK
6	Master Switch	ON
7	Radio Master Switch	ON (tune to ATIS)
8	Electrical Equipment	OFF
7	ATIS	OBTAIN
8	Radio Master Switch	OFF

ENGINE START

1	Brakes	TEST / SET
2	Fuel Selector Valve	BOTH
3	Mixture	RICH (in fully)
4	Throttle	OPEN (1/4"-1/2")
5	Carburetor Heat	COLD (in fully)
6	Beacon	ON
7	Master Switch	ON
8	Primer	2 to 6 STROKES (none if warm)
	Primer	RETURN & LOCK
9	Propeller Area	CHECK (yell "CLEAR")
10	Ignition Switch	START (release on engine start)
11	Throttle	800 - 1,000 RPM
12	Oil Pressure	CHECK
13	Flaps	RETRACT
14	Radio Master Switch	ON
15	Radios	ON (tune to Ground Control)
16	Transponder	STANDBY (1200 VFR)
17	Lights	as required
18	Electrical	as required
19	Mixture	LEAN (after warmed up for taxi)

Call Ground	WHO:	(airport) Tower
	WHO:	Cessna (tail number)
	WHERE:	(field position)
	WHAT:	Taxi to Runway (No.) with (atis designator)

BEFORE TAKEOFF

1	Parking Brake	SET
2	Flight Controls	FREE and CORRECT
	Elevator	Fore-Nose Dn / Aft-Nose Up
	Ailerons	L (L-up R-dn) / R (R-up L-dn)
	Rudder	R-R rudder / L-L rudder
3	Fuel Selector Valve	BOTH
4	Elevator Trim	ALIGN to takeoff configuration line
5	Mixture	RICH (in fully)
6	Throttle	1,800 RPM
7	System Gauges	CHECK
	Oil Pressure	Green
	Oil Temperature	Rising
	Ammeter	+ Charging
	Vacuum Gauge	4.6 to 5.4 inches of mercury
8	Magnetos	ISOLATE - Check RPM Gauge
	R Mag (2 clicks to left)	<125 rpm drop - (return to BOTH)
	L Mag (1 click to left)	<125 rpm drop - (return to BOTH)
	Differential L to R	Max. 50 rpm
9	Carburetor Heat	HOT (out fully) - note that RPM drops Return COLD (in fully)
10	Mixture	Slowly LEAN (pull out) until RPM drop to test Return to RICH (in fully)
11	Throttle	IDLE (out fully) check for smooth engine operation and that engine doesn't die Return to 1,000 RPM
12	Flight Instruments	
	Airpeed Indicator	CHECK
	Attitude Indicator	SET
	ALT	SET to ATIS setting
	Turn & Bank Indicator	CHECK
	Heading Indicator	SYNCH to Magnetic Compass
13	Radios	Set to TOWER
14	Transponder	Set to "ALTitude" (1200 for VFR)
15	Lighting	
	Landing / Taxi Lights	ON as required
	Flashing Beacon	ON
	Navigation Lights	ON as required
16	Throttle Friction Lock	ADJUST
17	Cabin Doors / Window	CLOSED & LOCKED
18	Parking Brake	RELEASED
19	Call Tower	WHO: (airport) Tower WHO: Cessna (tail number) WHERE: (runway) Run-Up / Hold'g Short WHAT: Straight (N/S/E/W)bound departure Right/Left crosswind departure Right/Left downwind departure Right/Left 270 departure to (N/S/E/W) Remain in pattern for closed R/L traffic



NORMAL TAKE-OFF

1	Wing Flaps	0 degrees
2	Mixture	LEAN (for field elev. as req'd)
3	Carburetor Heat	COLD (in fully)
4	Throttle	FULL (in fully)
5	Elevator Control	@ 65 MPH - LIFT NOSEWHEEL
6	Climb Speed	ACCELERATE - 80-85 mph > 500fpm - climb rate

SHORT FIELD / MAX. PERFORMANCE TAKE-OFF

1	Wing Flaps	0 degrees
2	Carburetor Heat	COLD (in fully)
3	Brakes	APPLY
4	Throttle	FULL (in fully)
5	Brakes	RELEASE
6	Airplane Attitude	Slightly TAIL LOW
7	Climb Speed	68 mph until all obstacles cleared
8	Climb Speed	80 mph after all obstacles cleared

SOFT FIELD TAKE-OFF

1	Wing Flaps	10 degrees
2	Carburetor Heat	COLD (in fully)
4	Throttle	Smoothly FULL , keep plane moving
5	Elevator Control	Back fully , release gently as plane accelerates, keep wght. off nose wheel
6	Airplane Attitude	Slightly TAIL LOW
7	Roll-Out	Allow plane to take-off when able, push nose forward to fly in gnd. effect as plane accelerates
8	Wing Flaps	slowly to 0 deg. as plane accelerates
9	Climb Out Speed	Gently climb out at 80 mph

NORMAL CLIMB

1	Airspeed	80 to 90 mph
2	Throttle	FULL (in fully)
3	Mixture	FULL RICH (can lean above 5,000 feet)

MAX. PERFORMANCE CLIMB

1	Airspeed	82 mph
2	Throttle	FULL (in fully)
3	Mixture	FULL RICH (can lean above 5,000 feet)
4	Engine Temp. Instruments	Scan for excessive temp., lower nose and accelerate to 90 mph climb if necessary for increased engine cooling

CRUISING

1	Throttle	2,200 to 2,700 RPM NOTE: Max. cruise RPM varies w/ altitude. See POH Sect. V
2	Trim Tab	ADJUST (for Level Flight)
3	Mixture	LEAN (for max. RPM)

LET-DOWN

1	Mixture	RICH
2	Throttle	As desired
3	Carburetor Heat	HOT (out fully) BELOW 2,200 RPM

DESCENT to AIRPORT

1	Directional Gyro	SYNCH w/ Compass in level flight
2	Power	REDUCE as required
3	Pitch	to desired Airspeed
4	Mixture	ENRICH as required
5	Carburetor Heat	HOT below 2,200 RPM
6	Atis	OBTAIN
7	Altimeter	SET to Atis
8	Call Tower	WHO: (airport) Tower WHO: Cessna (tail number) WHERE: (miles) to the N/S/E/W -or- over (landmark) WHAT: inbound for landing with (ATIS designator)

BEFORE LANDING

1	Seats, Belts, Harnesses	LOCK & ADJUST
2	Fuel Selector Valve	BOTH
3	Mixture	ENRICH to Altitude
4	Carburetor Heat	HOT below 2,200 RPM
5	Lighting	Landing / Taxi Lights ON as required Flashing Beacon ON Navigation Lights ON as required
6	Transponder	ALT.
7	Engine Instruments	CHECK

NORMAL LANDING

1	Airspeed	80 MPH
2	Wing Flaps	As Desired
3	Carburetor Heat	HOT (out fully)
4	Power	REDUCE as field is made
5	Touchdown	Main wheels first
6	Landing Roll	Lower Nose Wheel Gently
7	Braking	MINIMUM Required

SHORT FIELD LANDING

1	Airspeed	70 MPH
2	Wing Flaps	FULLY EXTENDED (40deg.)
3	Carburetor Heat	HOT (out fully)
4	Power	REDUCE as obstacles cleared
5	Touchdown	Main wheels first - get down quickly, smooth land'g not as important as short ground roll
6	Landing Roll	Lower Nose Wheel Gently
7	Braking	Brake firmly with MIN. required pressure only after wing is not flying to avoid skid

SOFT FIELD LANDING

1	Airspeed	80 MPH
2	Wing Flaps	As Desired
3	Carburetor Heat	HOT (out fully)
4	Power	REDUCE as field is made
5	Power after Flare	ADD trickle of power after flare
6	Touchdown	Hold Main Gear off with increasing back pressure on elevator for smooth touchdown
7	Landing Roll	Hold Nose Wheel off for as long as possible continue back elev. pressure during taxi
8	Braking	Absolute Min. Required , continue moving during taxi until desired full stop

AFTER LANDING

1	Wing Flaps	RETRACT Fully
2	Carburetor Heat	COLD (in fully)
3	Transponder	SBY (Standby)
4	Call Ground (121.7 SEE)	WHO: (airport) Tower WHO: Cessna (tail number) WHERE: Clear runway (No.) at (taxiway location) WHAT: Taxi to (field location)

STOPPING ENGINE

1	Parking Brake	SET
2	Radio Master Switch	OFF
3	Electrical Equipment	OFF
4	Transponder	OFF
5	Throttle	IDLE (out fully)
6	Mixture	FULL LEAN - Engine Stops
7	Ignition Switch	OFF
8	Master Switch	OFF
9	Keys	OUT - on dash

SECURING AIRPLANE

1	Fuel Selector Valve	OFF
2	Cabin Air	CLOSED (in fully)
3	Cabin Heat	COLD (in fully)
4	Hobbs Meter Time	RECORD
5	Control Lock	INSTALL
6	Passenger Door	LOCK
7	Pitot Cover	INSTALL
8	Chocks	PLACE
9	Tiedowns	SECURE
10	Window Cover	INSTALL
11	Pilot Door	LOCK
12	Baggage Door	LOCK

EMERGENCY LANDING

A	AIRSPPEED Pitch for Best Glide Speed	80 MPH
B	BEST LANDING SITE Best Landing Site	CHOOSE - TURN TOWARDS
C	CHECKLIST	
1	Fuel Selector Valve	BOTH
2	Mixture	RICH (in fully)
3	Carburetor Heat	HOT (out fully)
4	Magnetos	BOTH
5	Fuel Primer	IN & LOCKED
6	Rough Running Engine Check Magnetos	ISOLATE L/R

D DECLARE EMERGENCY

1	Transponder Emergency	Squawk 7700
2	Radios	Emergency 121.50

E EMERGENCY PLAN

Plan for after landing	REVIEW
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F FORCED LANDING

1	Doors	CRACK
2	Fuel	OFF
3	Electrical Power	OFF
4	Soft Field Landing	
Touchdown Attitude	Slightly TAIL LOW	
Nosewheel	Keep UP as long as possible	
Braking	MINIMUM Required	

GO AROUND

1	Throttle	FULL (in fully)
2	Carburetor Heat	COLD (in Fully)
3	Airspeed	Accelerate to 70 MPH
4	Flaps	RETRACT to 20 degrees
5	Airspeed	Accelerate to 80 mph
6	Flaps	RETRACT to 0 degrees