CESSNA 172N - NORMAL CHECKS

Prestart

Seats	Adjusted
Doors	Closed
Hamesses	Fastened
Area	Clear & Suitable

Start

Park Brake	Set
Fuel	Both
Trim	Neutral
Instruments	Left to Right
Radio	Off
Transponder	Off
Heater and Demister	Off / Closed
Mixture	Full Rich
Throttle	Cracked
Carb Heat	Off / Cold
Navigation and beacon lights	On
Breakers	All in
Key	In ready
Masters	On
Prime	As Required
Prop and area	Clear
Start	Key Start

After Start

Throttle	1000 RPM
Oil Pressure	Active
Alternator	Charging
Flaps	Retracted
Magnetos	Deadcut (L, R, OFF, Both)
Radio	On
Radio Freq	Check and Squelch
Transponder	STBY

Taxi Checks

Brakes	Check
Gyro Instruments	Moving Freely
Compass	Moving Freely

Power Checks / Run Ups

Parked	Into wind
Park Brake	Set
Temp, Press, suction	Active
Power	1700 RPM
Brakes	Holding
Carb Heat	Cycle
Magnetos	L, Both, R, Both
Max drop 125 max difference 50	
Temp and Press	Stable
Power	Throttle Closed
Carb Heat	On
Idle Check	Not below 500 RPM
Power	1200 RPM

Pre Take off Checks (DVA's)

Too	**Trim**	Set
	Throttle Friction	Appropriate
Many	**Mixture**	Full Rich
	Masters	On
Pilots	**Primer**	Locked
	Pitch	Fixed
Fly	**Flap**	10˚
	Fuel	Both
		Contents
		Timer
In	**Instruments**	Set
	Ignition	Both
High	**Hatches**	Secure
	Harnesses	Fastened
Cloud	**Controls**	Full and Free
	Clear	Clearing turn

Line Up Checks

Lights	All On
Camera	TPNDR ALT
Action	Temp, Press Carb Ht Cycle

DO NOT REMOVE FROM AIRCRAFT

NORMAL CHECKS cont.

HASELL		
H	Height	Suitable for recovery
A	Airframe	State configuration
S	Security	Cockpit Secure
E	Engine	Temps and Press
L	Locality	Suitable
L	Lookout	Clearing Turn
L	Lights	All ON

SADIE		
S	Suction	Green Range
A	Ammeter	Charging
D	Directional Indicator	Aligned
I	Icing	Carb Heat Cycle
E	Engine	T and P's

Prelanding Checks - BUMFISH		
B	Brakes	Pressure
U	Undercarriage	Fixed
M	Mixture	Full Rich
F	Fuel	Sufficient
I	Ignition	On Both
S	Security	Cockpit Secure
H	Hatches & Harnesses	Secure

After Landing Checks	
Vacate runway	
Flaps	Retracted
Landing Light	Off
Transponder	Off

Shut Down	
ELT	Tune and Squelch 121.5
Radio	119.5 and OFF
Power	< 1000 RPM
Ignition	Deadcut (L, R, OFF, Both)
Mixture	Idle Cut Off
Keys	Out
Masters	Off
Aircraft Log	Filled out

EMERGENCY CHECKS

Engine fire on start	
Starter	Crank Engine
Mixture	Idle Cut OFF
Throttle	Full Throttle
Fuel Selector	OFF
Abandon aircraft if fire continues	

Engine Fire in flight	
Mixture	Idle Cut OFF
Fuel Selector	OFF
Master Switch	OFF
Cabin Heat and Air	OFF
Airspeed to 100kt to extinguish fire Resume 65kt glide once fire extinguished	
Proceed with a forced landing	

Loss of oil pressure
Reduce RPM immediately
Land as soon as possible.
Be prepared for engine failure and force landing

Alternator Failure	
Verify failure	
Reduce electrical load	
Alternator circuit breaker	Check
Alt switch	OFF (1 sec) then ON
If no output	OFF
Land as soon as possible.	

Operating Information			
Vs0	41 kts	VX	59 kts
Vs1	47 kts	VY	73 kts
VFE	85 kts	Best Glide	65 kts
VNO	128 kts	Demo'd Xwind	15 kts
VA	97 - 80 kts	Slow Flt Clean	60 kts
VNE	160 kts	Slow Flt Dirty	50 kts
Normal Approach - 40˚ Flap			55-65 kts
Precision Approach - 40˚ Flap			60 kts
Fuel Burn		35 litres per hour	
Minimum Oil		6 quarts	

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