

# **CHECKLIST**

1969 CESSNA 172-K

**NOTE:** Verify all information with airplane's POH

## PRE-FLIGHT INSPECTION 1

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### CABIN

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1	A.R.R.O.W.	<b>CHECK</b>
	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	<b>NO OPEN SQUAWKS</b>
3	Hobbs Meter	<b>NOTE HOURS</b>
4	Fuel Selector Valve	<b>BOTH</b>
5	Control Wheel Lock	<b>REMOVE</b>
6	Ignition Switch	<b>OFF</b>
7	Master Switch	<b>ON</b>
8	Flaps	<b>EXTEND</b>
9	Fuel Gauges	<b>CHECK QUANTITY</b>
10	Master Switch	<b>OFF</b>

### LEFT FUSELAGE

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1	Top, Bottom, Sides	<b>FREE OF DENTS</b>
2	Antennae	<b>IN PLACE &amp; SECURE</b>

### EMPENNAGE

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1	Tail Tie-Down	<b>DISCONNECT</b>
2	Control Surfaces	<b>FREE AND SECURE</b>

### RIGHT WING

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

## PRE-FLIGHT INSPECTION 2

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### NOSE

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

### LEFT WING

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

### LAST ITEMS

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1	Tires	<b>ROLL FORWARD &amp; INSPECT</b>
2	Baggage Compartment	<b>SECURE</b>

## BEFORE ENGINE START

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

## ENGINE START

1	Brakes	<b>TEST / SET</b>
2	Fuel Selector Valve	<b>BOTH</b>
3	Mixture	<b>RICH</b> (in fully)
4	Throttle	<b>OPEN</b> (1/4"-1/2")
5	Carburetor Heat	<b>COLD</b> (in fully)
6	Beacon	<b>ON</b>
7	Master Switch	<b>ON</b>
8	Primer	<b>2 to 6 STROKES</b> (none if warm)
	Primer	<b>RETURN &amp; LOCK</b>
9	Propellar Area	<b>CHECK</b> (yell "CLEAR")
10	Ignition Switch	<b>START</b> (release on engine start)
11	Throttle	<b>800 - 1,000 RPM</b>
12	Oil Pressure	<b>CHECK</b>
13	Flaps	<b>RETRACT</b>
14	Radio Master Switch	<b>ON</b>
15	Radios	<b>ON</b> (tune to Ground Control)
16	Transponder	<b>STANDBY</b> (1200 VFR)
17	Lights	as required
18	Electrical	as required
19	Mixture	<b>LEAN</b> (after warmed up for taxi)
	Call Ground	<b>WHO:</b> (airport) Tower
		<b>WHO:</b> Cessna (tail number)
		<b>WHERE:</b> (field position)
		<b>WHAT:</b> Taxi to Runway (No.)
		with (atis designator)

## BEFORE TAKEOFF

1	Parking Brake	<b>SET</b>
2	Flight Controls	<b>FREE and CORRECT</b>
	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	<b>BOTH</b>
4	Elevator Trim	<b>ALIGN</b> to takeoff configuration line
5	Mixture	<b>RICH</b> (in fully)
6	Throttle	<b>1,800 RPM</b>
7	System Gauges	<b>CHECK</b>
	Oil Pressure	Green
	Oil Temperature	Rising
	Ammeter	+ Charging
	Vacuum Gauge	4.6 to 5.4 inches of mercury
8	Magnetos	<b>ISOLATE</b> - 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	<b>HOT</b> (out fully) - note that RPM drops Return <b>COLD</b> (in fully)
10	Mixture	Slowly <b>LEAN</b> (pull out) until RPM drop to test Return to <b>RICH</b> (in fully)
11	Throttle	<b>IDLE</b> (out fully) check for smooth engine operation and that engine doesn't die Return to <b>1,000 RPM</b>
12	Flight Instruments	
	Airpeed Indicator	<b>CHECK</b>
	Attitude Indicator	<b>SET</b>
	ALT	<b>SET</b> to ATIS setting
	Turn & Bank Indicator	<b>CHECK</b>
	Heading Indicator	<b>SYNCH</b> to Magnetic Compass
13	Radios	Set to <b>TOWER</b>
14	Transponder	Set to " <b>ALT</b> itude" (1200 for VFR)
15	Lighting	
	Landing / Taxi Lights	<b>ON</b> as required
	Flashing Beacon	<b>ON</b>
	Navigation Lights	<b>ON</b> as required
16	Throttle Friction Lock	<b>ADJUST</b>
17	Cabin Doors / Window	<b>CLOSED &amp; LOCKED</b>
18	Parking Brake	<b>RELEASED</b>
19	Call Tower	<b>WHO:</b> (airport) Tower <b>WHO:</b> Cessna (tail number) <b>WHERE:</b> (runway) Run-Up / Hold'g Short <b>WHAT:</b> 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 <b>NOTE:</b> 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	Carburator Heat	HOT (out fully) BELOW 2,200 RPM

## DESCENT to AIRPORT

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

## BEFORE LANDING

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

## NORMAL LANDING

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

## SHORT FIELD LANDING

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

## SOFT FIELD LANDING

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

## AFTER LANDING

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

## STOPPING ENGINE

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

## SECURING AIRPLANE

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



## EMERGENCY LANDING

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### A AIRSPEED

Pitch for Best Glide Speed	<b>80 MPH</b>
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### B BEST LANDING SITE

Best Landing Site	<b>CHOOSE - TURN TOWARDS</b>
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### C CHECKLIST

- |       |                      |                        |
|-------|----------------------|------------------------|
| 1     | Fuel Selector Valve  | <b>BOTH</b>            |
| 2     | Mixture              | <b>RICH</b> (in fully) |
| 3     | Carburator Heat      | <b>HOT</b> (out fully) |
| 4     | Magnetos             | <b>BOTH</b>            |
| 5     | Fuel Primer          | <b>IN &amp; LOCKED</b> |
| <hr/> |                      |                        |
| 6     | Rough Running Engine |                        |
|       | Check Magnetos       | <b>ISOLATE L/R</b>     |
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### D DECLARE EMERGENCY

- |   |             |                         |
|---|-------------|-------------------------|
| 1 | Transponder |                         |
|   | Emergency   | Squawk <b>7700</b>      |
| 2 | Radios      | Emergency <b>121.50</b> |
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### E EMERGENCY PLAN

Plan for after landing	<b>REVIEW</b>
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### F FORCED LANDING

- |       |                    |                                    |
|-------|--------------------|------------------------------------|
| 1     | Doors              | <b>CRACK</b>                       |
| 2     | Fuel               | <b>OFF</b>                         |
| 3     | Electrical Power   | <b>OFF</b>                         |
| <hr/> |                    |                                    |
| 4     | Soft Field Landing |                                    |
|       | Touchdown Attitude | Slightly <b>TAIL LOW</b>           |
|       | Nosewheel          | Keep <b>UP</b> as long as possible |
|       | Braking            | <b>MINIMUM</b> Required            |
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## GO AROUND

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- |   |                 |                                     |
|---|-----------------|-------------------------------------|
| 1 | Throttle        | <b>FULL</b> (in fully)              |
| 2 | Carburator Heat | <b>COLD</b> (in Fully)              |
| 3 | Airspeed        | Accelerate to <b>70 MPH</b>         |
| 4 | Flaps           | <b>RETRACT</b> to <b>20</b> degrees |
| 5 | Airspeed        | Accelerate to <b>80</b> mph         |
| 6 | Flaps           | <b>RETRACT</b> to <b>0</b> degrees  |
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