

CESSNA 172N - NORMAL CHECKS

Prestart

Seats	Adjusted
Doors	Closed
Harnesses	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
Flaps	Retracted
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
Magnetos	Deadcut (L, R, OFF, Both)
Radio	On
Radio Freq	Check and Squelch

Taxi Checks

Brakes	Check
Gyro Instruments	Moving Freely
Compass	Moving Freely

Power Checks / Run Ups

Parked	Into wind
Park Brake	Set
Temp, Pressure	Active
Power	1700 RPM
Brakes	Holding
Carb Heat	Cycle
Magnetos	L, Both, R, Both <i>Max drop 125 max difference 50</i>
Temp, Press, Suction	Active
Power	Throttle Closed
Carb Heat	Cycle
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, Strobes	Off
Radio	Call

Shut Down

ELT	Tune and Squelch 121.5
Radio119.5 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 ready for engine failure and forced 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
Poor Vis Config	10 ^o flap, 65kts		
Min Static RPM - ISA SL	2280-2400 RPM		
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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