# Cessna 172N Normal Checklist

## PREFLIGHT

**Cabin**
- Documents: AROW
- Control Lock: REMOVE
- Magneto: OFF
- Avionics Master: OFF
- Master: ON
- Fuel Quantity Indicators: CHECK
- Lights & Pitot Heat: ON
- Check Lights, then: OFF
- Master: OFF
- Fuel Selector: CHECK E.A. POSITION
- Baggage Door: SECURE

**Empennage**
- Tail Tie-down: REMOVE
- Control Surfaces: FREE, CLEAR

**Right Wing**
- Flap: CHECK
- Aileron: FREE, CLEAR
- Wing Tie-down: REMOVE
- Main Wheel Tire: CHECK
- Fuel Sump: DRAIN & CHECK
- Fuel Qty: VISUAL CHECK
- Fuel Filler Cap: SECURE

**Nose**
- Engine Oil: CHECK (4-6)
- Fuel Strainer: DRAIN & CHECK
- Prop & Spinner: CHECK
- Carburetor Air Filter: CHECK
- Nose Wheel & Strut: CHECK
- Static Source: CHECK

**Left Wing**
- Main Wheel Tire: CHECK
- Fuel Sump: DRAIN & CHECK
- Fuel Qty: VISUAL CHECK
- Fuel Filler Cap: SECURE
- Pitot Tube: CHECK
- Fuel Tank Vent: CLEAR
- Stall Warning Vane: CHECK
- Wing Tie-down: REMOVE
- Aileron: CHECK
- Flap: CHECK

## BEFORE START

- Preflight: COMPLETE
- Passenger Brief: COMPLETE
- Seats, Seat Belts: SECURE
- Fuel Selector: BOTH
- Avionics: OFF
- Brakes: HOLD
- Circuit Breakers: ALL IN

## STARTING

- Mixture: RICH
- Carburetor Heat: COLD
- Beacon: ON
- Master: ON
- Prime: AS REQUIRED
- Throttle: OPEN 1/8"
- Propeller: CLEAR
- Magneto: START
- Oil Pressure: CHECK
- Avionics: ON
- Mixture: LEAN 1"
- Flaps: UP
- Transponder: STANDBY

## TAXI

- Brakes: TEST
- Turn Instruments: CHECK

### VFR Day Minimum Equipment:
- Gas Gauges, Oil Temp, Oil Pres., Seat Belts, ELT, Altimeter, Compass, Airspeed Indicator, Tach.

### VFR Night Minimum Equipment:
- Position Lights (NAV), Anti-Collision Lights (beacon, strobes), Landing Light (if for hire), Electrical Source, Spare fuses.

## CLIMB

- Airspeed: 70 – 85 KIAS
- Throttle: FULL
- Mixture: LEAN ABOVE 3000'
- HI to Compass: SET
- Engine Instruments: CHECK

## CRUISE

- Power: 2200–2700rpm (75% max)
- Trim: SET
- Mixture: LEAN
- Landing Lights: OFF

## DESCENT

- Mixture: ADJUST
- Power: AS Req’d
- Carburetor Heat: AS Req’d
- Baggage Door: SECURE
- Engine Instruments: CHECK
- Prop & Spinner: CHECK
- Carburetor Air Filter: CHECK
- Gear: DRAIN & CLEAR

## AFTER LANDING

- Carburetor Heat: COLD
- Flaps: UP
- Mixture: LEAN 1"
- Transponder: STANDBY
- Ldg Light: OFF, As req’d

## SECURING

- Avionics Master: OFF
- Lights: OFF, Beacon ON
- Magneto: GROUND CHECK
- Mixture: IDLE CUTOFF
- Carburetor Heat: OFF
- Master: OFF
- Control Lock: INSTALL

## BEFORE TAKEOFF

- Brakes: HOLD
- Doors, Windows: CLOSED, LOCKED
- Flight Controls: CHECK
- Flight Instruments: CHECK
- Fuel Selector: BOTH
- Mixture: RICH
- Trim: TAKEOFF
- Throttle: 1700 RPM
- Magnetos: CHECK (125/50)
- Engine Instruments: CHECK
- Circuit Breakers: ALL IN
- Throttle: 1700 RPM
- Mixture: RICH
- Carburetor Heat: ON

## TAKEOFF

- Flaps: DOWN
- Transponder: STANDBY
- Engines: CHECK
- Lights: ON, as req’d
- Radios: SET
- Magnetos: START
- Throttle: OP 1/8"
- Power: AS Req’d
- Carburetor Heat: AS Req’d
- Tail Tie-down: REMOVE

## ABORT PLAN READY

- Time: RECORD
- Altitude: SQAUWK
- Icing: ON, as req’d
- Lights: ON, as req’d
- HI to Compass: SET

## LINEUP

- Time: RECORD
- Altitude: SQAUWK
- Icing: ON, as req’d
- Lights: ON, as req’d
- HI to Compass: SET

## V Speeds

<table>
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<tr>
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<tbody>
<tr>
<td>160</td>
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<table>
<thead>
<tr>
<th>Vf</th>
<th>Va</th>
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<tbody>
<tr>
<td>110</td>
<td>2300Lbs</td>
</tr>
<tr>
<td>85</td>
<td>1950Lbs</td>
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<tr>
<td>80</td>
<td>1600Lbs</td>
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## ABC GUMPS

- OR
- Else
Cessna 172N Emergency Checklist

**ENGINE FAILURE AFTER TAKEOFF**

Airspeed .................. 65
Mixture ................................ IDLE CUTOFF
Fuel Selector .................. OFF
Magnetos ....................... OFF
Flaps ............................ 40° rec
Master ................................ OFF
Doors .............................. UNLATCH
Touchdown .... SLIGHTLY TAIL LOW
Brakes ............................ APPLY HEAVILY

**ENGINE FAILURE DURING FLIGHT**

Airspeed .................. 65
Carburator Heat ............... ON
Fuel Selector .................. BOTH
Mixture ................................ RICH
Magneto s. BOTH (or start if prop stopped)
Primer ............................ IN & LOCKED

**EMERGENCY LANDING, NO POWER**

Airspeed .................. 65
Mixture ................................ IDLE CUTOFF
Fuel Selector .................. OFF
Magneto s ....................... OFF
Flaps ............................ AS DESIRED (40° rec)
Master ................................ OFF
Doors .............................. UNLATCH
Touchdown .... SLIGHTLY TAIL LOW
Brakes ............................ APPLY HEAVILY

**PRECAUTIONARY LANDING W/ POWER**

Flaps ............................ 20°
Airspeed .................. 60
Selected Field .... Fly Over, Note Terrain
Avionics & Electrical ........... OFF
Flaps ............................ 40° rec
Airspeed .................. 60
Master ............................ OFF
Doors .............................. UNLATCH
Touchdown .... SLIGHTLY TAIL LOW
Magneto s ....................... OFF
Brakes ............................ APPLY HEAVILY

**DITCHING**

Radio .................. MAYDAY on 121.5
Squawk .......................... 7700
Approach
High Winds, Heavy Seas .... INTO WIND
Light Winds, Heavy Swells ... PARALLEL
Flaps .................................. 20°
Power .......................... 300ft/min DESCENT @ 55kts
Doors .............................. UNLATCH
Touchdown .......................... LEVEL ATTITUDE
Face .............................. CUSHION
Airplane .......................... EVACUATE

**FIRE DURING START**

Cranking ........................ CONTINUE
If engine starts:
Power .......................... 1700 RPM
Engine .......................... SHUTDOWN
If engine fails to start:
Throttle .......................... FULL OPEN
Mixture .......................... IDLE CUTOFF
Cranking ........................ CONTINUE
Fire Extinguisher ............... OBTAIN
Engine .............................. SECURE
Master .............................. OFF
Magneto s .......................... OFF
Fuel Selector .................. OFF
Fire Extinguisher ............... USE

**ENGINE FIRE IN FLIGHT**

Mixture .......................... IDLE CUTOFF
Fuel Selector .................. OFF
Master .............................. OFF
Cabin Heat & Air ............... OFF
Airspeed 100 KIAS or more to Extinguish
Forced Landing .................. EXECUTE

**FLIGHT OPERATIONS**

Airspeed .................. 65
Carburator Heat ............... ON
Fuel Selector .................. BOTH
Mixture ................................ RICH
Magneto s ....................... OFF
Primer ............................ IN & LOCKED

**ENGINE FIRE IN FLIGHT**

Master .......................... OFF
Avionics .......................... OFF
All Other Switches .... OFF(except mags)
Vents, Cabin Air/Heat .......... CLOSED
Fire Extinguisher ............... ACTIVATE
If Fire is Out .................. OPEN VENTS
If Electrical Required for Flight:
Master .......................... OFF
Circuit Breakers .... IN, DONT RESET
Radios ......................... OFF
Avionics .......................... ON
Radios / Electrical .... ON, One at a Time
Vents, Cabin Air / Heat .... ON

**CABIN FIRE**

Master .......................... OFF
Vents, Cabin Air / Heat .......... OFF
Fire Extinguisher ............... ACTIVATE
If Fire is Out .................. OPEN VENTS
LAND ............................. ASAP

**WING FIRE**

Navigation Lights ........... OFF
Strobes .......................... OFF
Pitot Heat ........................ OFF
Side Slip ........................ AWAY FROM FIRE
LAND ............................. ASAP

**ICING**

Pitot Heat ........................ ON
Turn Back or Change Altitude
Cabin Heat ........................ ON
Defroster Outlets ............... OPEN
Increase Engine Speed to Minimize Prop Ice
Watch for Signs of Carburetor Ice.

**AMMETER SHOWS EXCESSIVE RATE OF CHARGE**

(Ammeter Indicates Discharge)
Avionics Master ............... OFF
Master .............................. OFF (both sides)
Low-Voltage Light ............. CHECK OFF
Avionics Master ............... ON
If low-voltage light illuminates again:
Alternator .............................. OFF
Nonessential Radio / Electrical .... OFF
Flight .............................. TERMINATE

**LOW-VOLTAGE LIGHT DURING FLIGHT**

(Ammeter Indicates Discharge)
Avionics Master ............... OFF
Master .............................. OFF (both sides)
Low-Voltage Light ............. CHECK OFF
Avionics Master ............... ON
If low-voltage light illuminates again:
Alternator .............................. OFF
Nonessential Radio / Electrical .... OFF
Flight .............................. TERMINATE

**RADIO FAILURE**

Microphone Buttons ........... NOT STUCK
Comm Panel ............... CORRECT RADIO
Radio .................. ON, CHECK SQUELCH
Volume ............................... UP
Frequency .......................... CORRECT
Headset or Mic ........ PLUGGED IN
Intercom .......................... ON, Volume, Squelch up
Circuit Breakers ............ IN
Avionics Master ............... ON
Master .............................. ON
Load Meter .............. POSITIVE CHARGE
Transponder .......................... 7600

**AIRSPEEDS FOR EMERGENCIES**

Engine Failure after Takeoff:
Flaps UP .................. 65 KIAS
Flaps Down ................. 60 KIAS
Maneuvering Speed:
2300lbs .......................... 97 KIAS
1950lbs .......................... 89 KIAS
1600lbs .......................... 80 KIAS
Maximum Glide .................. 65 KIAS
Precautionary LDG w/ Power .... 60KIAS
Landing w/o Power:
Flaps Up .................. 65 KIAS
Flaps Down ................. 60 KIAS