

CESSNA 172 NORMAL OPERATING CHECKLIST

BEFORE STARTING ENGINE

1. Brief passengers on seat belts, location of exits and fire extinguisher.
2. Check circuit breakers.
3. Check alternate static source. Look for jump on the vertical speed indicator.
4. Seat belts fastened and seats locked in position.
5. Avionics power and electrical switches OFF.
6. Fuel selector valve on BOTH.
7. Prime as required.
8. Mixture RICH.
9. Throttle open 1/8 inch.
10. Master switch ON.
11. Beacon light switch ON.
12. Propeller area CLEAR.
13. Ignition switch START. Set throttle to 1000 RPM and check for green oil pressure.

PRE-TAXI

1. Avionics power ON. Run Garmin 430 self-test by pressing ENTER twice.
2. Listen to AWOS (127.825 at KGAD).
3. Flaps UP.
4. Put barometric pressure setting in altimeter. Check w/in 75 ft. of elevation (569' KGAD).
5. Radio set (122.8 for KGAD CTAF).
6. Heading indicator set to compass.
7. Set transponder to STANDBY.
8. Brakes CHECK.

RUN-UP

1. Flight controls FREE and CORRECT. Check ailerons, elevator and rudder.
2. Check your 6 flight instruments.
3. Primer IN and LOCKED.
4. Carburetor heat OFF.
5. Mixture RICH.
6. Brakes SET.
7. Throttle 1700 RPM.
8. Check left and right magnetos (RPM drop should not exceed 150 RPM on either mag or 50 RPM differential between mags).
9. Pull out carburetor heat and look for RPM drop. Push back in.
10. Check suction gauge in green.
11. Check that oil pressure and oil temperature are in the green.
12. Check ammeter by turning left side of master switch OFF, note discharge, then back ON.
13. Throttle IDLE then back to 1000 RPM. Check throttle friction.

BEFORE TAKEOFF

1. Elevator trim set to takeoff position.
2. Wing flaps UP (10 degrees for short or soft field takeoff).
3. Heading indicator set to compass.
4. Transponder set to 1200 and on altitude mode (ALT).
5. Strobe lights ON.
6. Review abort plan.
7. Check both directions for traffic before taxiing onto runway.

NORMAL TAKEOFF AND CLIMBOUT

1. Align airplane with centerline of runway.
2. Smoothly apply FULL throttle. Use rudder to maintain centerline.
3. Verify that airspeed is coming up.
4. Gently lift off at 60 knots.
5. Climb out at 80 knots.

CRUISE

1. Throttle 2200-2500 RPM.
2. Elevator trim ADJUST.
3. Mixture LEAN out above 3,000 feet.
4. Heading indicator set to compass.

DESCENT

1. Mixture RICH.
2. Reduce throttle.

BEFORE LANDING

Perform GUMPS Check.

1. Gas: Fuel selector valve on BOTH.
2. Undercarriage: Landing gear DOWN.
3. Mixture: RICH.
4. Power: 2100-2300 RPM.
5. Seat Belts fastened.

NORMAL LANDING

1. Airspeed 65-70 knots.
2. Touchdown on main wheels first.
3. Lower nose wheel gently

AFTER LANDING

1. Flaps UP.
2. Carburetor heat OFF.
3. Strobe lights OFF.
4. Transponder set to STANDBY.
5. Elevator trim re-set to takeoff position.

SHUTDOWN

1. Avionics power OFF.
2. All electrical switches OFF.
3. Mixture IDLE CUTOFF.
4. Ignition switch OFF.
5. Master switch OFF.
6. Control lock INSTALL.
7. Put on pitot tube cover.
8. Tie down and chock the airplane.