

N93KK Cessna 172L Checklist

Preflight

Cabin:

1. Covers, Plugs – Remove
2. Documents – ARROW
3. Hobbs & Tach – Record
4. Control Lock – Remove
5. Fire Extinguisher - Check
6. Ignition – Off
7. Avionics – Off
8. Master – On
9. Fuel Gauges – Note
10. Flaps – Down
11. Lights – Check
12. Pitot Heat – Check
13. Master – Off
14. ELT – Auto

Empennage:

1. Baggage Door – Check
2. Antennas – Check
3. Left Side Fuselage – Check

Tail:

1. Elevator/Rudder/Trim -Check
2. Tie Down – Remove
3. Right Side Fuselage – Check

Right Wing:

1. Flap, Aileron – Check
2. Control Surfaces, Lights – Check
3. Leading Edge, Air inlet – Check
4. Tie Down – Remove
5. Tire, Brakes, Strut – Check
6. Fuel Tank Sump – Drain
7. Fuel Level - Check Visually
8. Fuel Cap – Secure

Nose:

1. Gas, Oil leaks – Check
2. Oil Level – Check 6-8qts
3. Strainer Knob – drain 4 secs
4. Prop and Spinner – Check
5. Alternator Belt - Check

6. Air Filter – Check
7. Tire, Strut – Check
8. Carb Air Filter – Check
9. Static Port – Check
10. Landing Light - Check

Left Wing:

1. Flap, Aileron – Check
2. Control Surfaces, Lights – Check
3. Leading Edge, Air inlet – Check
4. Tie Down – Remove
5. Tire, Brakes, Strut – Check
6. Fuel Tank Sump – Drain
7. Fuel Level - Check Visually
8. Fuel Cap – Secure
9. Pitot Tube, Fuel Vent – Check
10. Stall Warning Opening - Check

Startup:

1. Preflight Inspection – Complete
2. Verify Aircraft Dispatched
3. Seat, Seatbelts & Harnesses – Secure
4. Passenger Brief – Complete
5. Charts, ForeFlight – Current
6. Circuit Breakers – Check
7. Fuel Selector – Both
8. Beacon – On
9. Avionics – Off
10. Brakes – Check
11. Parking Brake - Set
12. Mixture – Rich
13. Carb Heat – Off
14. Prime – 2 to 6 strokes, none if warm
15. Master – On
16. Throttle – 1/8”
17. Prop Area – “CLEAR!”
18. Landing Light – Flash if Dark
19. Ignition – Start
20. Throttle – 1000
21. Oil Pressure – Check

22. Ammeter – Check [add load]
23. Mixture – Lean as req.
24. Flaps – UP
25. Avionics – On’
26. GPS Database - Current
27. Radio, Comm 1 set and Check – “Radio Check”
28. Comm 2 set 121.5 – monitor
29. Transponder – ALT
30. Circuit Breakers – Check
31. Flight Instruments – Set
32. Alt Static - Test

Taxi:

1. Taxi/Landing Light – On
2. Parking Brake – Release
3. Brakes – Check
4. Attitude Indicator – Verify Op
5. Turn Coordinator – Verify Op
6. Heading Indicator –Verify Op
7. Compass – Verify Op

RunUp:

1. Taxi/Landing Light –Off
2. Brakes – Hold
3. Parking Brake – Set
4. Throttle – 1000
5. Flight Controls – Free and Correct
6. Elevator Trim – Set for T/O
7. Flight Instruments – Set
8. Radios – Set
9. Fuel Valve – Both
10. Primer – Locked
11. Oil Temp – In The Green
12. Mixture – Rich
13. Throttle – 1700
14. Engine Instruments – Check
15. Ammeter – Check
16. Suction – Check
17. Mags, Check L, R, Both
Max drop both 125,50diff
18. Carb Heat – Check Drop
19. Throttle – Idle
20. Carb Heat – Check Drop
21. Throttle – 1000
22. Carb Heat – Off

Before Takeoff:

1. Doors, Windows – Secure
2. Mixture – Rich
3. Transponder – ALT, 1200
4. Radios – Set
5. Oil Temp and Press – Check
6. Fuel Quantity - Check
7. Anti-Collision/Strobes – On
8. Landing Light - On
9. Nav Lights – On At Night
10. Flaps – Up for Normal T/O
11. Radio – Intentions

Normal Takeoff:

1. Nose Wheel – Straight
2. Flaps – Up
3. Engine Instruments – Check
4. Carb Heat – Off
5. Throttle – Full
6. Rotate – 55Kts

Enroute Climb:

1. Airspeed – 70-90kts
2. Throttle – Full
3. Mixture – Full (adjust over 3000’)

Cruise:

1. Throttle – 2200-2700 (no more than 70%)
2. Trim – Adjust
3. Mixture – Lean as req
4. Adjust Directional Gyro

V Speeds:

| | |
|--------------------------|----------|
| Vr - Rotate | 55Kts |
| Vy - Best Rate of Climb | 75Kts |
| Vx - Best Angle of Climb | 60Kts |
| Va – Maneuvering | 80-95Kts |
| Vfe – Max Flap Ext | 85Kts |
| Vno – Max Cruise | 130Kts |
| Vne – Never Exceed | 160Kts |
| Vs – Stall (clean) | 45Kts |
| Vso – Stall (full flaps) | 35Kts |
| Best Glide | 65kts |

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Before Landing:

1. Seat Belts – Secure
2. Fuel Selector - Both
3. Mixture – Rich
4. Carb Heat – on
5. Landing Light - On
6. Primer – Locked
7. Pattern Approach - 80-70kts
8. Landing (over #'s) - 65kts

Balked Landing-Go Around:

1. Throttle – Full
2. Carb Heat – Off
3. Flaps retract 20°, Then up full slowly
4. Climb – 60kts

After Landing:

1. Flaps – Up
2. Carb Heat – Off
3. Throttle – 1000
4. Transponder – 1200
5. Taxi/Landing Light – On

Shutdown:

1. 121.5 – Monitor
2. Avionics – Off
3. Lights, except Beacon – Off
4. Mixture – Cutoff
5. Throttle – Idle
6. Mags – Off, Key Out
7. Master – Off
8. Hobbs & Tach – Record
9. Seat Belts – Secure
10. Control Lock – Install
11. Tie Downs – Secure
12. Covers, Plugs, Chocks - Install
13. Prop – Vertical

ENGINE FIRE DURING STARTUP:

1. Cranking – continue until fire out
2. If Engine Start –Power–1700 then Power - off
3. If Engine Fails to Start – Throttle – Full
4. Mixture – Cutoff
5. Cranking – Continue
6. Fuel Selector – Off
7. Master – Off
8. Ignition - Off
9. Fire Extinguisher - Apply

ENGINE FAILURE DURING T/O RUN:

1. Throttle – Idle
2. Brakes – Apply
3. Flaps – Retract
4. Mixture – Off
5. Ignition – Off

ENGINE FAILURE AFTER T/O:

1. Airspeed – 65Kts (Flaps up) 60Kts (Flaps dn)
2. Mixture – Off
3. Fuel Selector – Off
4. Ignition – Off
5. Flaps – as req
6. Master – Off
7. Emergency Landing – Execute

ENGINE FAILURE DURING FLIGHT:

1. Airspeed – 65kts
2. Carb Heat – On
3. Fuel Selector – Both
4. Mixture – Rich
5. Ignition – Both, or Start
6. Primer – Locked

EMERGENCY PROCEDURES

EMERGENCY LANDING, NO POWER:

1. Airspeed – 65Kts (Flaps up) 60Kts (Flaps dn)
2. Landing site – Identify
3. Radio – MAYDAY-121.5
4. Mixture –Off, Fuel Select – Off
6. Ignition – Off
7. Flaps – as req
8. Master – Off
9. Doors – Unlatched
10. Touchdown – Slightly Tail Low
11. Brake – Apply Heavily

EMERGENCY LANDING W/POWER:

1. Flaps – As req.
2. Airspeed – 60Kts
3. Landing Area – Select
4. Radio – MAYDAY-121.5
5. Avionics – Off
6. Master – Off
7. Doors – Unlatched
8. Touchdown – Slightly Tail Low
9. Ignition - Off
10. Brake – Apply Heavily

DITCHING:

1. Radio – MAYDAY-121.5
2. Heavy Objects – Jettison
3. Flaps - full
4. Power -65kts
5. Approach – Into the wind
6. Doors – Unlatched

SPINS:

- P - Power idle
- A - Ailerons neutral
- R - Rudder opposite spin
- E - Elevator full forward

ENGINE FIRE IN FLIGHT:

1. Mixture – Cutoff
2. Fuel Selector – Off
3. Master – Off
4. Cabin Heat/Air – Off
5. Airspeed – Emerg Descent -100kts
6. Emergency Landing – Execute

ELECTRICAL FIRE IN FLIGHT:

1. Master – Off
2. Avionics – Off
3. All Electrical (except Ignition) –Off
4. Vents – Closed
5. Fire Extinguisher – Apply
6. Vents – Open when fire is out
7. Master – On
8. Circuit Breakers – Check – no reset
9. Avionics – On incrementally
10. Vents – Open
11. Land - ASAP

CABIN FIRE:

1. Master Off
2. Vents – Close
3. Fire Extinguisher - Apply
4. Land – ASAP

WING FIRE:

1. Nav Lights – off
2. Pitot Switch – Off
3. Side Slip – Away from Flames
4. Land - ASAP