

SRP *Aviation Academy*

C-172-N



SKYHAWK

CHECKLISTS



PREFLIGHT

CABIN

- | | | |
|---|--------------------|--------------|
| 1 | POH | IN THE PLANE |
| 2 | Control wheel lock | REMOVE |
| 3 | Ignition switch | OFF |
| 4 | Avionics switch | OFF |
| 5 | Master switch | ON |

WARNING

When turning on the master switch, using an external power source, or pulling the propeller through by hand, treat the propeller as if the ignition switch were on. Do not stand, nor allow anyone else to stand, within the arc of the propeller, since a loose or broken wire, or a component malfunction, could cause the propeller to rotate.

- | | | |
|---|--|----------------|
| 6 | Fuel quantity indicator | CHECK QUANTITY |
| 7 | Master switch | OFF |
| 8 | Static pressure alternate source valve | OFF |
| 9 | Baggage door | CHECK |

EMMPENAGE

- | | | |
|---|------------------|------------|
| 1 | Rudder gust lock | REMOVE |
| 2 | Tail tie-down | DISCONNECT |
| 3 | Control surfaces | CHECK |

PREFLIGHT

RIGHT WING

- | | | |
|---|-----------------|------------|
| 1 | Aileron | CHECK |
| 2 | Wing tie-down | DISCONNECT |
| 3 | Main wheel tire | CHECK |

Before first flight of the day and after each refueling, use sampler cup and drain small quantity of fuel.

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|---|-----------------|----------------|
| 4 | Fuel quantity | CHECK VISUALLY |
| 5 | Fuel filler cap | SECURE |

NOSE

- | | | |
|---|------------------|-------------|
| 1 | Engine oil level | CHECK (4-6) |
|---|------------------|-------------|

Before first flight of the day and after each refueling, pull out strainer drain knob for about four seconds.

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|---|---------------------------|------------|
| 2 | Propeller and spinner | CHECK |
| 3 | Landing lights | CHECK |
| 4 | Carburetor air filter | CHECK |
| 5 | Nose wheel strut and tire | CHECK |
| 6 | Nose tie-down | DISCONNECT |
| 7 | Static surge opening | CHECK |

LEFT WING

- | | | |
|---|------------------------|----------------|
| 1 | Main wheel tire | CHECK |
| 2 | Fuel quantity | CHECK VISUALLY |
| 3 | Fuel filler cap | SECURE |
| 4 | Pitot tube cover | REMOVE |
| 5 | Fuel tank vent opening | CHECK |
| 6 | Stall warning opening | CHECK |
| 7 | Wing tie-down | DISCONNECT |
| 8 | Aileron | CHECK |

PREFLIGHT

BEFORE START

- | | | |
|---|---------------------------------|-----------------|
| 1 | Preflight inspection | COMPLETE |
| 2 | Seats, belts, shoulders harness | ADJUST AND LOCK |
| 3 | Fuel selector valve | BOTH |
| 4 | Avionics power switch | OFF |

CAUTION

The avionics power switch must be off during engine start to prevent possible damage to avionics.

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|---|------------------|----------|
| 5 | Brakes | TEST |
| 6 | Circuit breakers | CHECK IN |

STARTING ENGINE

- | | | |
|----|-----------------------|----------------|
| 1 | Mixture | RICH |
| 2 | Carbureator heat | COLD |
| 3 | Master switch | ON |
| 4 | Prime | AS REQUIRED |
| 5 | Throttle | OPEN 1/8 INCH |
| 6 | Propeller area | CLEAR |
| 7 | Ignition switch | START |
| 8 | Oil pressure | CHECK |
| 9 | Beacon and nav lights | ON AS REQUIRED |
| 10 | Avionics switch | ON |
| 11 | Radios | ON |

CESSNA 172N

INTENTIONALLY LEFT BLANK

TAKEOFF · CRUISE

BEFORE TAKEOFF

1	Parking brake	SET
2	Cabin doors and windows	CLOSED AND LOCKED
3	Flight controls	FREE
4	Flight instruments	SET
5	Fuel selector valve	BOTH
6	Mixture	RICH
7	Elevator and rudder trim	TAKEOFF
8	Throttle	1700 RPM
	a Magnetos	MAX. DROP 175 RPM MAX. DIFF 50 RPM
	b Carburetor heat	CHECK
	c Engine instruments and ammeter	CHECK
	d Suction gage	CHECK
	e Throttle	1000 RPM
9	Radios	SET
10	Strobe lights	AS DESIRED
11	Throttle friction lock	ADJUST
12	Brakes	RELEASE

TAKEOFF · CRUISE

TAKEOFF

NORMAL

1	Wing flaps	0° - 10°
2	Carburetor heat	COLD
3	Throttle	FULL OPEN
4	Elevator control	LIFT NOSE WHEEL (AT 60 KIAS)
5	Climb speed	65 KIAS

SHORT FIELD TAKEOFF

1	Wing flaps	10°
2	Carburetor heat	COLD
3	Brakes	APPLY
4	Throttle	FULL OPEN
5	Mixture	RICH
6	Brakes	RELEASE
7	Elevator control	SLIGHTLY TAIL LOW
8	Climb speed	55 KIAS (UNTIL OBSTACLE ARE CLEARED)

TAKEOFF · CRUISE

CLIMB

1	Airspeed	70 – 85 KIAS
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NOTE

If a maximum performance climb is necessary, use speeds shown in the Rate of Climb chart in Section 5.

2	Throttle	FULL OPEN
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3	Mixture	RICH (ABOVE 3000 FT – LEAN)
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CRUISE

1	Power	2200 – 2700 RPM
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2	Elevator and rudder trim	ADJUST
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3	Mixture	LEAN
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DESCENT

1	Fuel selector valve	BOTH
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2	Mixture	ADJUST (FULL RICH FOR IDLE)
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3	Power	AS DESIRED
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4	Carburetor heat	FULL HEAT AS REQUIRED
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LANDING

BEFORE LANDING

1	Seats, belts, harnesses	SECURE
2	Fuel selector valve	BOTH
3	Mixture	RICH
4	Carburetor heat	ON

LANDING

NORMAL

1	Airspeed	60 – 70 KIAS (FLAPS UP) AS DESIRED
2	Wing flaps	0° - 10° BELOW 110 KIAS 10° - 40° BELOW 85 KIAS
3	Aispeed	60 KIAS (FLAPS DOWN)
4	Touchdown	MAIN WHEELS FIRST
5	Landing Roll	LOWER NOSE WHEEL GENTLY
6	Braking	MINIMUM REQUIRED

SHORT FIELD

1	Airspeed	60 – 70 KIAS (FLAPS UP)
2	Wing flaps	FULL DOWN
3	Aispeed	60 KIAS (FLAPS DOWN)
4	Touchdown	MAIN WHEELS FIRST
5	Brakes	APPLY HEAVILY
6	Wing flaps	RETRACT

*Continue...
Balked Landing*

LANDING

BALKED LANDING

1	Throttle	FULL OPEN
2	Carburetor Heat	COLD
3	Wing flaps	20° (IMMEDIATELY)
4	Climb speed	60 KIAS
		10° (UNTIL OBSTACLES CLEARED)
5	Wing flaps	RETRACT (AFTER REACHING SAFE ALTITUDE AND 65 KIAS)

AFTER LANDING

1	Wing flaps	UP
2	Carburetor heat	COLD

SECURING AIRPLANE

1	Parking brake	SET
2	Avionics and electrical	OFF
3	Mixture	IDLE CUT-OFF
4	Ignition Switch	OFF
5	Master Switch	OFF
6	Control lock	INSTALL

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ENGINE**ENGINE FAILURE****DURING TAKEOFF RUN**

1	Throttle	IDLE
2	Brakes	APPLY
3	Wing flaps	RETRACT
4	Mixture	IDLE CUT-OFF
5	Ignition switch	OFF
6	Master switch	OFF

IMMEDIATELY AFTER TAKEOFF

1	Airspeed	65 KIAS (flaps UP) 60 KIAS (flaps DOWN)
2	Mixture	IDLE CUT-OFF
3	Fuel selector valve	OFF
4	Ignition switch	OFF
5	Wing flaps	AS REQUIRED
6	Master switch	OFF

DURING FLIGHT

1	Airspeed	65 KIAS
2	Carburetor heat	ON
3	Fuel selector valve	BOTH
4	Mixture	RICH
5	Ignition switch	BOTH (or START if PROP is STOPPED)
6	Primer	IN and LOCKED

FORCED LANDING

LANDING WITHOUT ENGINE POWER

1	Airspeed	65 KIAS (flaps UP) 60 KIAS (flaps DOWN)
2	Mixture	IDLE CUT-OFF
3	Fuel selector valve	OFF
4	Ignition switch	OFF
5	Wing flaps	AS REQUIRED (40° REC)
6	Master switch	OFF
7	Doors	UNLATCH PRIOR TO TOUCHDOWN
8	Touchdown	SLIGHTLY TAIL DOWN
9	Brakes	APPLY HEAVILY

PRECAUTIONARY LANDING WITH ENGINE POWER

1	Wing flaps	20°
2	Airspeed	60 KIAS
3	Select field	FLY OVER
4	Avionics and electrical switches	OFF
5	Wing flaps	40°
6	Airspeed	60 KIAS
7	Master switch	OFF
8	Doors	UNLATCH PRIOR TO TAKEOFF
9	Touchdown	SLIGHTLY TAIL LOW
10	Ignition switch	OFF
11	Brakes	APPLY HEAVILY

FORCED LANDING

DITCHING

1	Radio	MAYDAY
2	Heavy objects	SECURE OR JETTISON
3	Approach	High winds, heavy seas – INTO THE WIND Light winds, heavy swells – PARALLEL TO SWELLS
4	Wing flaps	20° - 40°
5	Power	ESTABLISH 300FT/MIN DESCENT AT 55 KIAS.

NOTE

***IF NO POWER IS AVAILABLE, APPROACH AT 65 KIAS WITH
FLAPS UP OR AT 60 KIAS WITH 10° FLAPS.***

6	Cabin doors	UNLATCH
7	Touchdown	LEVEL ATTITUDE
8	Face	CUSHION
9	Airplane	EVACUATE
10	Life vest and rafts	INFLATE

FIRES

DURING START ON GROUND

1	Cranking	CONTINUE
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IF ENGINE STARTS

2	Power	1700 RPM (FEW MINS)
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3	Engine	SHUTDOWN
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IF ENGINE FAILS TO START

4	Throttle	FULL OPEN
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5	Mixture	IDLE CUT-OFF
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6	Cranking	CONTINUE
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7	Fire extinguisher	OBTAIN
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8	Engine	SECURE
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a	Master switch
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b	Ignition switch
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c	Fuel selector valve
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9	Fire	EXTINGUISH
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10	Fire damage	INSPECT
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IN FLIGHT

1	Mixture	IDLE CUT-OFF
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2	Fuel selector valve	OFF
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3	Master switch	OFF
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4	Cabin heat and air	OFF
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5	Airspeed	100 KIAS
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If fire is not extinguished, increase glide speed to find an airspeed which will provide an incombustible mixture

6	Forced landing	EXECURE
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FIRES

ELECTRICAL FIRE IN FLIGHT

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|---|----------------------|----------|
| 1 | Master switch | OFF |
| 2 | Avionics switch | OFF |
| 3 | All other switches | OFF |
| 4 | Vents/cabin air/heat | CLOSED |
| 5 | Fire extinguisher | ACTIVATE |

WARNING

AFTER DISCHARGING AN EXTINGUISHER WITHIN A CLOSED CABIN, VENTILATE THE CABIN.

If fire appears out and electrical power is necessary for continuance of flight

- | | | |
|----|---------------------------|----------------------|
| 6 | Master switch | ON |
| 7 | Circuit breakers | CHECK – do not reset |
| 8 | Radio switches | OFF |
| 9 | Avionics power switch | ON |
| 10 | Radio/electrical switches | ON – one at a time |
| 11 | Vents/cabin air/heat | OPEN |

CABIN FIRE

- | | | |
|---|----------------------|----------|
| 1 | Master switch | OFF |
| 2 | Vents/cabin air/heat | CLOSED |
| 3 | Fire extinguisher | ACTIVATE |

WARNING

AFTER DISCHARGING AN EXTINGUISHER WITHIN A CLOSED CABIN, VENTILATE THE CABIN.

Land as soon as possible

CESSNA 172N

FIRES

WING FIRE

- | | | |
|---|-------------------------|-----|
| 1 | Navigation light switch | OFF |
| 2 | Pitot heat switch | OFF |
| 3 | Strobe lights switch | OFF |

NOTE

Perform a sideslip to keep the flames away from the fuel tank and cabin, and land as soon as possible using flaps only as required for final approach and touchdown.

ELECTRICAL

AMMETER SHOWS EXCESSIVE RATE OF CHARGE

1	Alternator	OFF
2	Alternator circuit breaker	PULL
3	Nonessential electrical equipment	OFF
4	Flight	TERMINATE

LOW-VOLTAGE LIGHT ILLUMINATES DURING FLIGHT**NOTE**

Illumination of the low-voltage light may occur during low RPM conditions with an electrical load on the system such as during a low RPM taxi. Under these conditions, the light will go out at higher RPM. The master switch need not be recycled since an over-voltage conditions has not occurred to de-activate the alternator system.

1	Avionics power switch	OFF
2	Alternator circuit breaker	CHECK IN
3	Master switch	OFF
4	Master switch	ON
5	Low-voltage light	CHECK OFF
6	Avionics power switch	ON

If low-voltage light illuminates again

7	Alternator	OFF
8	Nonessential electrical equipment	OFF
9	Flight	TERMIANTE

CESSNA 172N

OTHERS

STATIC SOURCE BLOCKAGE

- | | | |
|---|-------------------------------|---|
| 1 | Alternate static source valve | PULL ON |
| 2 | Airspeed | CONSULT CALIBRATION TABLES IN POH SECTION 5 |



