Cessna 172R & S Normal Checklist

### PREFLIGHT
- Documents: A R O W
- Control Lock: REMOVE
- Magneto: OFF
- Fuel Selector: EA, POS, BOTH
- Fuel Shutoff Valve: ON (FULL IN)
- Avionics Master: OFF
- Circuit Breakers: ALL IN
- Master: ON
- Fuel Quantity Indicators: CHECK
- Low Fuel Lights: OFF
- Turn Coordinator: NO FLAG
- Flaps: DRAIN & FAN (X5)
- Lights & Pitot Heat: ON, OFF
- Master: OFF

### CRUISE
- Documents: A R O W
- Preflight: COMPLETE
- Brakes: HOLD
- Control Lock: REMOVE
- Magnetos: OFF
- Flight Controls: FREE & CORRECT
- Flight Instruments: SET, CORRECT
- H.I. to Compass: SET
- Magnetos: CHECK (150/50)
- Vacuum: CHECK
- Amps / Volts: CHECK
- Oil Pressure: CHECK
- Oil Temp: CHECK
- Annunciator Panel: TEST
- Throttle Friction: SET
- Throttle: IDLE
- Transponder: ALT
- Lights: ON
- Antennas: SECURE
- Throttle: IDLE
- Aileron: FREE & SECURE
- VOR: STANDBY
- Nose Wheel & Strut: CHECK
- Oil Pressure: CHECK
- Altimeter: CHECK
- Stall Indicator: CHECK & TEST
- Air Filter: CLEAR
- Nose Wheel & Strut: CLEAR
- Static Port: CLEAR
- Pitot Tube: CLEAR
- Stall Indicator: CHECK & TEST
- Fuel Vent: CLEAR
- Leading Edge & Wingtip: CHECK
- Left Aileron: FREE & SECURE
- Left Flap: CHECK

### RUNUP
- Brakes: HOLD
- Fuel Selector: BOTH
- Flight Controls: FREE & CORRECT
- Flight Instruments: SET, CORRECT
- Mixture: RICH
- Throttle: 1800 RPM
- Magnetos: CHECK (150/50)
- Vacuum: CHECK
- Amps / Volts: CHECK
- Oil Pressure: CHECK
- Oil Temp: CHECK
- Annunciator Panel: TEST
- Throttle Friction: SET
- Throttle: IDLE
- Transponder: ALT
- Lights: ON
- Antennas: SECURE
- Throttle: IDLE
- Aileron: FREE & SECURE
- VOR: STANDBY
- Nose Wheel & Strut: CHECK
- Oil Pressure: CHECK
- Altimeter: CHECK
- Stall Indicator: CHECK & TEST
- Air Filter: CLEAR
- Nose Wheel & Strut: CLEAR
- Static Port: CLEAR
- Pitot Tube: CLEAR
- Stall Indicator: CHECK & TEST
- Fuel Vent: CLEAR
- Leading Edge & Wingtip: CHECK
- Left Aileron: FREE & SECURE
- Left Flap: CHECK

### DESCENT
- Power: AS DESIRED
- Mixture: ADJUST (Full Rich for Idle)
- Fuel Selector: BOTH
- H.I. to Compass: SET

### PRE-LANDING
- Seats & Seat Belts: SECURED
- Master: ON
- Aux Fuel Pump: OFF
- Mixture: RICH (Smoothly)
- Oil Pressure: CHECK
- Lights: ON
- Antennas: SECURE
- Throttle: IDLE
- Aileron: FREE & SECURE
- Flaps: UP
- Right Tank Sumps: DRAIN & X (5)
- Main Tire & Brakes: CHECK
- Fuel Strainer: DRAIN & X (3)
- Exhaust: SECURE
- Nose Wheel & Strut: CHECK
- Prop & Spinner: CHECK
- Cooling Intakes: CLEAR
- Alternator Belt: SECURE
- Air Filter: CLEAR
- Nose Wheel & Strut: CLEAR
- Static Port: CLEAR
- Pitot Tube: CLEAR
- Stall Indicator: CHECK & TEST
- Fuel Vent: CLEAR
- Leading Edge & Wingtip: CHECK
- Left Aileron: FREE & SECURE
- Left Flap: CHECK

### GO AROUND
- Throttle: FULL
- Flaps: RETRACT TO 20°
- Climb Speed: 55 KIAS
- Flaps10° till clear, RETRACT @ 60 KIAS

### AFTER LANDING
- Flaps: UP
- Mixture: LEAN
- Transponder: STANDBY
- Lights: OFF (non-essential)
- Pitot Heat: OFF

### SECURING
- Avionics Master: OFF
- Magnetos: GROUND CHECK
- Mixture: IDLE CUTOFF
- Master: OFF
- Lights: OFF
- Control Lock: INSTALL
- Tie Downs: INSTALL
Cessna 172R & S Emergency Checklist

**ENGINE FAILURE AFTER TAKEOFF**

Airspeed... 65 KIAS
Mixture ............ IDLE CUTOFF
Fuel Shutoff Valve... OFF (PULL)
Magnetos ............ OFF
Flaps ................ AS REQUIRED
Master .............. OFF
Door .................... UNLATCH
Land ............... STRAIGHT AHEAD

**ENGINE FAILURE DURING FLIGHT**

Airspeed............. 65
Fuel Shutoff Valve... ON (Push Full In)
Fuel Selector ........ BOTH
Aux. Fuel Pump...... ON
Mixture .............. RICH
Magnetos ........... BOTH (start if prop stopped)

**CABIN FIRE**

Master ............... OFF
Vents/Cabin Air/Heat .. CLOSED
Fire Extinguisher .... ACTIVATE
Avionics .............. OFF
All Other Electrical ... OFF
Vents ................. OPEN IF FIRE OUT
If Fire is out and electrical required for flight:
Master ................ ON
Circuit Breakers ......... Off
Rodos .................... Off
Avionics .............. ON
Rodos/Electrical.... ON, one at a time

**PRECAUTIONARY LANDING WITH POWER**

Passenger Seat Backs ....... UPRIGHT
Seats, Seat Belts .......... SECURE
Airspeed... 60
Mixture ............. IDLE CUTOFF
Fuel Shutoff Valve... OFF (PULL OUT)
Magnetos ............ OFF
Flaps ................ AS REQUIRED
Door ................... UNLATCH
Touchdown ......SLIGHTLY TAIL LOW
Brakes ............... APPLY HEAVILY

**ENGINE FIRE IN FLIGHT**

Mixture ................ IDLE CUTOFF
Fuel Shutoff Valve ...... OFF (Pull Out)
Aux. Fuel Pump......... OFF
Master ................. OFF
Cabin Heat & Air ...... OFF
Airspeed .......... 100 KIAS
Force Landing .......... EXECUTE

**FIREDURING START**

Cranking ............ CONTINUE
If Engine Starts:
Power .............. 1700 RPM for a Minute
Engine ............... SHUTDOWN
If Engine Fails to Start:
Throttle ............ FULL OPEN
Mixture ............. IDLE CUTOFF
Cranking ............ CONTINUE
Fire Extinguisher .... ACTIVATE
Engine ............... SECURE
Master ................ OFF
Magnetos ............ OFF
Parking Brake ......... RELEASE
Airplane ........... EVACUATE
Fire ................. EXTINGUISH

**LOW VOLTAGE ANNUNCIATOR ILLUMINATES DURING FLIGHT**

Avionics Master ........ OFF
Alternator Circuit Breaker .... CHECK OFF
Master ............... OFF
Low Voltage Annunciator ... CHECK OFF
Avionics Master ........ OFF
If low voltage light illuminates again:
Alternator ............ OFF
Nonessential Electrical . OFF
Flight ............. TERMINATE

**VACUUM SYSTEM FAILURE**

Vacuum Gauge ........ CHECK, within limits
If vacuum is not within normal limits, a failure has occurred in the vacuum system and partial panel procedures may be required for continued flight.

**GENERAL INFORMATION**

<table>
<thead>
<tr>
<th>Model</th>
<th>Takeoff Weight</th>
<th>Max. Weight</th>
<th>Baggage Area</th>
<th>Usable Fuel</th>
<th>Oil Capacity</th>
<th>Electrical</th>
<th>Tire Pressure</th>
</tr>
</thead>
<tbody>
<tr>
<td>C172R</td>
<td>2450 lbs (2550 172S)</td>
<td>2540 lbs (2550 172S)</td>
<td>120 lbs total</td>
<td>53 gallons (318 lbs)</td>
<td>8 quarts (5 min.)</td>
<td>24-28 Volt / 60 Amp</td>
<td>Nose - 34 psi / Main – 28 psi</td>
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</tbody>
</table>

**DITCHING**

Radio ........ MAYDAY 121.5, SQWK 7700
Heavy Objects ........ SECURE or JETTISON
Passenger Seat Backs .... UPRIGHT
Seats, Seat Belts .......... SECURE
Flaps ...................... 20° to 30°
Power ... 300 ft/min DESCENT @ 55 KIAS
If at 65 with no power
Approach:
High Winds or Seas ...... INTO WIND
Lgt Winds/Hvy Swells, PARALLEL SWELLS
Touchdown ...... LEVEL ATTITUDE
Face ....................... CUSHION
ELT .................. ACTIVATE
Flight ........ TERMINATE
Circuit Breakers..... CHECK IN
Master ............... OFF

**ICING**

Pitot Heat ............ ON
Turn 180° or Change Altitude
Cabin Heat On, Open Defrost Vents
Watch for signs of engine related icing
Plan Landing Site
Land w/ flaps up
Open window, scrape ice for Visibility
Approach with forward slip for Visibility

**ENGINE FAILURE DURING DITCHING**

Radio ........ MAYDAY 121.5, SQWK 7700
Master ............... OFF
Vents, Cabin Air, Heat ........ CLOSED
Fire Extinguisher ........ ACTIVATE
Avionics .............. OFF
All Other Electrical ... OFF
Vents ................. OPEN WHEN FIRE OUT
If Fire is out and electrical required for flight:
Master ................ ON
Circuit Breakers ......... Off
Rodos .................... Off
Avionics .............. ON
Rodos/Electrical.... ON, one at a time

**WING FIRE**

Landing/Taxi Light ........ OFF
Navigation Lights ........ OFF
Strobe Lights ............ OFF
Pitot Heat .............. OFF
Side Slip to keep fire away from tanks and cabin

**AMMETER SHOWS EXCESSIVE RATE OF CHARGE**

(full scale deflection)
Alternator ............ OFF
* w/ Alt. Off compass dev. Of 25° may occur
Nonessential Electrical . OFF
Flight ............. TERMINATE