N61WT Cessna 172SP Checklist

Preflight Cabin:
1. Covers, Plugs, Chocks – Remove
2. Documents - ARROW
3. Weight and Balance – Check
4. Parking Brake – Set
5. Control Lock – Remove
6. Ignition – Off
7. Avionics – Off
8. Master [Alt & Bat] – On
9. Flaps - Lower
10. PDF – Verify On
11. Fuel Quantity – Check
12. Low Fuel Annunciators – Verify Off
13. Oil Pressure Annunciator – Shown
14. Low Vacuum Annunciator – Shown
15. Avionics Bus 1 – On
16. Forward Fan – Verify On
17. Avionics Bus 1 – Off
18. Avionics Bus 2 – On
19. Aft Fan – Verify On
20. Avionics Bus 2 – Off
21. Pitot Tube – On/Check/Off
22. Low Volts Annunciator – Shown
23. Lights – Interior/Exterior-Check
24. Master Switches – Off
25. Elevator Trim – Set for T/O
26. Fuel Selector Valve – Both
27. Alt Static Air – Off
28. Fire Extinguisher - Check

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. Leading Edge, Air inlet – Check
3. Tire, Brakes, Strut – Check
4. Fuel Level - Check Visually
5. Fuel Cap – Secure Tie Fuel
6. Tank Sumps – Drain
7. Tie Down/Chocks – Remove

Nose:
1. Oil Level – Check 6-8qts
2. Fuel, Oil leaks – Check
3. Fuel Belly Sumps (3) - Drain
4. Prop and Spinner – Check
5. Alternator Belt - Check
6. Air Inlets and Filters – Check
7. Tire, Strut – Check
8. Static Port – Check
9. Chocks - Remove

Left Wing:
1. Leading Edge, Air inlet – Check
2. Fuel Level - Check Visually
3. Fuel Cap – Secure
4. Pitot Tube, Fuel Vent-check
5. Stall Warning Opening-Check
6. Tire, Brakes, Strut – Check
7. Fuel Tank Sumps – Drain
8. Tie Down/Chocks – Remove
9. Flap, Aileron – Check

Startup:
1. Parking Brake – Set
2. Preflight Inspection – Complete
3. Verify Aircraft Dispatched
4. Seat, Seatbelts & Harnesses – Secure
5. Passenger Brief – Complete
6. Charts, ForeFlight – Current
7. Brakes – Leak Check
8. Circuit Breakers – Check
9. Electrical Equipment-Off
10. Avionics – Off
11. Fuel Shut Off Valve – Full In
12. Mixture – Off
13. Standby Bat – Test 20 secs/Arm
14. Battery S Amp-Check Neg discharge
15. Engine Systems – No RED X's
16. Bus E Volts – 24 Volts Minimum
17. M Bus Volts – 1.5 Volts or Less
18. STBY Bat Annunciator – Shown
19. Master Switches– On
20. Beacon – On
21. Throttle – ¼" Open
22. *Fuel Pump – On
23. *Mixture Rich -Fuel Flow/then Cutoff – as required
24. *Fuel Pump – Off
25. Prop Area– "CLEAR!"
26. Ignition – Start
27. Mixture – Advance to Rich
28. Oil Pressure – Check
29. Amps [M Batt & Batt S] – Shown +
30. Low Volts Annunciator – Not Shown
31. Avionics – On
32. Flaps – UP
33. Radio, Comm 1 set and Check – "Radio Check"
34. Comm 2 set 121.5 – monitor
35. Transponder – ALT
36. Circuit Breakers – Check
37. Flight Instruments – Set
38. Alt Static - Test

*Omit for Warm Engine Start

Taxi:
1. Taxi/Landing Light – On
2. NAV Light- as necessary
3. Parking Brake – Release
4. Brakes – Check
5. Mixture – Lean as req.

RunUp:
1. Taxi/Landing Light – Off
2. Parking Brake - Set
3. Seats, Doors – Secure
4. Flight Controls – Free and Correct
5. Elevator Trim – Set for T/O
6. Flight Instruments – No Red X's
7. Altimeters [PDF, Standby, Auto Pilot] – Set
8. Altitude Select – Set
9. Standby Instruments – Check
10. Fuel Quantity – Check
11. Mixture – Rich
12. Fuel Selector – Both
13. Auto Pilot – Test, HDG +/-, then Off
14. Flight Controls-verify AP can be overpowered
15. AP Trim-Disc Button-press
16. Electronic Trim – Test, Set for T/O
17. Throttle – 1800
18. Mag check – Drop less 150, 50 diff
19. Vac & Engine Instruments – Check
20. Ammeters and Volts – Check
21. Annunciators – No Red X's
22. Throttle – Idle, then 1000
23. Taxi/Landing, Strobe Light – ON
24. Nav Lights – On At Night

Before Takeoff:
1. Doors, Windows – Secure
2. Mixture – Rich
3. Transponder– ALT 1200
4. Radios/NAV – Set
5. Oil Temp and Press – Check
6. Fuel Quantity - Check
7. Nav Lights – On At Night
8. Flaps – Up to 10%
9. Radio – Intentions

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Normal Takeoff:

1. Nose Wheel - Straight
2. Flaps – Up or 10° (preferred)
3. Engine Instruments - Check
4. Throttle – Full
5. Mixture - Rich
6. Rotate – 55 Kts, climb-70-80 Shortfield- climb-56 until obst clear

Enroute Climb:

1. Airspeed – 70-85kts
2. Throttle – Full
3. Mixture – Full (adjust over 3000')

Cruise:

1. Throttle – 2100-2700 (no more than 75%)
2. Trim – Adjust
3. Mixture – Lean as req

Before Landing:

1. Seat Belts – Secure
2. Landing, Taxi Lights - On
3. Fuel Selector - Both
4. Mixture – Rich
5. Auto Pilot – Off
6. Flaps 10° (below 110kts)
7. Flaps Full as req 85kts or ↓
8. Pattern/Approach– 80 / 70kts
9. Landing (over #'s) - 65kts Shortfield - 61kts

Balked Landing-Go Around:

1. Throttle – Full
2. Flaps retract to 20°
3. Climb – 60kts
4. Flaps 10°, then up full slowly
5. Airspeed – 65kts

After Landing:

1. Flaps – Up
2. Throttle – 1000

Shutdown:

1. Throttle – Idle
2. Lights, except Beacon – Off
3. Avionics – Off
4. Mixture – Cutoff
5. Ignition – Off, Key Out
6. Master – Off
7. Hobbs & Tach – Record
8. STBY BATT - Off
10. Control Lock – Install
11. Fuel Selector- L or R
12. Tie Downs – Secure
13. Covers, Plugs, Chocks -Install
14. Prop – Vertical

V Speeds:

Vr - Rotate	55Kts
Vy - Best Rate of Climb	75Kts
Vx - Best Angle of Climb	60Kts
Va – Maneuvering	90-100Kts
Vfe – Max Flap Ext	85Kts
Vno – Max Cruise	130Kts
Vne – Never Exceed	160Kts
Vs – Stall (clean)	53Kts
Vso – Stall (full flaps)	48Kts
Best Glide	68kts

EMERGENCY PROCEDURES

ENGINE FIRE DURING STARTUP:

1. Mag Switch-Crank –continue until fire out
2. If Engine Start –Power–1800 then Power - off
3. If No Start – Throttle – Full
4. Mixture – Cutoff
5. Ignition- Crank– Continue
6. Fuel Shutoff & Pump -OFF
7. Ignition - Off
8. Standby BATT & Master- Off
9. Fire Extinguisher - Apply

ENGINE FAILURE - T/O ROLL:

1. Throttle – Idle
2. Brakes – Apply
3. Flaps – Retract
4. Mixture; Shutoff Valve–Off
5. Ignition – Off
6. Master – Off, Standby Bat-off

ENGINE FAILURE AFTER T/O:

1. Airspeed – 70Kts (Flaps up) 65Kts (Flaps 10°)
2. Mixture – Off
3. Fuel Selector – Off
4. Ignition – Off
5. Flaps – as req
6. Master – Off, Standby Bat-Off
7. Emergency Landing –Execute

ENGINE FAILURE DURING FLIGHT:

1. Airspeed – 68kts
2. Fuel Shutoff Valve - ON
3. Fuel Selector – Both
4. Fuel Pump - ON
5. Mixture – Rich
6. Ignition – Both, or Start
7. Fuel Pump - Off

EMERG LANDING, NO POWER:

1. Airspeed – 70Kts (Flaps up) 65Kts (Flaps 10°)
2. Landing site – Identify
3. Mixture – Off, Fuel Selc – Off
4. Ignition – Off
5. Flaps – A/R (recommend Full)
6. Standby BATT & Master – Off
7. Doors– Unlatched before land
8. Touchdown– Slightly Tail Low
9. Brake Heavily

EMERG LANDING W/POWER:

1. Airspeed – 65Kts
2. Flaps – Flaps 20°
3. Landing Area – Select
4. Flaps Full on Approach
5. Standby BATT & Master – Off
6. Doors –Unlatched before land
7. Touchdown –Slightly Tail Low
8. Mixture – Off
9. Ignition - Off
10. Brake – Apply Heavily

DITCHING:

1. Radio – MAYDAY-121.5, 7700
2. Heavy Objects – Jettison
3. Flaps - 20° - Full
4. Power -65kts
5. Approach – Into the wind
6. Doors –Unlatched,
7. Cushion Face, ELT Activate

ENGINE FIRE IN FLIGHT:

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

ELECTRICAL FIRE IN FLIGHT:

1. STBY BATT & Master – Off
2. Vents –Closed, Heat/Air- Off
3. Fire Extinguisher – Apply
4. Avionics - Off
5. All Elect (except Ignition) –Off
6. Vents – Open when fire is out
7. Vents – Open when fire out
8. Circuit Brks –Check –no reset
9. Master –On,STBY BATT- Arm
10. Avionics – On incrementally
11. Land - ASAP

CABIN FIRE:

1. STBY BATT & Master – Off
2. Vents – Close
3. Cabin Heat/Air – Off
4. Fire Extinguisher – Apply
5. If Fire Out – Vents Open
6. Land – ASAP

WING FIRE:

1. Land/Taxi/Nav / Pitot-Off
2. Side Slip – Away from Flames
3. Land – ASAP