

# NORMAL CHECKLISTS C-172 PH-JBC

Note: Checks in blue are to be performed by memory!

VFR DAY  
ONLY



## BEFORE STARTING ENGINE

Gust Lock & Pitot Cover ..... REMOVED & STOWED  
Walk-around and visual inspection ..... COMPLETED  
Aircraft Documents ..... ON BOARD  
Seats & Seatbelts ..... ADJUSTED & SECURED  
Doors & Windows ..... CLOSED & LOCKED  
Parking brake ..... SET  
Fuel Selector ..... BOTH  
All electrical switches ..... OFF  
Avionics Master Switch ..... OFF  
Circuit breakers ..... IN  
Master switch ..... ON  
Fuel quantity ..... CHECKED  
HOBBS & VUT ..... NOTED

## STARTING ENGINE

Mixture ..... RICH  
Carburetor heat ..... OFF  
Prime ..... AS REQUIRED & LOCKED  
Throttle ..... 1 CM  
Beacon light ..... ON  
Propeller ..... CLEAR  
Ignition switch ..... START

## AFTER STARTING ENGINE

Throttle ..... 1000 RPM  
Oil pressure ..... CHECK  
Starter warning light ..... OFF  
Ammeter ..... CHARGING (+)  
Flaps ..... UP  
Avionics Master Switch ..... ON  
Radio equipment ..... ON & SET  
Flight instruments ..... SET & CHECKED  
Parking brake ..... RELEASE

## DURING TAXIING

Brakes ..... CHECK  
Gyros ..... CHECK

## ENGINE RUNUP

Throttle ..... 1000 RPM  
Parking brake ..... SET  
Check behind ..... CLEAR  
Throttle ..... 1700 RPM  
Engine instruments ..... CHECK  
Carburetor heat ..... (check rpm drop) ON/WARM  
Carburetor heat ..... OFF  
Magnetos ..... (drop 125 rpm, diff. 50) R / BOTH / L / BOTH  
Suction gauge ..... (4.6" - 5.4") CHECK  
Ammeter ..... CHARGING (+)  
Throttle Idle ..... ±700 RPM  
Throttle ..... 1000 RPM  
Throttle friction ..... SET

## BEFORE TAKE-OFF

Flight controls ..... CHECKED  
Elevator Trim ..... SET FOR TAKE OFF  
Flaps ..... (Grass, 10°) SET FOR TAKE OFF  
Transponder ..... ALT/7000  
Landing Light ..... ON  
Pitot heat ..... AS REQUIRED  
Crew/pax Briefing ..... COMPLETED  
Parking brake ..... RELEASE

## AFTER TAKE-OFF (Above 200ft AAL)

Flaps ..... UP  
Landing Light ..... OFF

## BEFORE DESCENT / JOINING THE CIRCUIT

Altimeter ..... SET QNH  
Landing lights ..... ON  
Mixture ..... RICH  
Seat belts ..... FASTENED

## DOWNWIND (70 - 80 kts)

Magnetos ..... BOTH  
Landing Light ..... ON  
Carburetor heat ..... ON/WARM  
Mixture ..... RICH  
Flaps ..... (<87 kts) 10°  
Engine instruments ..... CHECK  
Fuel selector/Quantity ..... BOTH/CHECKED  
Brakes ..... CHECKED

## BASE LEG (70 kts)

Flaps ..... 20°

## FINAL (70 - 60 kts)

Flaps ..... AS REQUIRED

## BALKED LANDING

Throttle ..... FULL  
Carburetor heat ..... OFF  
Flaps ..... 20°  
Speed ..... MIN 56 kts

## AFTER LANDING

Flaps ..... UP  
Carburetor heat ..... OFF  
Landing light ..... OFF  
Transponder ..... STBY  
Pitot heat ..... OFF

## AFTER PARKING

Throttle ..... 1000 RPM  
Parking brake ..... SET  
Radio & Transponder ..... OFF  
Avionics Master Switch ..... OFF  
All electrical switches ..... (Except Beacon Light) OFF  
Mixture ..... IDLE CUT OFF  
Beacon light ..... OFF  
Ignition ..... OFF AND KEY REMOVED  
Master Switch ..... OFF  
HOBBS & VUT ..... NOTED  
Emergency Locator Transmitter ..... NOT TRIGGERED  
Gust lock & Pitot cover ..... INSTALL



AEROCLUB HILVERSUM-AMSTERDAM



NL-ATO-227

# ABNORMAL CHECKLISTS C-172 PH-JBC

Note: Checks in red are to be performed by memory!

VFR DAY  
ONLY



## ENGINE FAILURES:

### ENGINE FAILURE DURING TAKEOFF RUN

Throttle ..... IDLE  
Brakes ..... APPLY  
Flaps ..... RETRACT  
Mixture ..... IDLE CUT OFF  
Ignition Switch ..... OFF  
Master Switch ..... OFF

### ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

Airspeed ..... (flaps down) 60 kts  
..... (flaps up) 65 kts  
Mixture ..... IDLE CUT OFF  
Fuel Selector Switch ..... OFF  
Ignition Switch ..... OFF  
Flaps ..... AS REQUIRED  
Master Switch ..... OFF  
Forced Landing ..... EXECUTE  
(As described in Emergency Landing Without Engine Power in the POH and ACHA Procedures)

### ENGINE FAILURE DURING FLIGHT

Airspeed ..... 65 kts  
Carburetor Heat ..... ON/WARM  
Fuel Selector Valve ..... BOTH  
Mixture ..... RICH  
Ignition Switch ..... (START if propeller is stopped) BOTH  
Primer ..... IN and LOCKED  
(If engine fails to start)  
Forced Landing ..... EXECUTE  
(As described in Emergency Landing Without Engine Power in the POH and ACHA Procedures)

## ENGINE FIRES:

### FIRES DURING START ON GROUND

Cranking ..... CONTINUE

#### IF ENGINE STARTS:

Power ..... 1700 RPM for a few minutes  
Engine ..... SHUTDOWN

#### IF ENGINE FAILS TO START:

Throttle ..... FULL OPEN  
Mixture ..... IDLE CUT-OFF  
Cranking ..... CONTINUE  
Engine ..... SECURE  
Master Switch ..... OFF  
Ignition Switch ..... OFF  
Fuel Selector Switch ..... OFF

### ENGINE FIRE IN FLIGHT

Mixture ..... IDLE CUT-OFF  
Fuel Selector Valve ..... OFF  
Master Switch ..... OFF  
Cabin Heat and Air ..... (except overhead vents) OFF  
Airspeed ..... 100 kts  
(if fire is not extinguished, increase glide speed to find an airspeed which will provide an incombustible mixture)  
Forced Landing ..... EXECUTE  
(As described in Emergency Landing Without Engine Power in the POH and ACHA Procedures)

## ELECTRICAL FIRE IN FLIGHT

Master Switch ..... OFF  
Avionics Power Switch ..... OFF  
All Other Switches ..... OFF  
Vents/Cabin Air/Heat ..... CLOSED  
Master Switch ..... ON  
Circuit Breakers ..... CHECK

for faulty circuit, do not reset

Radio Switches ..... OFF  
Avionics Power Switch ..... ON  
Radio/Electrical Switches ..... ON  
**one at a time, with delay after each until short circuit is localized**

Vents/Cabin Air/Heat ..... OPEN  
**when it is ascertained that fire is completely extinguished**

## CABIN FIRE

Master Switch ..... OFF  
Vents/Cabin Air/Heat ..... CLOSED  
Land ..... AS SOON AS POSSIBLE

## ELECTRICAL FAILURES:

### ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS

#### AMMETER SHOWS EXCESSIVE RATE OF CHARGE (Full Scale Deflection)

Alternator ..... OFF  
Alternator Circuit Breaker ..... PULL  
Non-essential Electrical Equipment ..... OFF  
Land ..... AS SOON AS POSSIBLE

#### LOW VOLTAGE LIGHT ILLUMINATES DURING FLIGHT (Ammeter indicates Discharge)

(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 condition has not occurred to deactivate the alternator system)

Avionics Power Switch ..... OFF  
Alternator Circuit Breaker ..... CHECK IN  
Master Switch ..... (both sides) OFF  
Master Switch ..... ON  
Low Voltage Light ..... CHECK OFF  
Avionics Power Switch ..... ON

#### IF LOW VOLTAGE LIGHT ILLUMINATES AGAIN:

Alternator ..... OFF  
Non-essential Radio and Electrical Equipment ..... OFF  
Land ..... AS SOON AS PRACTICAL

## NOTE:

*This checklist is a Recommended Operator Checklist and for reference only. It is not a substitute for and does not supersede the current approved Airplane Flight Manual. For a comprehensive listing see the Airplane Flight Manual.*