

NORMAL CHECKLISTS C-172 PH-SKC

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
Ammeter CHARGING (+)
Throttle Idle ±700 RPM
Throttle 1000 RPM
Throttle friction SET

BEFORE TAKE-OFF

Flight controls CHECKED
Rudder & Elevator Trim SET FOR TAKE OFF
Flaps (Grass, 10°) SET FOR TAKE OFF
Transponder ALT/7000
Landing Light ON
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 (<85 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 COLD
Flaps 20°
Speed MIN 60 kts

AFTER LANDING

Flaps UP
Carburetor heat OFF
Landing light OFF
Transponder STBY

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-SKC

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.