

NORMAL CHECKLISTS C-172 PH-DON

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

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 & transponder..... ON/SET/STBY
Flight instruments..... SET & CHECKED
Parking brake..... RELEASE

DURING TAXIING

Brakes..... CHECK
Instruments..... 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
Strobe light..... ON
Pitot heat..... AS REQUIRED
Crew/pax briefing..... COMPLETED
Parking brake..... RELEASE

VFR DAY AND NIGHT ONLY



AFTER TAKE-OFF (Above 200ft AAL)

Flaps..... UP
Landing light..... OFF

BEFORE JOINING THE CIRCUIT

Altimeter..... SET QNH
Primer..... CLOSED AND LOCKED
Magnetos..... BOTH
Landing light..... ON
Mixture..... RICH
Fuel selector..... BOTH
Brakes..... CHECKED
Seat belts..... FASTENED

DOWNWIND (70 - 80 kts)

Carburetor heat..... ON/WARM
Flaps..... (<110 kts) 10°
Engine instruments/fuel quantity..... CHECKED

BASE LEG (70 kts)

Flaps..... 20°

FINAL (approach speed 60 - 70 kts)

Flaps..... AS REQUIRED

BALKED LANDING

Throttle..... FULL
Carburetor heat..... OFF
Flaps..... 20°
Speed..... MIN 55 kts

AFTER LANDING

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

AFTER PARKING

Throttle..... 1000 RPM
Parking brake..... SET
Radios & 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-DON

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

VFR DAY AND NIGHT 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 valve 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:

Throttle 1700 RPM FOR A FEW MINUTES
Mixture IDLE CUT OFF

IF ENGINE FAILS TO START:

Throttle FULL OPEN
Mixture IDLE CUT OFF
Cranking CONTINUE
Engine SECURE
Master switch OFF
Ignition switch OFF
Fuel selector valve 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 (except ignition) OFF
Vents/cabin air/heat CLOSED
**if fire appears out and electrical power is necessary for
continuance for flight**
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 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 PRACTICAL**

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 powers 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.*