

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
 Departure/pax briefing COMPLETED

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
 Carburetor heat (RPM back to 1700) 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
 Landing light ON
 Strobe light ON
 Pitot heat AS REQUIRED
 Take-Off briefing COMPLETED
 Parking brake RELEASE

VFR DAY AND NIGHT ONLY



AFTER TAKE-OFF (Above 200ft AAL)

Flaps UP
 Landing light OFF

APPROACH

Approach briefing COMPLETED
 Altimeter SET QNH
 Primer CLOSED AND LOCKED
 Magnetos BOTH
 Landing light ON
 Mixture RICH
 Fuel selector BOTH
 Brakes CHECKED
 Seat belts FASTENED
 Loose Items STOWED

DOWNWIND (70 kts)

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

BASE LEG (70 kts)

Flaps 20°

FINAL (approach speed 60 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
 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
 Check the aircraft and windows for dirt and clean if necessary.



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

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

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

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.*