



CESSNA 172 S G1000 NORMAL PROCEDURES CHECKLIST

*This is to be used as a REFERENCE ONLY, it is not a substitute for the Airplane Flight Manual.

*Refer to AFM/POH for amplified procedures. User assumes all risk of use in using this product. User consents to and understands that American Flight Schools bears no liability for the use of this product.

Rotation Speed.....55	Vno.....129
Vy (SL).....74	Vy (10k).....72
Vx (SL).....62	Vx (10k).....67
Vso.....40	Vne.....163
Vs.....48	Best Glide.....68
Vfe(0-10).....110	Va105-90
Vfe(10-30).....85	Max T/O.....2550lbs
Max Xwind.....15	Max LND.....2550lbs

KAPA - Tower	118.9
KAPA - Ground	121.8
KAPA - ATIS	120.3
KAPA – Approach	132.75
KBJC - Tower	118.6
KBJC - Ground	121.7
KBJ - ATIS	126.25
KBJC - Approach	126.1
KFTG - Tower	120.2
KFTG- Ground	124.7
KFTG – ATIS	119.025
KFTG- Approach	128.25
FSS	122.2

BEFORE STARTING ENGINE

1. Preflight Inspection.....COMPLETE
2. Passenger Briefing.....COMPLETE
3. Seats and Seat BeltsADJUST&LOCK
4. Brakes.....TEST and SET
5. Circuit Breakers.....CHECK IN
6. Electrical Equipment.....OFF
7. Avionics Switch(BUS 1&2)OFF
8. Fuel Selector Valve.....BOTH
9. Fuel Shutoff Valve.....ON

STARTING ENGINE (With Battery)

1. Throttle.....OPEN ¼ INCH
2. Mixture Control.....IDLE CUTOFF
3. STBY BATT Switch
 - a. TEST-(Hold for 20 seconds, verify that green TEST lamp does not go off)
 - b. ARM- (Verify that PFD comes on)
4. Engine Indicating SystemCHECK
....(no red X's through ENGINE page indicators)
5. BUS E Volts.....CHECK(24 volts min.)
6. M BUS Volts.....CHECK(1.5 volts or less)
7. BATT S AmpsCHECK(verify discharge)
8. STBY BATT Annunciator.....CHECK
9. Propeller Area.....CLEAR
10. Master switch.....ON
11. Beacon Light Switch.....ON
If engine is warm, omit priming procedure of step 12 thru 14 below
12. Fuel Pump Switch.....ON
13. Mixture.....FULL RICH
.....until stable fuel flow is indicated (3 to 5 seconds), then set to IDLE CUTOFF
14. Fuel Pump Switch.....OFF
15. MAGNETOS Switch.....START
.....(release when engine starts)
16. Mixture Control.....ADVANCE
.....smoothly when engine starts
If engine is primed too much (flooded), place the mixture to idle cutoff, open the throttle control ½ to full, and engage the starter motor (START). When engine starts, advance the mixture control to the FULL RICH position and retard the throttle promptly.
17. Oil Pressure.....CHECK

18. AMPS.....CHECK
19. LOW VOLTS Annunciator.....CHECK
20. NAV Lights Switch.....ON as required
21. Avionics Switch(BUS 1&2)ON

TAXIING

1. MixtureSet
2. TransponderSET
3. Taxi LightON
4. Taxi areaCLEAR
5. BrakesRELEASE &CHECK

BEFORE TAKEOFF

1. Parking Break.....SET
2. Pilot and Passenger Seat Backs.....
.....MOST UPRIGHT POSITION
3. Seats and Seat Belts.....CHECK SECURE
4. Cabin Doors.....CLOSED and LOCKED
5. Flight Controls.....FREE and CORRECT
6. Flight InstrumentCHECK(no red X's)
7. Altimeters:
 - a. PFD.....SET
 - b. Standby Altimeter.....SET
 - c. KAP 140 Autopilot.....SET
8. G1000 Alt SEL.....SET
9. KAP 140 Altitude Preselect.....SET
10. Standby Flight Instruments.....CHECK
11. Fuel Quantity.....CHECK
12. Mixture Control.....SET
13. Fuel Selector Valve.....SET BOTH
14. AutopilotTEST & DISCONNECT
15. Electric Trim SystemCHECK
16. Elevator TrimSET FOR TAKEOFF
17. Throttle Control.....1800 RPM
 - a) LEAN FOR BEST POWER
 - b) Magnetos Switch.....CHECK
(RPM drop should not exceed 150 RPM on either magneto or 50 RPM differential between magnetos)
 - c) VAC Indicator.....CHECK
 - d) Engine Indicators.....CHECK
 - e) Ammeters and VoltmetersCHECK

18. Annunciators.....CHECK
19. Throttle Control.....CHECK IDLE
20. Throttle Control.....1000 RPM or LESS
21. Throttle Control Friction LockADJUST
22. COM Frequency(s).....SET
23. NAV Frequency(s).....SET
24. FMS/GPS Flight Plan.....AS DESIRED
25. XPDR.....SET
26. CDI Softkey.....SELECT NAV source
27. Autopilot.....OFF
28. CABIN PWR 12V Switch.....OFF
29. Wing Flaps.....UP-10°
30. Cabin WindowsCLOSED and LOCKED
31. Strobe Lights Switch.....ON
32. Brakes.....RELEASE

TAKEOFF

NORMAL TAKEOFF

1. Wing Flaps.....UP-10°
2. Throttle Control.....FULL IN
3. Mixture Control.....SET
4. Elevator Control.....LIFT NOSE
.....WHEEL at 55 KIAS
5. Climb Speed.....70 -80 KIAS
6. Wing Flaps.....RETRACT
.....(at safe altitude)

SHORT FIELD TAKEOFF

1. Wing Flaps.....10°
2. Brakes.....APPLY
3. Throttle Control.....FULL IN
4. Mixture Control.....SET
5. Brakes.....RELEASE
6. Elevator Control...SLIGHTLY TAIL LOW
7. Climb Speed.....56 KIAS
.....(until all obstacles are cleared)
8. Wing FlapsRETRACT SLOWLY
(When airspeed is more than 60 KIAS)

ENROUTE CLIMB

1. Airspeed.....70-85 KIAS
2. Throttle Control.....FULL IN
3. Mixture Control.....SET

CRUISING

1. Power.....2100-2700 RPM(no
.....more than 75% is recommended)
2. Elevator Trim Control.....ADJUST
3. Mixture Control.....SET
4. FMS/GPS.....REVIEW

DESCENT

1. Power.....AS DESIRED
2. Mixture.....ADJUST if necessary
to make the engine run smoothly
3. Altimeters:
 - a. PFD.....SET
 - b. Standby Altimeter.....SET
 - c. KAP 140 Autopilot.....SET
4. G1000 Alt SEL.....SET
5. KAP 140 Altitude Preselect.....SET
6. CDI Softkey.....SELECT NAV Source
7. FMS/GPS.....REVIEW
8. Fuel Selector Valve.....BOTH
9. Wing Flaps.....AS DESIRED
.....UP-10° below 110 KIAS
.....10°-FULL below 85 KIAS

BEFORE LANDING

1. Pilot and Passenger Seat Backs.....
.....MOST UPRIGHT POSITION
2. Seats and Seat Belts.....
.....SECURED and LOCKED
3. Fuel selector ValveBOTH
4. Mixture Control.....RICH
5. Landing/Taxi Lights Switch.....ON
6. Autopilot (if installed).....OFF
7. CABIN PWR 12V Switch.....OFF

LANDING

NORMAL LANDING

1. Airspeed.....65-75 KIAS (flaps UP)
2. Wing Flaps.....AS DESIRED
.....UP-10° below 110 KIAS
.....10°-FULL below 85 KIAS
3. Airspeed.....60-70 KIAS(flaps FULL)

4. Elevator Trim Control.....ADJUST
5. Touchdown.....MAIN WHEELS FIRST
6. Landing Roll.....LOWER NOSE WHEEL
.....GENTLY
7. Braking.....MINIMUM REQUIRED

SHORT FIELD LANDING

1. Airspeed.....65-75 KIAS(flaps UP)
2. Wing Flaps.....FULL
3. Airspeed.....61 KIAS (until flare)
4. Elevator Trim Control.....ADJUST
5. PowerREDUCE to idle
6. Touchdown.....MAIN WHEELS FIRST
7. Brakes.....APPLY HEAVILY
8. Wings Flaps.....UP

BALKED LANDING

1. Throttle Control.....FULL IN
2. Wing Flaps.....RETRACT TO 20°
3. Climb Speed.....60 KIAS
4. Wing Flaps.....AS DESIRED
.....UP-10° below 110 KIAS
.....10°-FULL below 85 KIAS

AFTER LANDING

1. Wing Flaps.....UP
2. MIXTURE.....SET
3. LIGHTS.....As Needed

SECURING AIRPLANE

1. Parking Brake.....SET
2. Throttle Control.....IDLE
3. Electrical Equipment.....OFF
4. Avionics Switch(BUS1&2)OFF
5. Mixture ControlIDLE CUTOFF
6. MAGNETOS Switch.....OFF
7. Master Switch (ALT and BAT).....OFF
8. STBY BATT Switch.....OFF
9. Control Lock.....INSTALL
10. Fuel Selector ValveLEFT or RIGHT
to prevent cross feeding between tanks