

Cessna 172S Checklist
G1000

PREFLIGHT INSPECTION

INTERIOR

Pitot Tube Cover.....REMOVE
 POH.....ACCESSIBLE
 G1000 Reference Guide.....ACCESSIBLE
 Weight and Balance.....CHECKED
 Parking Brake.....SET
 Control Wheel Lock.....REMOVE
MAGNETOS.....OFF
 AVIONICS Switch (BUS 1 and BUS 2).....OFF
 MASTER Switch (ALT and BAT).....ON
 Check Lights.....OPERABLE
 PFD.....VERIFY PFD ON
 FUEL QTY (L & R).....CHECK
 OIL PRESSURE Annunciator.....SHOWN
 LOW VACUUM Annunciator.....SHOWN
 AVIONICS Switch (BUS 1).....ON
 Forward Avionics Fan..... VERIFY Fan is heard
 AVIONICS Switch (BUS 1).....OFF
 AVIONICS Switch (BUS 2).....ON
 Aft Avionics Fan.....VERIFY Fan is heard
 MFD Fuel Computer Level.....ADJUST
 AVIONICS Switch (Bus 2).....OFF
 PITOT HEAT Switch.....ON
 (check tube is warm within 30 seconds)
 PITOT HEAT Switch.....OFF
 LOW VOLTS Annunciator.....SHOWN
 FLAPSDOWN
 MASTER Switch (ALT & BAT).....OFF
ELEVATOR TRIM CONTROL
TAKEOFF
FUEL SELECTOR VALVE.....BOTH
 ALT STATIC AIR VALVE.....OFF (Push full
 in)
 Fire Extinguisher.....VERIFY in green arc



EXTERIOR

Baggage Compartment Door.....CHECK
 Fuselage..... CHECK
 Tail Tiedown
DISCONNECT
 Control Surfaces.....CHECK
 (Freedom of movement and security)
 Elevator Trim TabCHECK
 (Security)
 Antennas.....CHECK
 (Security and general condition)
 R WING FLAP.....CHECK (Security and condition)
 R WING AILERON.....CHECK
 (Freedom of movement and security)
 R Wing Tiedown.....DISCONNECT
 R Main Wheel Tire.....CHECK
 R WING Fuel Tank Sumps.....DRAIN (5)
 R WING FUEL QuantityCHECK Visually
 NOSE.....Fuel Strainer (3)
 ENGINE OIL/DIPSTICK.....CHECK
5 quarts min, 6 preferred (keep <7)
 Engine Cooling Air Inlets.....CHECK
 Propeller and Spinner.....CHECK
 (Nicks and security)
 Air Filter.....CHECK Free of obstructions
 Nosewheel Strut and Tire.....CHECK
 Static Source Opening.....CHECK Clear
 Stall Warning Opening.....CHECK Blockage
 Landing/Taxi Lights.....CHECK condition
 L Wing Tiedown.....DISCONNECT
 L Wing Fuel QuantityCHECK
 L Wing Fuel Sump.....DRAIN (5)

L Main Wheel Tire.....CHECK
 L Wing Aileron.....CHECK
 (Freedom of movement and security)
 L Wing Flap.....CHECK (Security and Condition)

BEFORE STARTING ENGINE

PreflightCOMPLETE
 Passenger Briefing.....COMPLETE
 Seats and Seatbelts.....ADJUST and LOCK
 Brakes.....TEST and SET
 Circuit Breakers.....CHECK IN
 Electrical Equipment.....OFF
 Avionics (BUS 1 & BUS 2).....OFF
FUEL SELECTOR VALVE
BOTH
FUEL SHUTOFF VALVECHECK
 OFF

STARTING ENGINE

ThrottleOPEN ¼ INCH
 Mixture.....IDLE CUTOFF
 STBY BATT Switch.....TEST 10 SECONDS
 STBY BATT Switch.....ARM (CHECK PFD ON)
 Engine Indicating SystemsNO RED X's
 BUS E Volts.....CHECK – 24 volts minimum
 BUS M VoltsCHECK – 1.5 Volts or less
 BATT S Amps.....CHECK negative discharge
 STBY BATT Annunciator.....CHECK shown
 PROP AREACLEAR
 MASTER Switch (ALT & BAT)..... ON
 BEACON Light Switch.....ON
 FUEL PUMP Switch.....ON
 MIXTURE.....RICH
COLD(Rich 3-5 seconds until fuel flow stabilizes)
HOT(Rich 1-3 seconds and Throttle ½” open)
 MIXTURE.....IDLE CUT-OFF
 FUEL PUMP.....OFF
 MAGNETOS Switch
START

MIXTURE..... ADVANCE SMOOTHLY to rich
 FLAPS.....UP
 Oil PressureCHECK in green
 AMPS.....CHECK Positive charge
 LOW VOLTS AnnunciatorCHECK not shown
 Lights.....AS REQUIRED
 AVIONICS Switch (BUS 1 & 2).....ON
 MIXTURE.....LEAN FOR TAXI

BEFORE TAKEOFF

Pilot and Passenger Seat Backs..... UPRIGHT
 Seats and Seat Belts.....CHECK SECURE
 Cabin DoorsClosed and Locked
 Flight Controls.....FREE and CORRECT
 Flight Instruments.....CHECK NO RED X's
 PFD (BARO)SET
 STANDBY ALTIMETERSET
 ALT SELECT.....SET
 STANDBY FLIGHT INSTRUMENTSCHECK
 FUEL QUANTITYCHECK
 MIXTURERICH
 FUEL SELECTOR VALVE.....BOTH
 AUTOPILOT.....ENGAGE/CHECK
 FLIGHT CONTROLSCHECK

(Verify A/P overpowered in both pitch & roll axes)

AUTOPILOT TRIM DISCONNECT.....PRESS
 (Verify A/P disengages and aural alert is heard)
 FLIGHT DIRECTOROFF
 ELEVATOR TRIM.....SET FOR

TAKEOFF
 THROTTLE..... 1800 RPM
 MAGNETOS Switch.....CHECK L & R
 (RPM drop <150 RPM or <50 RPM between mags)
 VAC Indicator.....CHECK
 ENGINE Indicators.....CHECK
 AMMETERS and VOLTMETERS.....CHECK
 ANNUNCIATORS.....CHECK(verify none)
 THROTTLECHECK IDLE

THROTTLE1000 RPM or LESS
 THROTTLE FRICTION LOCK.....ADJUST
 COM Frequencies.....SET
 NAV Frequencies.....SET
 FMS/GPS Flight Plan.....SET
 XPDRSET
 CDI Softkey.....SELECT NAV SOURCE
 CABIN PWR 12V SWITCH.....OFF
 FLAPS.....UP – 10°
 CABIN WINDOWS..... CLOSED/LOCKED
 LIGHTS..... AS REQUIRED

Departure & Emergency Takeoff Briefing:

Departure Plan
 Known Hazards/Obstacles
 On takeoff Roll
 After lift off, Below 1,000ft AGL
 Above 1,000ft AGL and/or turned Crosswind
 Review Takeoff Checklist

TAKEOFF & CLIMB

THROTTLES.....FULL
 MIXTURE.....RICH
 ROTATE 55
 KIAS
 CLIMB AIRSPEED.....70-80 KIAS
 FLAPS.....RETRACT(at safe altitude)

CRUISE

POWER.....2100-2500 RPM
 (No more than 75% power recommended)
 TRIM..... ADJUST
 MIXTURE.....LEAN (Above 3000')
 FMS/GPS.....REVIEW and BRIEF

PRE-MANEUVER

MIXTURE.....RICH (as necessary)
 LIGHTS.....ON
 AREA.....CLEAR
 AIRCRAFT.....CONFIGURE
 ALT/HEADING BUGS.....SET

BEFORE LANDING

PILOT and PASSENGER SEATS.....UPRIGHT

SEATS AND SEATBELTS
SECURE/LOCKED
 FUEL SELECTOR.....BOTH
 MIXTURE.....RICH
 LIGHTON
 TAXI LIGHT
ON
 AUTOPILOT.....OFF
 CABIN PWR 12V Switch.....OFF
 Air Conditioning.....OFF

AFTER LANDING

FLAPS.....UP
 RADIOS.....SET (As Required)
 LIGHTS.....AS REQUIRED

SECURING AIRPLANE

XPDR.....VFR
 THROTTLE CONTROL.....IDLE
 ELECTRICAL EQUIPMENTOFF
 AVIONICS Switch (BUS 1 & 2).....OFF
 MIXTURE.....IDLE CUTOFF
 MAGNETOS Switch.....OFF
 ENGINE TIMESRECORD
 MASTER Switch (ALT and BAT).....OFF
 STBY BATT Switch.....OFF
 Control Lock.....INSTALL
 FUEL SELECTOR Valve.....LEFT or RIGHT



Thrust Flight
 4700 Airport Parkway
 Addison, Texas 75001
 972.735.9099

After Hours Manager 972.735.9099 ext. 107

KADS

ATIS (972-628-2439)	133.40
Ground	121.60
Tower (972-628-2420)	126.00
Approach (972-615-2500)	124.3/124.25
Atlantic (Fuel - 972-713-7000)	122.85

Vr – 55 KIAS	Vfe 10° – FULL 85 KIAS
Vx – 62 KIAS	Vno – 129 KIAS
Vy – 74 KIAS	Vs1 – 48 KIAS
Va – 105 KIAS	Vso – 40 KIAS
Vfe 10° – 110 KIAS	Vg – 68 KIAS

EMERGENCY PROCEDURES

Items in bold are to be committed to memory

ENGINE FAILURE DURING TAKEOFF ROLL

Throttle Control.....	IDLE
Brakes.....	APPLY
Flaps.....	RETRACT
Mixture.....	IDLE CUTOFF
Magnetos Switch.....	OFF
STBY BATT Switch	
.....	OFF
MASTER Switch (ALT and BAT).....	OFF

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

Airspeed.....	70 KIAS Flaps UP
	65 KIAS Flaps 10-FULL
Mixture.....	IDLE CUTOFF
Magnetos Switch.....	OFF
Flaps.....	AS REQUIRED (Full Recommended)
STBY BATT Switch	
.....	OFF
MASTER Switch (ALT and BAT).....	OFF
Cabin Door.....	UNLATCH
Land.....	STRAIGHT AHEAD

ENGINE FAILURE DURING FLIGHT - RESTART

Airspeed	68 KIAS (best glide speed)
Best place to land.....	SELECT
FUEL SHUTOFF Valve.....	ON (push full in)
FUEL SELECTOR VALVE.....	BOTH



THRUST FLIGHT

Elevate Your Experience

FUEL PUMP Switch.....	ON
MIXTURE.....	RICH (if restart has not occurred)
MAGNETOS Switch.....	BOTH (or start)
FUEL PUMP Switch.....	OFF

If altitude permits, declare emergency on **121.5**, activate ELT, squawk **7700**.

Emergency landing without engine power checklist.....**COMPLETE**

EMERGENCY LANDING WITHOUT POWER

Pilot and Passenger Seats.....	UPRIGHT
Seats and Seatbelts	SECURE
Airspeed.....	70 KIAS Flaps UP
	65 KIAS Flaps 10-FULL
Mixture	IDLE CUTOFF
FUEL SHUTOFF VALVE	
.....	OFF
MAGNETOS SWITCH.....	OFF
FLAPS.....	AS REQUIRED (Full Recommended)
STBY BATT Switch.....	OFF
MASTER Switch (ALT and BAT).....	OFF
DOORS	UNLATCH PRIOR TO
TOUCHDOWN	
TOUCHDOWN.....	SLIGHTLY TAIL LOW
BRAKES.....	APPLY
HEAVILY	

EXCESSIVE RATE OF CHARGE

If greater than 5A charge in cruise or 31.75V
 MASTER SWITCH (ALT ONLY).....OFF
 ELECTRICAL EQUIPMENTSHED (As required)
 LANDAs soon as practicable

INSUFFICIENT RATE OF CHARGE

MASTER SWITCH (ALT ONLY)
OFF
 ATL FIELD CIRCUIT BREAKER.....CHECK IN
 MASTER SWITCH (ALT ONLY).....ON
 ELECTRICAL EQUIPMENTSHED (As required)
 LANDAs soon as practicable

LOST COMMUNICATIONS

RADIO.....Verify Frequency
 Volume/Squelch.....Adjust
 Push To TalkVerify
 Transmitting
 COMMS.....Switch radios/Frequency
 If 2-way communications not re-established
 Squawk.....7600
 Land.....As soon as practicable
 (Recall Light Gun Signals)

ENGINE FIRE IN FLIGHT

Mixture

IDLE CUTOFF

FUEL SHUTOFF VALVE
OFF

FUEL PUMP Switch.....OFF

MASTER Switch (ALT and BAT)OFF

CABIN VENTS.....OPEN (as needed)

CABIN HT and CABIN AIR knobs.....OFF

Airspeed.....100 KIAS

****IF FIRE IS NOT EXTINGUISHED, INCREASE AIRSPEED WITHIN LIMITS THAT WILL PROVIDE INCOMBUSTIBLE MIXTURE****

FORCED LANDING.....EXECUTE

ELECTRICAL FIRE IN FLIGHT

STBY BATT Switch.....OFF
 MASTER Switch (ALT and BAT).....OFF

CABIN VENTS.....CLOSED
CABIN HT AND AIR KNOBS..... OFF
FIRE EXTINGUISHER.....ACTIVATE
AVIONICS Switch (BUS 1 & 2)
.....OFF
ALL OTHER SWITCHES OFF.....OFF
(EXCEPT MAGNETOS)

AFTER FIRE IS EXTINGUISHED

CABIN VENTS.....OPEN
CABIN HT AND AIR KNOBS.....ON

***IF POWER IS NECESSARY FOR CONTINUED
FLIGHT***

Circuit Breakers.....CHECK (do not reset open)
MASTER Switch (ALT and BAT).....
ON
STBY BATT Switch
.....ARM
AVIONICS Switch (BUS 1)
.....ON
AVIONICS Switch (BUS 2)
.....ON

WING FIRE

LAND and TAXI Light Switches.....OFF
NAV Light Switch.....OFF
STROBE Light Switch.....OFF
PITOT HEAT Switch.....OFF
**Perform Sideslip to keep flames away from fuel tank
and cabin**