



REV. 4/10/2021

**Cessna Skyhawk N93JS  
172M (C172)**

**Preflight Inspection**

**CABIN**

Documents (ARROW).....ON BOARD  
 Next Maintenance.....CHECK TACH  
 Control Lock.....REMOVE  
 Ignition Switch.....OFF  
 Avionics (all radios and GPS).....OFF  
 Battery Master Switch.....ON  
 Fuel Quantity.....CHECK  
 Wing Flaps.....DOWN  
 Lights.....CHECK  
 Pitot Heat.....CHECK  
 Battery Master Switch.....OFF  
 Alternate Static Source.....NORMAL (IN)  
 Fuel Selector Valve.....BOTH  
 Trim.....NEUTRAL

**RIGHT WING**

Wing Flap .....SECURE  
 Aileron.....FREE / SECURE  
 Wing Tip / Light.....CHECK  
 Wing Tie-down .....REMOVE  
 Leading Edge .....INSPECT  
 Main Tire (24 PSI) / Brake.....CHECK  
 Fuel Sump.....DRAIN / CHECK  
 Fuel Quantity / CAP.....CHECK / SECURE

**NOSE**

Windshield.....INSPECT / CLEAN  
 Engine Oil.....6-8 qts (7 min X-Country)  
 ASK FOR ASSISTANCE TO FILL  
 Fuel Strainer.....PULL OUT 3 SEC  
 Exhaust.....INSPECT / SECURE  
 Nose Wheel (26 PSI) / Strut.....CHECK  
 Propeller / Spinner.....CHECK  
 Alternator Belt.....CHECK  
 Air Filter.....CHECK  
 Static Port.....CLEAR

**LEFT WING**

Main Tire (24 PSI) / Brake.....CHECK  
 Fuel Sump.....DRAIN / CHECK  
 Fuel Quantity / CAP.....CHECK / SECURE  
 Pitot Tube / Cover.....CHECK  
 Fuel Vent.....CLEAR  
 Wing Tie-down .....REMOVE  
 Stall Warning Opening.....CHECK  
 Leading Edge .....CHECK  
 Wing Tip / Light.....CHECK  
 Aileron.....FREE / SECURE  
 Wing Flap.....SECURE  
 Baggage Door.....CLOSED

**EMPENNAGE**

Horizontal Stabilizer.....CHECK  
 Elevator.....FREE / SECURE  
 Vertical Stabilizer.....CHECK  
 Rudder.....FREE / SECURE  
 Tail Tie-Down.....REMOVE  
 Beacon .....CHECK  
 ELT & VOR Antennas.....CHECK

**This checklist is not a substitute for the 1973 Cessna 172M Owner's Handbook.  
 All Information contained herein is deemed accurate but not guaranteed.**

**Preflight Inspection**

**Before Engine Start**

Preflight Inspection.....COMPLETE  
 Passenger Briefing.....COMPLETE  
 SPOT Unit.....ON / TRACK  
 Seats / Belts / Shoulder Belts.....ADJUST  
 Doors.....CLOSED / LOCKED  
 Fuel Selector Valve.....BOTH  
 Avionics (all radios and GPS).....OFF  
 Lights.....OFF  
 Circuit Breakers.....IN  
 Brakes.....SET / HOLD

**Engine Start**

Mixture.....RICH  
 Throttle.....OPEN 1/8 INCH  
 Carburetor Heat.....OFF  
 Beacon.....ON  
 Master Switch (Batt/ALT).....ON  
 Propeller Area.....CLEAR  
 Prime (0-hot, 1-2cold).....AS NEEDED  
 Ignition Switch.....START  
 Throttle.....800-1000 RPM  
**Oil Pressure.....Up within 20 sec.**  
 NAV Lights.....ON  
 Avionics (all radios and GPS).....ON

**Before Taxi**

Mixture.....LEAN for Taxi  
 Wing Flaps.....RETRACT  
 Radios.....SET / VOLUME Adjust  
 Transponder.....ALT / As Required  
 Landing Light.....ON  
 Brakes.....RELEASE / CHECK  
 ATIS and Clearance.....OBTAIN

**Normal Takeoff**

Wing Flaps.....UP  
 Carburetor Heat.....OFF  
 Power.....FULL THROTTLE  
 Rotate.....60 MPH  
 Climb.....Vy 80 MPH

**Before Takeoff**

Brakes.....SET / HOLD  
 Doors / Windows.....CLOSED / LOCKED  
 Flight Controls.....FREE / CORRECT  
 Elevator Trim.....SET for TAKEOFF  
 Fuel Selector Valve.....BOTH

**RUN-UP**

Mixture.....RICH  
 Throttle.....1700 RPM  
 Mixture.....SET for Density Alt.  
 Carburetor Heat.....CHECK RPM DROP  
 Magnetos.....CHECK RPM DROP  
 Max drop: 125, Difference: 50  
 Engine Gauges.....CHECK  
 Suction / Ammeter.....CHECK  
 Flight Instruments.....SET / CHECK  
 Throttle.....IDLE / Check Smooth  
 Throttle Friction Lock.....ADJUST  
 Radios.....SET  
 Takeoff Procedure.....BRIEFED  
 Transponder.....ALT  
 Takeoff Time.....RECORD  
 Clearance.....OBTAINED  
 Lights.....ALL ON  
 Brakes.....RELEASE

Missoula ATIS.....	126.65
Missoula Ground.....	121.90
Missoula Tower.....	118.40
NorthStar Jet Unicom.....	123.30
Stevensville.....	122.80

**Short Field Takeoff**

Wing Flaps.....UP (10° no obstacle)  
 Carburetor Heat.....OFF  
 Brakes.....HOLD  
 Power.....FULL THROTTLE  
 Mixture.....SET for maximum RPM  
 Brakes.....RELEASE  
 Elevator.....SLIGHTLY NOSE HIGH  
 Rotate.....60 MPH  
 Airspeed.....Vx 70 MPH  
 (65 MPH with flaps 10°)  
 WHEN CLEAR OF OBSTACLE  
 Wing Flaps.....RETRACT  
 Airspeed.....Vy 80 MPH

**Start / Taxi / Before Takeoff / Takeoff**

## Normal Climb

Wing Flaps.....UP / VERIFIED  
Airspeed.....80-90 MPH  
Power.....FULL THROTTLE  
Mixture.....LEAN above 1000' AGL  
Engine Gauges.....CHECK / MONITOR

## Cruise

Power (65%-75%).....2200-2700 RPM  
Mixture.....LEAN rich of peak RPM  
Elevator Trim.....ADJUST  
Heading Indicator.....SET  
Landing Light.....OFF

## Descent

Carburetor Heat.....ON below green arc  
Power.....AS DESIRED  
Mixture.....ENRICH as required  
Landing Light.....ON  
Radios / ATIS.....SET / OBTAIN

## Before Landing

Fuel Selector Valve.....BOTH  
Mixture.....ADJUST for field elev.  
Carburetor Heat.....ON  
(before closing throttle)  
Lights.....ALL ON  
Seat Belts / Shoulder Harness.....ON  
Wing Flaps.....AS DESIRED  
(below 100 MPH)

## Go-Around

Power.....FULL THROTTLE  
Carburetor Heat.....OFF  
Wing Flaps.....20°  
Airspeed.....65 MPH  
Wing Flaps.....RETRACT SLOWLY  
Airspeed.....80 -90 MPH

## Normal Landing

Airspeed.....70-80 MPH (flaps UP)  
Wing Flaps.....AS DESIRED  
(below 100 MPH)  
Airspeed.....65-75 MPH (flaps DOWN)

## Short Field Landing

Airspeed.....65 MPH  
Wing Flaps.....40°  
Brakes.....APPLY  
Wing Flaps.....RETRACT for max braking

## After Landing

Strobe Light.....OFF  
Carburetor Heat.....OFF  
Wing Flaps.....RETRACT  
Mixture.....LEAN for Taxi  
Transponder.....ALT / As Required  
Radios / Clearance.....SET / OBTAIN

## Shutdown / Secure

Transponder.....OFF  
Flight Plan.....CLOSED  
Avionics (all radios and GPS).....OFF  
Lights (except for beacon).....OFF  
Throttle.....IDLE  
Mixture.....IDLE CUT-OFF  
Ignition Switch.....OFF  
Beacon.....OFF  
Master Switch.....OFF  
Control Lock.....INSTALL  
Fuel Selector Valve.....LEFT or RIGHT  
SPOT Unit.....OFF  
Pitot Cover.....INSTALL  
Aircraft Hobbs / Tach / Chocks / Tie-down

## Post-Flight Walk-Around

Missoula ATIS.....126.65  
Missoula Ground.....121.90  
Missoula Tower.....118.40  
NorthStar Jet Unicom.....123.30  
Stevensville.....122.80

## Fires

### During Start on the GROUND

Continue Cranking to suck fuel and flames through carburetor into the engine

#### If Engine Starts:

Throttle.....1700 RPM for few minutes  
Engine.....SHUTDOWN

#### If Engine Fails to start:

Throttle.....FULL  
Mixture.....IDLE CUTOFF  
Continue Cranking.....30-60 Seconds  
Master Switch.....OFF  
Ignition Switch.....OFF  
Fuel Selector Valve.....OFF  
Exit & Activate Fire Extinguisher

### Engine Fire in Flight

Mixture.....IDLE CUTOFF  
Fuel Selector Valve.....OFF  
Master Switch.....OFF  
Cabin Heat and Air.....OFF  
Airspeed.....120 MPH  
(if not extinguished increase speed)  
Execute Forced Landing

### Electrical Fire in Flight

Master Switch.....OFF  
All Switches except Ignition.....OFF  
Cabin Heat / Air / Vents.....OFF  
ACTIVATE FIRE EXTINGUISHER  
If Fire is out:  
Cabin Heat / Air / Vents.....OPEN  
Master Switch.....ON  
Circuit Breakers.....CHECK  
Radio Switches.....ON (one at a time)  
LAND AS SOON AS POSSIBLE

### Cabin Fire

Master Switch.....OFF  
Cabin Heat / Air / Vents.....OFF  
ACTIVATE FIRE EXTINGUISHER  
LAND AS SOON AS POSSIBLE

## Engine Failures

### Take-Off Roll

Throttle.....IDLE  
Brakes.....APPLY  
Wing Flaps.....RETRACT  
Mixture.....IDLE CUT-OFF

### Immediately After Take-Off

Airspeed.....75 MPH  
Wing Flaps.....AS REQUIRED  
LAND STRAIGHT AHEAD  
Mixture.....IDLE CUT-OFF  
Fuel Selector Valve.....OFF  
Ignition Switch.....OFF  
Master Switch.....OFF

### During Flight

Airspeed.....80 MPH  
Fuel Selector Valve.....BOTH  
Mixture.....RICH  
Carburetor Heat.....ON  
Throttle.....AS REQUIRED  
Ignition Switch.....BOTH  
(START if Prop has Stopped)  
Primer.....IN & LOCKED

## Forced Landing

### Without Power

Airspeed.....80 MPH  
Landing Location.....SELECT  
Mixture.....IDLE CUT-OFF  
Fuel Selector Valve.....OFF  
Ignition Switch.....OFF  
Wing Flaps.....AS REQUIRED  
Master Switch.....OFF  
Doors.....UNLATCHED  
Touchdown.....SLIGHTLY NOSE HIGH

## Landing With a Flat Tire

Approach.....NORMAL  
Touchdown.....GOOD TIRE FIRST  
Hold the Airplane OFF FLAT TIRE as Long as Possible

Climb / Cruise / Landing / Shutdown







Emergency Procedures

## V Speeds

### Cessna 172M Airspeeds

V Speed	MPH
V <sub>GLIDE</sub>	80
V <sub>SO</sub>	49
V <sub>S</sub>	57
V <sub>R</sub>	60
V <sub>X</sub> Sea Level	68
V <sub>X</sub> 10,000'	74
V <sub>Y</sub> Sea Level	82
V <sub>Y</sub> 10,000'	79
V <sub>FE</sub>	100
V <sub>NO</sub>	145
V <sub>NE</sub>	182
Max X-wind	17 (15 KTS)
V <sub>A</sub> - 2300 lbs	112

## Light Gun Signals

GROUND	SIGNAL	AIR
Cleared for Takeoff		Cleared to Land
Cleared to Taxi		Return for Landing
STOP		Give Way Continue Circling
Taxi Clear of Runway		Airport Unsafe DO NOT LAND
Return to Starting Point on Airport		Not Applicable
Exercise EXTREME CAUTION		Exercise EXTREME CAUTION

## Density Altitude Chart

