

**Cessna 172N N5174E**

**Preflight Checklist**

**INTERIOR**

FLIGHT CIRCLE.....DISPATCHED  
 AROW DOCUMENTS.....CHECKED  
 FUEL DRAINED/QUANTITY.....CHECKED  
 CONTROL LOCK.....OFF  
 IGNITION SWITCH.....OFF  
 ALTERNATE STATIC.....CHECKED  
 AVIONICS.....OFF  
 MASTER.....ON  
 FUEL GAUGES.....CHECKED  
 FLAPS.....FULL  
 LIGHTS & PITOT HEAT.....ON/CHECKED  
 LIGHTS & PITOT HEAT.....OFF EXCEPT BEACON  
 MASTER.....OFF

**EMPENNAGE**

BAGGAGE DOOR.....CLOSED/LOCKED  
 ANTENNAS.....CHECKED  
 HORIZONTAL STABILIZER/ELEVATOR.....CHECKED  
 VERTICAL STABILIZER/RUDDER.....CHECKED  
 ELEVATOR TRIM TAB.....CHECKED

**RIGHT WING**

MAIN GEAR.....CHECKED(29PSI)  
 FLAP HINGES/PUSHROD.....CHECKED  
 AILERON WEIGHTS/HINGES.....CHECKED  
 WING TIP/LIGHTS.....CHECKED  
 LEADING EDGE.....CHECKED  
 CABIN AIR VENT INLETS.....CHECKED  
 FUEL CAP.....SECURED

**FORWARD FUSELAGE**

OIL QUANTITY.....6-8 QTS  
 FUEL STRAINER.....CHECKED  
 ENGINE COWLING.....SECURE  
 EXHAUST STACK.....CHECKED  
 NOSE GEAR.....CHECKED(31PSI)  
 PROPELLER/SPINNER.....CHECKED  
 ALTERNATOR BELT.....CHECKED  
 AIR INTAKE/FILTER.....CHECKED  
 STATIC PORT.....CLEAR

**LEFT WING**

FUEL CAP.....SECURED  
 CABIN AIR VENT INLETS.....CHECKED  
 PITOT TUBE.....CHECKED  
 FUEL VENT.....CHECKED  
 STALL HORN INLET.....CHECKED  
 LEADING EDGE.....CHECKED  
 WING TIP/LIGHTS.....CHECKED  
 AILERON WEIGHTS/HINGES.....CHECKED  
 FLAP HINGES/PUSHROD.....CHECKED  
 MAIN GEAR.....CHECKED(29PSI)

**SECURE**

POST FLIGHT INSPECTION.....COMPLETED  
 TIE DOWNS.....AS NEEDED  
 CONTROL LOCK.....AS NEEDED  
 MASTER.....OFF

**PHONE NUMBERS**

Isaac Mosgrove.....503.930.3405  
 Joan Johnson .....503.559.4593  
 Salem Tower.....503.581.3571  
 Salem Air Fuel.....503.364.4158  
 Flight Service.....800.992.7433  
 Portland FSDO.....503.615.3200

Loading Data	Weight (lbs)	ARM (in)	Moment (lbs-in)
<b>Empty Weight</b>	1520	40.12	59,296.37
<b>Front Seats</b>		*37* Range (34-46)	
<b>Rear Seat</b>		73	
<b>Fuel</b> 38gal/228lbs usable		48	
<b>Cargo Area # 1</b> 120 lbs max		*95* Range (95-108)	
<b>Cargo Area # 2</b> 40 lbs max		*123* Range (123-142)	
<b>Total</b> <b>2300 LBS MGTOW</b>			

# Cessna 172N N5174E

## Normal Checklist

### BEFORE START

PASSENGER / CREW BRIEF.....COMPLETE  
SEATS / SEATBELTS.....ON  
FUEL SELECTOR.....BOTH  
TRIM.....SET  
FLAP SWITCH.....MATCH POSITION  
MIXTURE.....RICH (AS APPROPRIATE)  
THROTTLE.....CRACKED (AS APPROPRIATE)  
LIGHTS.....SET  
CIRCUIT BREAKERS.....ALL IN  
AVIONICS SWITCH.....OFF  
PRIMER.....PRIMED/LOCKED  
MASTER SWITCH.....ON  
PROP AREA.....CLEAR

### BEFORE TAXI

OIL PRESSURE.....CHECK  
MIXTURE.....LEANED  
FLAPS.....UP  
AVIONICS.....ON  
BRAKES.....CHECK  
INSTRUMENT COCKPIT CHECK.....COMPLETE

### BEFORE TAKEOFF/RUNUP

DOORS/WINDOWS.....CLOSED & LATCHED  
SEATBELTS.....SECURED  
CONTROLS.....FREE & CORRECT  
INSTRUMENTS.....CHECKED  
AVIONICS/RADIOS/TRANSPONDER.....SET  
FUEL SELECTOR.....BOTH  
FLAPS.....SET  
TRIM.....SET  
RUNUP  
RPM.....1700  
ENGINE GAUGES.....CHECKED  
MIXTURE.....AS APPROPRIATE  
CARB HEAT.....CHECKED  
MAGNETOS.....CHECKED  
RPM.....IDLE CHECK, 1000  
DEPARTURE BRIEFING.....COMPLETED

#### Airspeeds:

Vr.....55 KIAS

Vx.....64 KIAS

Vy.....75 KIAS

Best Glide.....65 KIAS

Short Field Takeoff Flaps: 0°

### CLIMB

FLAPS.....UP  
MIXTURE.....AS APPROPRIATE  
TRANSPONDER.....CODE/ALT  
LIGHTS.....SET

### CRUISE

POWER.....SET  
TRIM.....SET  
MIXTURE.....AS APPROPRIATE

### DESCENT

WEATHER.....REVIEWED  
ARRIVAL/APPROACH.....BRIEFED  
COMS/NAVS.....SET  
FUEL SELECTOR.....BOTH  
MIXTURE.....AS APPROPRIATE  
CARB HEAT.....AS NEEDED  
ALTIMETER.....SET  
SEATS/SEATBELTS.....SECURE

### AFTER LANDING

TRIM.....SET  
FLAPS.....UP  
MIXTURE.....LEANED  
CARB HEAT.....OFF  
LIGHTS.....SET  
TRANSPONDER.....VFR/ALT

### SHUTDOWN

RPM.....1000  
AVIONICS.....OFF  
MIXTURE.....IDLE CUT OFF  
MAGNETOS.....OFF  
MASTER.....OFF  
KEY.....OFF/OUT

Abnormal Checklist

**ENGINE TROUBLESHOOT**

FUEL SELECTOR.....BOTH  
 MIXTURE.....AS APPROPRIATE  
 THROTTLE.....1/2 OPEN  
 CARB HEAT.....ON  
 PRIMER.....IN/LOCKED  
 MAGNETOS.....CYCLE (START)

**ENGINE SECURE**

MIXTURE.....IDLE CUT-OFF  
 THROTTLE.....CLOSED  
 CARB HEAT.....OFF  
 MAGNETOES.....OFF  
 TRANSPONDER.....7700

**EMERGENCY LANDING W/O POWER**

AIRPSEED.....BEST GLIDE  
 RADIO CALLS/XPDR.....AS APPROPRIATE  
 SEATS/SEATBELTS.....SECURE  
 FLAPS.....AS NEEDED  
 DOORS.....UNLATCH  
 -PRIOR TO TOUCHDOWN-  
 MASTER.....OFF

**ENGINE FIRE IN FLIGHT**

MIXTURE.....IDEL CUT-OFF  
 THROTTLE.....CLOSED  
 MAGNETOES.....OFF  
 EMERGENCY DESCENT.....EXECUTE

**WING FIRE**

EXTERIOR LIGHTS.....OFF  
 PITOT HEAT.....OFF  
 SIDESLIP.....ESTABLISH

**ELECTRICAL TROUBLESHOOT**

CIRCUIT BREAKER.....CHECK  
 -IF POPPED, RESET. IF IT POPS AGAIN, DO NOT RESET-

**ELECTRICAL/CABIN FIRE**

MASTER.....OFF  
 CABIN WINDOWS.....OPEN  
 FIRE EXTINGUISHER.....AS NEEDED  
 EMERGENCY DESCENT.....AS NEEDED

**ALT INOP ANNUNCIATOR**

ALTERNATOR SWITCH/BREAKER.....CHECK  
 -IF ALTERNATOR FAILED-  
 ELECTRICAL LOAD.....REDUCE  
 LAND AIRPLANE.....AS NEEDED

**ENGINE FIRE DURING START**

CRANKING.....CONTINUE  
 -IF ENGINE STARTS-  
 POWER.....1700 RPM 2-3 MINUTES  
 ENGINE.....SECURE  
 -IF ENGINE FAILS TO START-  
 THROTTLE.....FULL  
 MIXTURE.....IDLE CUT-OFF  
 CRANKING.....CONTINUE 2-3 MINUTES  
 ENGINE.....SECURE

**LOW OIL PRESSURE**

POWER.....REDUCE  
 NEAREST AIRPORT.....LAND  
 OIL TEMPERATURE.....CHECK  
 -IF OIL PRESSURE IS LOW AND OIL TEMPERATURE IS HIGH PREPARE FOR ENGINE FAILURE AND LAND AT THE NEAREST AIRPORT-







**HIGH OIL TEMPERATURE**

POWER.....REDUCE  
 AIRSPEED.....INCREASE  
 MIXTURE.....ENRICHEN(.AS APPROPRIATE)  
 OIL PRESSURE.....CHECK  
 -IF OIL PRESSURE IS LOW LAND AT NEAREST AIRPORT-

**RADIO TROUBLESHOOT**

HEADSET VOLUME.....CHECK  
 HEADSET JACK.....CHECK  
 AUDIO PANEL/INTERCOM.....CHECK  
 RADIO VOULME.....CHECK  
 PUSH TO TALK.....CHECK  
 XPDR.....7600

**ATC LIGHT GUN SIGNALS FOR AIRCRAFT**

COLOR & TYPE	GROUND	AIR
 STEADY GREEN	Cleared for takeoff	Cleared to land
 FLASHING GREEN	Cleared for taxi	Return for landing (to be followed by steady green)
 STEADY RED	STOP!	Give way to other aircraft and continue circling
 FLASHING RED	Taxi clear of runway in use	Airport unsafe, do not land
 FLASHING WHITE	Return to starting point on airport	N/A
 ALTERNATING RED/GREEN	Exercise extreme caution	