



Cessna 172 Normal Checklist PSM July 2025 (N1459V)

V Speeds

Vs0.....	37 MPH
Vs.....	51 MPH
Vr.....	63 MPH
Vx.....	74 MPH
Vy.....	85 MPH
VFE.....	97 MPH
VA.....	111 MPH
Vno.....	146 MPH
Vne.....	180 MPH

Local Airport Freqs

KDAW

ASOS.....	135.275
Unicom.....	122.70

KSFM

AWOS.....	120.025
Unicom.....	123.075

B19

AWOS.....	120.025 (SFM)
Unicom.....	123.000

Transponder Codes

Hijacking.....	7500
Lost Comms.....	7600
Emergency.....	7700

Light Gun Signals

Steady Green.....Cld rdkoff/ldg
Flashing green.....Cld taxi/Return to land
Steady Red on GND.....Stop
Steady Red AIR.....Give way and Circle
Flashing red GND.....Taxi clr of rwy in use
Flashing Red Air.....Do not land
Flashing White GND.....Return to starting point
Alternating Red/Green.....Exerecise EXT Caution

Short + Soft-Field Proc

Short Field LDG

Aiming Point.....	Establish
TDZ.....	Establish
Appch Speed.....	65-70 MPH

Short Field Tk-Off

Flaps.....	10
Brakes.....	HOLD
ENG Inst.....	Check
Brakes.....	Release
Rotate.....	55 KIAS
Climb.....	Vx until Obst Clear

Soft Field LDG

Appch Speed.....	65-70 MPH
Over Aim Point.....	Set Pitch/Power
Land.....	Nose slightly High
Nose-wheel.....	Keep Weight Off

Soft Field Tk-Off

Nose-wheel.....	Keep Weight Off
Flaps.....	10
Brakes.....	Minimize use
Rotate.....	ASAP
Ground Effect.....	Achieve
Vx or Vy.....	Achieve
Obst Clr.....	Flaps 0

IFR Lost Comms

Route to Fly

A.....	Assigned
V.....	Vectored
E.....	Expected
F.....	Filed

Altitude

M.....	MEA
E.....	Expected
A.....	Assigned



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Cabin

Control Locks.....	Remove
Fuel Tank QTY.....	Dip/Check
Documents (AROW).....	Check
Hobbs & Tach.....	Record
Ignition.....	Off
Avionics Master.....	Off
Master.....	On
Fuel Quantity.....	Verify
Flaps.....	Extend Fully
External Lights.....	Check, Then Off
Pitot Heat.....	Check, Then Off
Master.....	Off
Baggage.....	Secure
FOD.....	Remove
Fire Extinguisher.....	In Green

Empennage

Baggage Door.....	Secure
Empennage.....	Inspect
Elevator.....	Check/Free Movement
Trim Tab.....	Check
Rudder.....	Check/Free Movement
Antennas.....	Check

Right Wing

Flaps.....	Check Secure
Aileron.....	Check/Free Movement
Wingtip.....	Inspect
Leading Edge.....	Inspect
Wing Strut.....	Inspect
Main Gear.....	Check/Inflated
Brake.....	Check Pad/Line/Rotor
Fuel Tank Sump.....	Drain/Check
Fuel Cap.....	Check/Secure
Overheard Cabin Vent Inlets.....	Clear

Nose

Right Side Cowling.....	Check
Engine Oil.....	Check (5-7 Qts)
Fuel Strainer.....	Pull (3-5 Sec)
Exhaust.....	Check
Nose Strut.....	Check
Nose Wheel.....	Check/Inflated
Engine Air Intake.....	Check Clear
Propellor/Spinner.....	Check
Alternator Belt.....	Check
Engine Air Filter.....	Check Clear
Static Port.....	Check Clear
Left Side Cowling.....	Check
Windscreen.....	Check/Clean

Left Wing

Overhead Cabin Vent Inlets.....	Clear
Leading Edge.....	Inspect
Wing Strut.....	Inspect
Pitot Tube.....	Check Clear
Fuel Tank Vent.....	Check Clear
Stall Warning.....	Inspect
Wingtip.....	Inspect
Aileron.....	Check/Free Movement
Flaps.....	Check Secure
Main Gear.....	Check/Inflated
Brake.....	Check Pad/Line/Rotor
Fuel Tank.....	Drain/Check Sump
Fuel Cap.....	Check/Secure
Wheel Chocks.....	Remove

Pre-Start

Passenger Brief.....	S.A.F.E.T.Y
Pre-Flight Inspection.....	Complete
Tiedown/Chocks/Towbar.....	Out
Baggage Door.....	Secure
Seats.....	Adjust/Locked
Safety Belts.....	Fastened/Secure
Fuel Selector.....	Both
Avionics Master.....	Off
Brakes.....	Test and Hold
Circuit Breakers.....	Check
Loose Items.....	Stowed



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Engine Start

Mixture.....Rich
Carb Heat.....Cold
Primer (2-6, 0 if warm).....In/Locked
Master (Batt + Alt)On
Beacon.....On
Throttle.....Open ½ inch (Fingernail length)
Prop Area....."Clear Prop"
Ignition Switch.....Start
Throttle.....1000 RPM
Oil Pressure.....Check Rising
Starter.....Verify Disengaged
Mixture.....Lean 1 Inch

After Start

Avionics Master.....On
Nav Lights.....On
Headset.....On
COMMS.....As Req.
KPSM ATIS: 132.05 // KPSM Ground: 120.95
Altimeters.....Set on GI275+Standby Altimeter
Transponder.....Set
Flight Instruments.....Set
Flaps.....Up
Flight Plan.....Load (As Req.)

Before Taxi

Airport Diagram.....Review
Taxi Light.....On
Taxi Area.....Clear
Brakes.....Test
If using RW16.....Runup Checklist
KPSM Ground: 120.95
Taxi Clearance.....Obtain
During Taxi.....Check Instruments/XWind Cor

Runup

Brakes.....Hold
Seat/Safety Belts.....Check Secure
Doors/Windows.....Closed/Locked
Flight Controls.....Free & Correct
Elevator Trim.....Takeoff
Flight Instruments.....Set
Radios.....Set
KPSM Tower: 128.4 // BOS Appr: 125.05
Fuel Selector.....Both
Run Up Area.....Clear
Mixture.....Rich
Throttle.....1700 RPM
Magnetos.....Check (125 Max/50 Diff)
Carb Heat.....Check RPM Drop
Ammeter.....Check (Lnd Lgt & Flaps)
Engine Instruments.....In Limits
Throttle.....Check Idle
Throttle.....1000 RPM
Throttle Friction.....Adjust
Primer.....Locked

Pretakeoff Brief

Engine Fail/Abnormality on T/O Roll
- Throttle IDLE / Stop St-Ahead

Engine Fail on
Liftoff w/ RWY remain

-- Airspeed.....74 MPH
-- Throttle.....IDLE
- Land.....MAX BRAKING
- Flaps.....RETRACT

Engine Fail Airborne: Insufficient Runway

-- Airspeed.....74 MPH
-- Landing Area.....SELECT
-- Flaps.....Once Landing Assured
-- Fuel Shutoff Valve.....OFF
-- Magnetos.....OFF
- Master.....OFF
-- Touchdown.....Min airspeed
-- 180° Turn back to rwy.. Min Alt/Dir of Turn?



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Before Takeoff

Pre-Takeoff Brief.....Complete
Carb Heat.....Cold
Mixture.....Rich
Elevator Trim.....Takeoff
Flaps.....As Req.
Doors/Windows.....Closed + Locked
Transponder.....Set
Radios.....Confirm Set
Strobes.....On (Taking the active)
Landing Light.....As required

Enroute Climb

Airspeed.....90-95 MPH
Throttle.....Full Open
Mixture.....Full Rich (Lean > 3000')

Cruise

Power.....2000-2700 RPM
Mixture.....Lean Above 3,000'
Fuel Selector.....As Req.
Lights.....As Req.

In Range/Descent

KPSM ATIS: 132.05 Tower: 128.4
ATIS.....Obtain
Altimeters.....Set X2
Fuel Selector.....Both
Mixture.....Rich
Carb Heat.....On if < 2100 RPM
Descend.....As Req
Runway Review.....Briefed
Pattern Altitude.....Confirm
Engine Instruments.....Monitor

Approach

Approach.....Briefed/Activated As Req.
Fuel Selector.....Both
Landing Light.....On
Flt/Nav Instruments.....Set
Engine Instruments.....Monitor
Go-Around Procedure.....Review

Before Landing

Seat/Harness.....Check/Locked
Engine Instruments.....In Limits
Fuel Selector.....Both
Mixture.....Rich
Carb Heat.....On if < 2100 RPM
Landing Light.....As required
Altimeters.....Set X2

After Landing

KPSM Ground: 120.95
Trim.....Set to Takeoff
Carb Heat.....Cold
Mixture.....Lean
Flaps.....Up
Strobes.....Off
Landing Light.....Off
Transponder.....1200/VFR
Clearance.....Obtain

Shutdown

Throttle.....1000 RPM
Parking Brake.....As Req.
Avionics Master.....Off
Taxi & Nav Lights.....Off
Mixture.....Idle Cut Off
Ignition.....Off
Master Switch.....Off
Key.....Remove
Elevator Trim.....Set Takeoff
Fuel Selector.....Left or Right
Hobbs/Tach.....Record
Aircraft.....Chock, Gust Lock, Pitot



Cessna 172 Emergency Checklist PSM July 2025 (59V)



Cessna 172 Emergency Checklist PSM (59V)

Engine

Engine Failure - Reject

Throttle.....Idle
Brakes.....Apply
Flaps.....Retract
Mixture.....Idle Cut Off
Ignition Switch.....Off
Master Switch.....Off

Engine Failure - After Takeoff

Airspeed.....75 (Up) / 69 (10-Full)

Engine Fail: Liftoff w/RWY Remain

Airspeed.....75 (Up) / 69 (10-Full)
Throttle.....Idle
Land.....Max Braking

Airborne: Insufficient Runway

Airspeed.....75 (Up) / 69 (10-Full)
Landing Area.....Select
Mixture.....Idle Cut Off
Fuel Shutoff Valve.....Closed
Flaps.....As Req.
Master.....Off
Land.....Min Airspeed
Tech.....180 Min Alt / Direction of Turn

Engine Fail / Restart In Flight

Airspeed.....75 MPH
Best Place to Land.....Choose
Carb Heat.....On
Fuel Selector.....Both
Mixture.....Rich
Ignition Switch.....Both / Start
Primer.....In and Locked

If Engine Does Not Start

Forced Landing.....Perform

Partial Power / Run Rough

Carb Ice.....Carb Heat On
Spark Plug.....Mixture Lean
Mag Malf.....Ignition L or R

Abnormal Oil Pressure / Temp

RPM.....Reduce Min Necessary
Precautionary Landing.....Perform

Electrical

Excessive Rate of Charge

Alternator Switch.....Off
Alternator Circuit Breaker.....Pull
Non Essential Elec Equip.....Off
Land.....As Soon As Practical

Insufficient Rate of Charge

Avionics Master.....Off
Alternator Circuit Breaker.....Check In
Batt + Alt Master.....Off, Then On

If Low Volt Goes Out

Avionics Master.....On

If Low Volt Light Stays Illuminated

Alternator.....Off
Non-Essential Electrics.....Off
Battery.....Conserve

GI275 Attitude Failure

(Red X and Yellow "Attitude Fail")

Standby Instruments.....Use
VFR Condition.....Seek (If Necessary)
Land.....As Soon As Practical

GI275 HDG / Magnetometer Fail

(Red X and Yellow "HDG")

Magnetic Compass.....Use

GPS Failure

If Alt Nav Available..(ILS, Foreflight,VOR)
GPS.....Restart using VOL knob
Circuit Breakers.....Check
VFR Condition.....Seek (If Necessary)

Radio Failure (on ground)

Transponder.....7600
Light Gun signals.....Comply
Tower.....Call PSM Tower (603) 334-6120

Radio Failure (Air in E,G no Flt Following)

Land at Untwrd Apt using ext caution
Or

Transponder.....7600
Light Gun Signals.....comply

Radio Failure under Radar Control

Transponder.....7600
Light gun signals...Comply
If IMC.....AVEF MEA



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Engine (Cont)

Emergency Descent

Throttle.....Idle
Yoke.....Bank 30-45°
Speed.....Increase
Do not exceed VNE (180 MPH)
Throttle.....(Every 1000 ft) Clear
Forced Landing - No Power
Airspeed.....75 (Up) / 69 (10-Full)
Mixture.....Idle Cut Off
Fuel Shutoff.....Off
Ignition Switch.....Off
Flaps.....As Req.
Radio.....Mayday on 121.5
Transponder.....7700

Final Approach

Airspeed.....69 MPH
Flaps.....Down (Once Landing Assured)
Master Switch.....Off
Doors.....Unlatch
Seats/Harness.....Check Secure

Precaution Approach / Land

Airspeed.....69 MPH
Flaps.....20°
Landing Field.....Overfly
Avionics + Electrics.....Off
Flaps.....30°
Master Switch.....Off
Doors.....Unlatch
Seats/Harness.....Check Secure
Touchdown.....Tail Low
Ignition Switch.....Off
Brakes.....Apply Heavily

Fires

Engine Fire During Start

Cranking.....Continue

If Engine Starts

Power.....1700 RPM for 5 minutes
Engine.....Shutdown and Inspect

If Engine Fails To Start

Throttle.....Full Open
Mixture.....Idle Cut Off
Cranking.....Continue
Fire Extinguisher.....Obtain
Engine.....Secure
Master Switch.....Off
Ignition Switch.....Off
Fuel Selector.....Off
Fire.....Extinguish

Engine Fire In Flight

Mixture.....Idle Cut Off
Fuel Selector.....Off
Air Vents.....Closed
Cabin Heat.....Closed
Airspeed.....115 MPH
Radio.....Mayday on 121.5
Transponder.....7700
Forced Landing.....Perform

Electric Fire In Flight

Master Switch.....Off
Avionics Switch.....Off
All Other Switches.....Off

Leave Ignition On

Air Vents/Cabin Heat.....Closed
Fire Extinguisher.....Activate & Vent Cabin
Land.....As Soon As Possible

If Elec Power Essential

Master Switch.....On
Circuit Breakers.....Check to Isolate
Electrics.....1 at a time, Check Breakers
Air Vents.....Open w/Fire Out

Cabin Fire

Master.....Off
Vents/Cabin Heat.....Closed
Extinguisher.....Activate & Vent Cabin
Land.....As Soon As Possible

Wing Fire

Lights/Strobes.....Off
Pitot Heat.....Off
Side Slip.....Perform
Land.....As Soon As Possible



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Flight Controls

Loss Of Elevator Control

Horizontal Flight.....Trim
Airspeed.....69 MPH
Flaps.....20°

In Landing Flare

Trim.....Full Nose Up
Throttle.....Reduce Slowly / Idle at Touchdown

Spins

Power.....Idle
Ailerons.....Neutral
Rudder.....Full Opposite
Elevator.....Briskly Forward
Hold inputs until spin stops
Rudder.....Neutral
Elevator.....Raise Nose

In Flight Overstress

Throttle.....Reduce
Airspeed.....75-85 MPH
Flaps.....Up
Land.....As Soon As Practical

Loss of Brake

Landing Spot.....Select Adequate Runway

Xwind From INOP Brake Side:

Touchdown.....Min Airspeed
When Stopped.....Shutdown Engine

Flat Main Tire

Approach.....Normal
Touchdown.....Min Airspeed

Flat Nose Wheel Tire

Perform Soft Field Technique for landing

Weather

Unintentional Flight Into Icing

Pitot Heat.....On
Icing Area.....Leave ASAP
Cabin Heat.....On
RPM.....Increase
Carb Heat.....As Req.
Mixture.....Lean for Max RPM
Flaps.....Leave Retracted
ATC.....Advise

Landing:

Slip.....As Req. for FWD Vis
Airspeed.....75-85 MPH
Touchdown.....Level

Severe Turbulence

Speed.....Reduce to VA or below
Attitude.....Maintain Level Flight
(if in mountains maneuver away from leeward side)