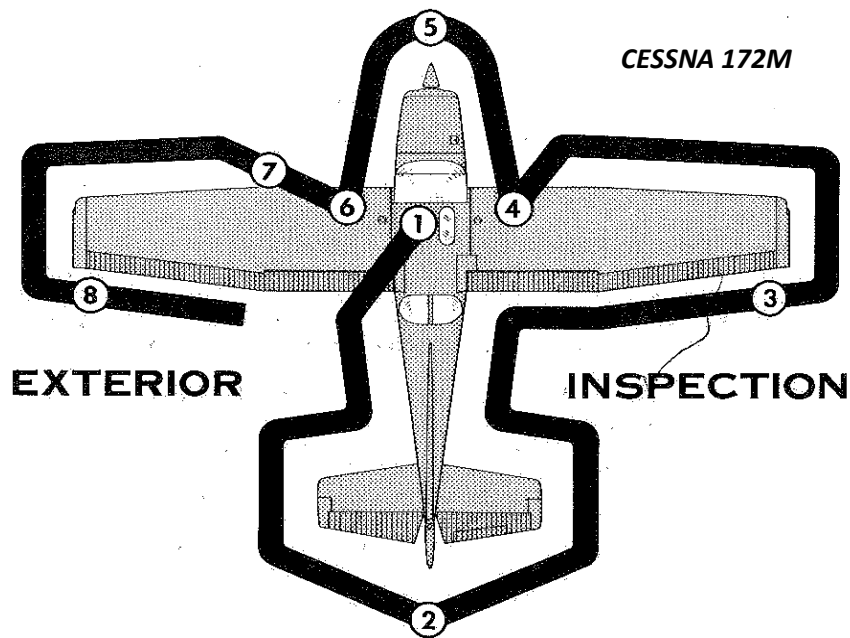


CESSNA 172M



**Note**

Visually check aircraft for general condition during walk-around inspection. In cold weather, remove even small accumulations of frost, ice or snow from wing, tail and control surfaces. Also, make sure that control surfaces contain no internal accumulations of ice or debris. If night flight is planned, check operation of all lights, and make sure a flashlight is available.

①

- a. Control Lock – REMOVE
- b. Document on Board – A.R.O.W.
- c. Flight Log Notebook – record date/name/hobbs start time.
- c. Check ignition switch – OFF
- d. Master Switch – ON
- e. Check fuel quantity indicators.
- f. Flaps - DOWN
- g. Master Switch - OFF
- h. Alternate Static – OFF
- i. Fuel Selector – BOTH
- j. Baggage Door – Lock with Key

②

- a. Rudder Gust Lock – REMOVE
- b. Tail Tie Down – REMOVE
- c. Check control surfaces for freedom of movement and security.

③

- a. Check Aileron & Flap for freedom of movement and security.

④

- a. Right wing tie Down – Remove.
- b. Check right main tire for proper inflation and condition.
- c. Before first flight of the day and after each refueling, use fuel sampler cup and drain a small quantity of fuel from fuel tank sump quick-drain valve to check for water, sediment and proper fuel grade.
- d. Visually check fuel quantity; then check that the fuel filler cap is secure.

⑤

- a. Check oil level – 6 quarts minimum, 8 quarts maximum.
- b. Before first flight of the day and after each refueling, pull out strainer drain knob for about four seconds to clear fuel strainer of possible water and sediment. Check strainer drain closed.
- c. Check propeller and spinner for nicks and security.
- d. Check landing lights for condition and cleanliness.
- e. Check carburetor air filter for restrictions by dirt or other foreign matter.
- f. Check nose wheel strut and tire for proper inflation and condition.
- g. Remove nose wheel chock.
- h. Inspect flight instrument static source opening for stoppage.

⑥

- a. Check left main tire for proper inflation and condition.
- b. Before first flight of the day and after each refueling, use fuel sampler cup and drain a small quantity of fuel from fuel tank sump quick-drain valve to check for water, sediment and proper fuel grade.
- c. Visually check fuel quantity; then check that the fuel filler cap is secure.

⑦

- a. Remove pitot tube cover and check pitot tube opening for stoppage.
- b. Check fuel tank vent opening for stoppage.
- c. Check stall warning vent opening for stoppage.
- d. Left wing tie down – Remove

⑧

- a. Check Aileron & Flap for freedom of movement and security.