

# Timo's Cessna 172S G1000 Checklist

*Version v2 from 2024-02-17*

## Preflight

Documents (A, R, OHB, W&B) – **PRESENT**

Control Wheel Lock – **REMOVE**

MASTER Switch (ALT & BAT) – **ON**

AVIONICS Switch (check fans for BUS 1 and BUS 2 audible, independently) – **ON & OFF**

All Lights – **ON**

PITOT HEAT Switch – **ON**

Walk around check all lights and pitot heat

PITOT HEAT Switch – **OFF**

All Lights (but BEACON) – **OFF**

MASTER Switch (ALT & BAT) – **OFF**

Check fuel quantity

Walk-around

Incl. fuel sample, static port, oil level

## Before Engine Start

FUEL SELECTOR Valve – **BOTH**

FUEL SHUTOFF Valve – **ON**

STBY BATT Switch (10s test, then) – **ARM**

Annunciator (3x) – **ON**

OIL PRESSURE, STBY BATT,  
LOW VACUUM

BUS E Volts (verify  $\geq 24V$ ) – **CHECK**

BUS M Volts (verify  $\leq 1.5V$ ) – **CHECK**

BATT S Amps (verify discharge) – **CHECK**

MASTER Switch (ALT & BAT) – **ON**

## Engine Start

*(if engine is cold, prime)*

Throttle Control – **OPEN 50%**

FUEL PUMP Switch – **ON**

Mixture Control (until fuel flow is stable,  
usually 3-5s) – **FULL RICH & IDLE CUTOFF**

FUEL PUMP Switch – **OFF**

*(start-up the engine)*

Propeller Area – **CLEAR**

Throttle Control – **OPEN ¼ INCH**

MAGNETOS Switch – **START**

Mixture Control – **ADVANCE TO RICH**  
*(engine starts)*

Throttle Control – **900 RPM**

Mixture Control – **LEAN 1 INCH**

TAXI Light – **ON**

AVIONICS Switch – **ON**

Radio ATIS – **NOTE DOWN**

Brakes (both sides) – **CHECK**

Flow – **CHECK**

Flaps – **UP**

Heading bug – **SET**

Oil Pressure – **CHECK**

AMPS (M BATT & BATT S  $>0$ ) – **CHECK**

Radio Ground – **CALL**

## During Taxi

*(check one item at a time, look outside)*

1. Airspeed Indicator – **ZERO**
2. Altitude – **CHECK**
3. Heading ind. and compass – **MATCH**
4. Attitude indicator – **CHECK**
5. Slip / Skid Indicator – **CHECK**

## Before Takeoff

1. AP (Autopilot) – **CHECK**  
(1) HDG mode (2) nose up/down  
(3) manual overwrite  
*"Autopilot check"*
2. Flight Controls – **CHECK**  
(1) yoke (2) trim tab (3) rudder  
*"Flight controls free and correct"*
3. Engine – **CHECK**  
(1) mixture full rich (2) 1800 rpm  
(3) magneto check (max drop  
175 rpm, 70 rpm diff) (4) idle (5) fuel  
flow, oil pressure, oil temp green,  
battery charging and 28V)  
*"Engine run-up check"*
4. Flow – **CHECK**  
Lights – **ALL ON**  
GPS 1 & 2 – **CHECK**
5. Give departure briefing

## Takeoff

*(change mixture once clearance is given)*

Mixture Control – **FULL RICH**

Throttle Control – **FULL**

*(during the takeoff roll, one at a time)*

1. Engine RPM (~2,400) – **CHECK**
2. Engine Gauges – **GREEN**
3. Airspeed – **COMES ON**  
*"Airspeed alive"*

## After Landing

All Lights (but BEACON & TAXI) – **OFF**

Mixture Control – **LEAN 1 INCH**

Flaps – **UP**

## Engine Off & Securing Airplane

Throttle Control – **OFF**

AVIONICS Switch – **OFF**

Lights (except BEACON) – **OFF**

Mixture Control – **IDLE CUTOFF**

Plane Key – **OUT**

MASTER Switch (ALT & BAT) – **OFF**

Note down tach & engine hours

STBY BATT – **OFF**

FUEL SELECTOR Valve – **LEFT**

Control Wheel Lock – **INSERT**

Doors – **LOCK**

Park and attach tie downs

## Matt's Flow

1. FUEL SELECTOR Valve – **BOTH**
2. FUEL SHUTOFF Valve – **ON**
3. Trim – **AS DESIRED**
4. Flaps – **AS DESIRED**
5. Mixture Control – **AS DESIRED**
6. Throttle Control – **AS DESIRED**
7. Standby Instruments – **CHECK**
8. Circuit Breakers – **OFF**
9. Lights – **AS DESIRED**
10. Primary Flight Display – **CHECK**  
(1) Squawk (2) heading select  
(3) barometer (4) altitude select  
(5) radio frequencies
11. Multi-Function Display – **CHECK**  
(1) Engine (2) map (3) traffic