



Figure 1 - Airplane After Accident

PREFLIGHT INSPECTION

② EMPENNAGE

- (1) Rudder Gust Lock -- REMOVE.
- (2) ~~Tail Tie Down -- DISCONNECT.~~
- (3) Control Surfaces -- CHECK freedom of movement and security.

③ RIGHT WING Trailing Edge

- (1) Aileron -- CHECK freedom of movement and security.

⑧ LEFT WING Trailing Edge

- (1) Aileron -- CHECK for freedom of movement and security.

BEFORE TAKEOFF

- (1) Parking Brake -- SET.
- (2) ~~Cabin Doors -- CLOSED and LOCKED.~~
- (3) Flight Controls -- FREE and CORRECT.

Figure 2 - Checklist Excerpts

SECTION 7
AIRPLANE & SYSTEMS DESCRIPTIONSCESSNA
MODEL R172K**CONTROL LOCKS**

A control lock is provided to lock the ailerons and elevator control surfaces in a neutral position and prevent damage to these systems by wind buffeting while the airplane is parked. The lock consists of a shaped steel rod with a red metal flag attached to it. The flag is labeled **CONTROL LOCK, REMOVE BEFORE STARTING ENGINE**. To install the control lock, align the hole in the top of the pilot's control wheel shaft with the hole in the top of the shaft collar on the instrument panel and insert the rod into the aligned holes. Proper installation of the lock will place the red flag over the ignition switch. In areas where high or gusty winds occur, a control surface lock should be installed over the vertical stabilizer and rudder. The control lock and any other type of locking device should be removed prior to starting the engine.

Figure 3 - Cessna POH Excerpt



Figure 4 - Control Lock as Found (reversed installation)



Figure 5 – Master & Ignition Accessible with Reversed Control Lock



Figure 6 - Accident Flight iPad Mount Assembly Position