

SAMPLE CHECKLISTS

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Mock Checkrides

Avionics Proficiency

Home Simulator Setup



Cessna 172M Skyhawk II PRE-FLIGHT INSPECTION

► COCKPIT

- | | |
|---------------------------------|---|
| 1. Pitot Tube Cover | REMOVE |
| 2. Airplane Maintenance Records | CHECK NO OPEN SQUAWKS |
| 3. Pilot's Operating Handbook | ACCESSIBLE TO PILOT |
| 4. Airplane Weight and Balance | CHECKED |
| 5. Parking Brake | SET |
| 6. Control Wheel Lock | REMOVE |
| 7. Flight Controls Full Travel | NO UNUSUAL/SCRATCHY NOISES |
| 8. Ignition Switch | OFF, KEYS AWAY |
| 9. Avionics Switch | OFF |
| 10. Master Switch (BAT and ALT) | ON |
| 11. Pitot Switch | ON |
| 12. Master Fan | AUDIBLE |
| 13. Fuel Quantity Indicator | CHECK |
| 14. Avionics Switch | ON |
| 15. Flaps | EXTEND FULLY, NO UNUSUAL NOISE
INDICATOR CORRECT |
| 16. Avionics Fan | AUDIBLE |
| 17. Avionics Switch | OFF |
| 18. Elevator Trim Control | TAKE OFF |
| 19. Fuel Selector Valve | BOTH |
| 20. Alternate Static Air Valve | PULL OUT, CHECK , PUSH IN (OFF) |
| 21. Fire extinguisher | CHECK gauge pointer in GREEN ARC |
| 22. Pitot Tube | CHECK WARM TO THE TOUCH |
| 23. Pitot Switch | OFF |
| 24. Master Switch (BAT and ALT) | OFF |

► EMPENNAGE

- | | |
|------------------------------------|-------------------------------|
| 1. Baggage Door | CHECK LOCKED WITH KEY |
| 2. Left VHF Antenna | CHECK SECURE |
| 3. Rudder Gust Lock (if installed) | REMOVE |
| 4. Tail Tie-down | DISCONNECT |
| 5. Control Surfaces | CHECK FREE AND SECURE |
| 6. Nuts, bolts and cotter pins | PRESENT AND TIGHT |
| 7. Elevator Trim Tab | CHECK SECURE |
| 8. Antennas: Right VHF, ELT | CHECK secure, good conditions |

► RIGHT WING

- | | |
|--|--|
| 1. Flap | CHECK secure and in good conditions |
| 2. Aileron | CHECK FREE and SECURE |
| 3. Wing Tie-down | DISCONNECT |
| 4. Main Wheel Tire | CHECK inflation 42-45 psi, condition
weather checks, tread depth and wear |
| 5. Fuel Tank Sump Drain Valves | DRAIN, CHECK |
| Drain a cupful of fuel. Check for water, sediment, and fuel grade.
If water observed, drain until clear and then gently rock wings and lower tail to the
ground to move contaminants to the sampling points. Take repeated samples
from all drain points until all contamination removed. | |
| 6. Fuel Quantity | CHECK LEVEL VISUALLY |
| 7. Fuel Filler Cap | SECURE, VENT CLEAR |

► NOSE

- | | |
|---------------------------------------|---|
| 1. Fuel Strainer Quick Drain Valve | DRAIN, CHECK |
| 2. Engine Oil Dipstick/Filler Cap | CHECK LEVEL ≥ 5 QUARTS ;
SECURE, FINGER TIGHT |
| Fill to 8 quarts for extended flight. | |
| 3. Cowling screws | CHECK PRESENT and TIGHT |
| 4. Engine Cooling Air Inlets | CHECK CLEAR of obstructions |
| 5. Propeller and Spinner | CHECK for nicks and security |
| 6. Air Filter | CHECK restrictions or foreign matter |
| 7. Nosewheel Strut and Tire | CHECK inflation 45-50 psi, condition |
| 8. Static Source Opening | CHECK opening is CLEAR |

► LEFT WING

- | | |
|-------------------------------|---------------------------------------|
| 1. Fuel Tank Vent Opening | CHECK for blockage |
| 2. Stall Warning Sensor | CHECK blockage, SUCTION, HORN |
| 3. Landing/Taxi Light(s) | CHECK condition, cleanliness of cover |
| 4. Wing Tie-down | DISCONNECT |
| 5. Fuel Quantity | CHECK level VISUALLY |
| 6. Fuel Filler Cap | SECURE and VENT CLEAR |
| 7. Fuel Tank Sump Drain Valve | DRAIN, CHECK |
| 8. Main Wheel Tire | CHECK inflation and general condition |
| 9. Aileron | CHECK FREE and SECURE |
| 10. Flap | CHECK secure and in good condition |

► BEFORE NIGHT FLIGHT

- | | |
|----------------------------------|------------------------|
| 1. Navigation lights | CHECK WORKING |
| 2. Beacon | CHECK WORKING |
| 3. Strobe | CHECK WORKING |
| 4. Landing light | CHECK WORKING |
| 5. Interior red light, Map light | CHECK WORKING |
| 6. Flashlight and batteries | AT HAND IN THE COCKPIT |

Cessna 172M Skyhawk II NORMAL PROCEDURES

► BEFORE STARTING

- | | |
|--------------------------------|-----------------------------------|
| 1. Tow bar | SECURED INSIDE COCKPIT |
| 2. Refueling ladder | SECURED AWAY FROM PLANE |
| 3. ATIS, AWOS | RECEIVED |
| 4. Seats, Seat belts, Harness | SECURE |
| 5. Doors | CLOSED |
| 6. Controls | FREE AND CORRECT |
| 7. Circuit Breakers | IN |
| 8. Mixture | FULL RICH |
| 9. Carburetor heat | OFF |
| 10. Fuel selector | BOTH |
| 11. Trim | NEUTRAL |
| 12. Altimeter | SET |
| 13. Avionics master | OFF |
| 14. Beacon | ON |
| 15. Prime | 3 SUMMER; 5 WINTER; LOCKED |
| 16. Master | ON |
| 17. Throttle | 1/4" OPEN |
| 18. Area | SHOUT CLEAR |
| 19. Mags | BOTH |
| 20. Engine starter | ENGAGED |
| 21. Oil pressure & temperature | RISING |
| 22. Checklist completed | ANNOUNCE |

► BEFORE TAXI CHECKLIST

- | | |
|--------------------------|---|
| 1. Flaps | UP |
| 2. Mixture | LEANED |
| 3. Avionics | ON, GPS database CURRENT ,
Fuel flow = 7.5 Gph |
| 4. Radios | SET FREQUENCIES |
| 5. Heat / Vent / Defrost | AS REQUIRED |
| 6. Transponder | ALT + SET |
| 7. Instruments | CHECK ALL, INDIVIDUALLY |
| 8. Pitot heat | AS REQUIRED |
| 9. Brakes | TEST |
| 10. Wind direction | IDENTIFY |
| 11. Checklist completed | ANNOUNCE |

► IFR INSTRUMENT CHECK

- | | |
|-----------------------|-----------------------------|
| 1. Airspeed Indicator | ZERO |
| 2. Attitude Indicator | 0° PITCH, LESS THAN 5° BANK |
| 3. Altimeter | WITHIN 75' |
| 4. Turn Coordinator | BALL OUT, WING IN |
| 5. Heading Indicator | <5° PRECESSION / 15 MINUTES |
| 6. VSI | NOTE 0 FPM REFERENCE |
| 7. Magnetic Compass | SWING FREELY, HAS FLUID |
| 8. Com 1/Com 2 | OPERATIONAL |
| 9. Clock | OPERATIONAL |
| 10. 30 day VOR check | CURRENT |
| 11. VOR CDI | CHECK OBS |
| 12. Marker Beacons | TEST |

► RUN-UP

- | | |
|-------------------------|-----------------------|
| 1. Parking Brake | SET |
| 2. Trim | NEUTRAL |
| 3. Fuel selector | BOTH |
| 4. Flight Controls | FREE & CORRECT |
| 5. Mixture | RICH |
| 6. Primer | IN & LOCKED |
| 7. Throttle | 1700 RPM |
| 8. Mags (Right & Left) | 125 MAX (50 MAX DIFF) |
| 9. Carb heat | CHECK |
| 10. Suction gauge | 4.6" - 5.4" |
| 11. Ammeter | CHECK |
| 12. Oil pressure | IN GREEN ARC |
| 13. Oil temperature | IN GREEN ARC |
| 14. Engine at Idle | CHECK IDLE STABLE |
| 15. Throttle | 800 - 1000 RPM |
| 16. Checklist completed | ANNOUNCE |

► BEFORE TAKEOFF

- | | |
|-------------------------------|------------------------------|
| 1. Flaps | 0°-10° |
| 2. Pitot heat | ON AS NEEDED |
| 3. Heading Indicator | SET |
| 4. Oil Pressure & temperature | IN GREEN ARC |
| 5. Transponder | ON - ALT |
| 6. Strobes | AS REQUIRED |
| 7. Doors | CLOSED |
| 8. Passengers | BRIEFED — Separate checklist |
| 9. Take-off | BRIEFED — Separate checklist |
| 10. Time | NOTE |
| 11. Checklist completed | ANNOUNCE |

Cessna 172M Skyhawk II
NORMAL PROCEDURES

▶ TAKEOFF REVIEW

1. Throttle

2. Callouts

3. Rotate

V_x

V_y

BEST GLIDE
- FULL

"Engine instruments in the green"

"Power is available",

"Airspeed alive"

60 MPH (53 kts)

68 MPH (59 kts)

90 MPH (78 kts)

80 MPH (70 kts)

▶ CLIMB

- Climb

Flaps

Power

Mixture

Instruments

Taxi/Landing light
- 80-90 MPH (70-78 kts)

UP

SET

SET

IN GREEN ARC

OFF

▶ CRUISE

- Power

Mixture

Instruments

Heading Indicator
- SET

LEANED

CHECK

SET TO COMPASS

▶ DESCENT

- Mixture

Fuel

Carb heat

ATIS/AWOS

Altimeter

Instruments

Heading Indicator
- ENRICHEN

PROPER TANK

AS NECESSARY

RECEIVED

SET

CHECK

SET TO COMPASS

▶ LANDING

- Landing light

Seat belts

Mixture

Carb heat

Fuel

Flaps

Speed

G.U.M.P.S.
- ON

SECURE

RICH

AS REQUIRED

BOTH

SET

70 MPH (61 KIAS)

▶ AFTER LANDING

- Flaps

Carb heat

Mixture

Strobes/Landing light

Pitot Heat

Trim

Transponder
- UP

OFF

LEANED

OFF

OFF

SET FOR TAKEOFF

SQUAWK 1200

▶ SHUTDOWN, SECURING AND POST-FLIGHT INSPECTION

- Avionics

Mixture

Mags

Master

Fuel

Lights

Control lock

Tie downs

Pitot cover

Cowl plugs

Windshield

Tach time

Malfunctions and failures

Cover

Passenger door

Pilot door

Baggage door

Tow bar
- OFF

IDLE CUTOFF

OFF

OFF

LEFT OR RIGHT

OFF

INSTALLED

TIGHT

INSTALLED

INSTALLED

CLEAN

RECORDED

RECORDED

INSTALLED

HANDLE DOWN

LOCKED

LOCKED

DETACHED

SPECIFICATIONS

- Fuel type

Usable fuel

Oil Capacity

Electrical

Tire Pressure

Max Takeoff Weight

Empty weight

Max Baggage Area
- 100LL (blue)

38 gallons

8 quarts (minimum 6)

12-14V / 60 AMP

Nose: 50 PSI / Main: 42 PSI

2,300 lbs

1,424.45

120 pounds

Cessna 172M Skyhawk II
CRUISE PERFORMANCE

Gross weight 2,300 lbs. Leaned. Zero wind. Standard conditions.

Altitude	RPM	%BHP	TAS MPH	Gph	38 Gal Endur. (hours)	Range SM
2,500 ft	2700	87	139	9.6	3.9	545
	2600	78	133	8.6	4.4	590
	2500	70	128	7.7	4.9	630
	2400	63	122	7.1	5.3	655
	2300	57	116	6.6	5.7	665
	2200	51	109	6.2	6.1	665
5,000 ft	2700	81	138	8.9	4.3	585
	2600	73	133	8.1	4.7	630
	2500	66	128	7.4	5.1	655
	2400	60	121	6.8	5.6	675
	2300	54	114	6.4	5.9	675
	2200	48	107	6.0	6.3	675
7,500 ft	2700	76	138	8.4	4.5	630
	2600	69	133	7.6	5.0	660
	2500	63	126	7.1	5.4	675
	2400	57	119	6.6	5.8	685
	2300	51	112	6.2	6.1	685
10,000 ft	2700	72	138	7.9	4.8	665
	2600	66	131	7.3	5.2	685
	2500	59	124	6.8	5.6	695
	2400	54	117	6.4	6.0	700
	2300	48	110	6.0	6.3	700
12,500 ft	2650	65	132	7.2	5.3	695
	2500	56	122	6.5	5.8	710
	2400	51	115	6.2	6.2	710

V-SPEEDS

- V_R: 63 MPH

V_{S0}: 47 MPH

V_{S1}: 54 MPH

Best Glide (2K lbs): 75 MPH

Best Glide (Gross): 80 MPH

V_X: 68 MPH
- V_y: 82 (71)

V_{FE}: 100 (87)

V_A (2,000 lbs): 104 MPH

V_A (gross): 112 MPH

V_{NO}: 147 MPH

V_{NE}: 184 MPH

BEST GLIDE RATIO = 1 : 9 = 1.48 NM / 1,000 ft

Cessna 172M Skyhawk II EMERGENCY PROCEDURES 1/2

► BALKED LANDING

Power	FULL
Carb heat	OFF
Positive rate climb	ESTABLISHED
Flaps	SLOWLY RAISE

► POWER LOSS IMMEDIATELY AFTER TAKEOFF

Maintain aircraft control	
Maintain Best Glide	80 MPH
Fuel Selector	OFF
Mixture	IDLE CUTOFF
Flaps	DOWN
Master & Mags	OFF

► POWER LOSS IN FLIGHT

Maintain Best Glide	80 MPH
Carb heat	ON
Wind direction & velocity	DETERMINE
Pick landing site & initiate approach	
Fuel Selector	CHECK / SWITCH / BOTH
Mixture	RICH
Primer	LOCKED
Magnetos	CHECK
Master	ON

IF NO RESTART, TIME PERMITS

Maintain Best Glide	80 MPH
Squawk	7700
Declare Emergency	TWR, APP, UNICOM, 121.5
Fuel Selector	OFF
Mixture	IDLE CUTOFF
Seatbelts	ON
Flaps	AS NEEDED
Master & Mags	OFF
Doors	UNLATCH
Protect Body	

► ICING

Pitot heat	ON
Carb heat	ON
Cabin heat & defrost	MAXIMUM
Turn	CONSIDER 180° TURN
Altitude	ATTAIN HIGHER OR LOWER
Power	INCREASE RPM
Flaps	NOT RECOMMENDED TO LAND
Land	LAND FASTER AS NEEDED

► OIL LIGHT ON or OIL PRESSURE LOW

Power	MINIMUM REQUIRED
As soon as possible	LAND

► HIGH OIL PRESSURE OR TEMP

Climb rate	REDUCE
Airspeed	100 KIAS, 115 MPH
Mixture	ENRICHEN
Throttle	REDUCE
If oil pressure annunciator still on after a minute	
Power	MINIMUM REQUIRED
At nearest alternate	LAND

Cessna 172M Skyhawk II EMERGENCY PROCEDURES 2/2

► SPIN RECOVERY

Power	IDLE
Ailerons	NEUTRAL
Rudder	FULL OPPOSITE TO SPIN
Elevator	BRISKLY FORWARD
HOLD INPUTS TILL ROTATION STOPS	
Rudder	NEUTRAL
Dive	RECOVER

► WING FIRE IN FLIGHT

Emergency Descent	INITIATE
Pitot Heat	OFF
Navigation Lights	OFF
Strobe Lights	OFF
Wings	SIDE SLIP
If fire completely extinguished	
Emergency Descent	TERMINATE
Nearest alternate	LAND
Else	
LAND IMMEDIATELY	

► ELECTRICAL FIRE IN FLIGHT

All electrical devices	OFF
Master & Mags	OFF
Vents, cabin heat, air	CLOSED
If fire goes out	MASTER ON ONLY IF CRITICAL
Vents, cabin heat, air	OPEN TO AIR OUT CABIN
Essential electrical devices	TURN ON ONLY ONE AT A TIME
Circuit breakers	RESET ONLY IF CRITICAL
Land ASAP	

► ENGINE FIRE IN FLIGHT

Mixture	IDLE CUTOFF
Fuel selector	OFF
Master	OFF
Cabin heat/vent (not overheads)	CLOSED
Airspeed	INCREASE TO EXTINGUISH
Land ASAP	

► ENGINE FIRE DURING START

Starter	CONTINUE CRANKING
If engine starts	RUN 1 MIN, SHUTDOWN & INSPECT
If no start	MIXTURE IDLE CUTOFF
Throttle	FULL OPEN
Starter	CONTINUE CRANKING 10 SEC
Master & Mags	OFF
Evacuate with fire extinguisher	

GARMIN GNS 430W

► FUEL SETUP - DO NOT dismiss.

Set CAP at capacity, FOB at fuel on board, set FF = fuel flow = 7.5 Gph.

► SWITCH TANK TIMER

Chapter AUX, page 1, Cursor to Scheduler, enter name "switch tanks", set Periodic, 000:30 for 30 minutes.

► PROCEED TO INTERSECTION (unexpected)

Chapter NRST (last one), page 2, cursor, select int, direct.

► UNPUBLISHED HOLD

Chapter WPT (2), last page, cursor, "+", enter REF, RADial, DSTance, Add.