

Cessna Sky Hawk 172 CHECKLIST

<p><u>PRE START</u></p> <p>Documents CHECK</p> <p>Pre-Flight Walk Around..... COMPLETED</p> <p>Seats, Belts and harnesses SECURE</p> <p>Passengers BREIFED</p> <p>Avionics Switch..... OFF</p> <p>Circuit Breakers CHECK IN</p> <p>Electrical Equipment OFF</p> <p>Fuel Selector Valve BOTH</p> <p>Mixture IDLE CUT-OFF</p> <p>Throttle CLOSED</p> <p>Controls FREE</p> <p><u>START CHECKS</u></p> <p>Prime 2-6 strokes, none if engine warm</p> <p>Carburetor Heat COLD</p> <p>Throttle OPEN 1/8 "</p> <p>Mixture RICH</p> <p>Prop Area CLEAR</p> <p>Master Switch ON</p> <p>Ignition Switch START</p> <p>Oil Pressure CHECK</p> <p>Avionics Switch..... ON</p> <p>Nav Lights and Beacon AS REQUIRED</p> <p>Radios ON</p> <p><u>TAXI CHECKS</u></p> <p>Brakes CHECK</p> <p>Instruments..... TURNING CHECKS</p> <p><u>ENGINE RUN-UP</u></p> <p>Brakes SET</p> <p>Primer LOCKED</p> <p>Throttle SET 1700 R.P.M.</p> <p>Oil Pressure GREEN</p> <p>Suction Gauge LIMITS (4.5 – 5.5)</p> <p>Magnetos CHECK</p> <p>(RPM drop of no more than 125 RPM, and no more than 50 RPM difference)</p> <p>Carburetor Heat CHECK RPM DROP</p> <p>Throttle Idle SMOOTH ENGINE</p> <p>Throttle 1000 RPM</p> <p>Ammeter CHECK</p>	<p><u>PRE-TAKE OFF CHECKS</u></p> <p>Parking Brake SET</p> <p>Seats, Belts, Harness CHECK SECURE</p> <p>Doors, Windows VERIFY CLOSED</p> <p>Flight Controls FREE</p> <p>Flight Instruments SET</p> <p>Mixture RICH</p> <p>Fuel Selector Valve BOTH</p> <p>Elevator and rudder trim TAKE OFF</p> <p>Throttle Friction Lock ADJUST</p> <p>Strobe Lights AS DESIRED</p> <p>Radios and Transponder SET</p> <p>Wing Flaps SET FOR TAKE OFF</p> <p>Brakes RELEASE</p> <p><u>NORMAL TAKE OFF</u></p> <p>Wing Flaps 0-10 DEGREES</p> <p>Carburetor Heat COLD</p> <p>Throttle FULL OPEN</p> <p>Rotate 55 KIAS</p> <p>Climb Speed 70-80 KIAS</p> <p><u>SHORT FIELD TAKE OFF</u></p> <p>Wing Flaps 10 DEGREES</p> <p>Carburetor Heat COLD</p> <p>Brakes APPLY</p> <p>Throttle FULL OPEN</p> <p>Mixture RICH</p> <p>(At Elevations over 3000' lean mixture to maximum RPM)</p> <p>Brakes RELEASE</p> <p>Elevator SLIGHT BACK PRESSURE</p> <p>Climb Speed 56 KIAS</p> <p>Obstacle cleared NORMAL CLIMB</p> <p>Flaps UP AFTER SAFE ALTITUDE</p> <p><u>ENROUTE CLIMB</u></p> <p>Airspeed 75-80 KIAS</p> <p>Throttle FULL</p> <p>Mixture .. RICH (Above 3000' lean mixture)</p>	<p><u>CRUISE</u></p> <p>Power 2100 – 2700 RPM</p> <p>Elevator Trim ADJUST</p> <p>Mixture LEAN</p> <p><u>DESCENT</u></p> <p>Fuel Selector Valve BOTH</p> <p>Power AS DESIRED</p> <p>Mixture ADJUST</p> <p>Carburetor Heat FULL HEAT</p> <p><u>PRE-LANDING CHECKS</u></p> <p>Seats, Belts, Harnesses SECURE</p> <p>Fuel Selector Valve BOTH</p> <p>Mixture RICH</p> <p>Carburetor Heat ON</p> <p>Landing Light ON</p> <p>Brakes CHECK</p> <p><u>NORMAL LANDING</u></p> <p>Airspeed 65-75 KIAS (Flaps UP)</p> <p>Wing Flaps AS DESIRED</p> <p>Final App Speed .. 60 -70 KIAS (Full Flaps)</p> <p>Touchdown MAIN GEAR FIRST</p> <p>Nose Wheel LOWER GENTLY</p> <p>Braking MINIMAL</p> <p><u>AFTER LANDING</u></p> <p>Carburetor Heat COLD</p> <p>Wing Flaps UP</p> <p>Landing Light OFF</p> <p>Strobes, Nav lights AS DESIRED</p> <p>Transponder STBY</p> <p><u>SECURING AIRPLANE</u></p> <p>Parking Brakes SET</p> <p>Avionics, Transponder, Lights OFF</p> <p>Mixture IDLE CUT-OFF</p> <p>Ignition Switch OFF</p> <p>Master Switch OFF</p> <p>Control Lock INSTALL</p>	<p><u>AIR SPEEDS</u></p> <p><u>Best rate of climb Vy</u></p> <p>At Sea Level 76kts</p> <p>10,000' MSL and Above 71kts</p> <p><u>Best Angle of Climb Vx</u></p> <p>At Sea Level 60kts</p> <p>10,000' MSL and Above 70kts</p> <p><u>Maneuvering Speed Va</u></p> <p>2400 lbs GW 99kts</p> <p>2000 lbs GW 92kts</p> <p>1600 lbs GW 82kts</p> <p>Normal Operating Speed VNO 127kts</p> <p>Normal Cruise Speed 116kts</p> <p>Final Approach speed (Flaps 30) 65kts</p> <p>Maximum demonstrated Crosswind ... 15kts</p> <p>Maximum flaps extended (VFE) 85kts</p> <p>Never Exceed Speed VNE 158kts</p> <p>Maximum Window Open 158kts</p> <p>Stall speed, flaps up 44kts</p> <p>Stall Speed, flaps down 33kts</p> <p><u>BEST GLIDE</u> 65kts</p> <p><u>RADIO FREQUENCIES</u></p> <p>GAI AWOS 128.275 MHz</p> <p>GAI UNICOM 122.850 MHz</p> <p>GAI CTAF 123.075 MHz</p> <hr/> <p>FDK AWOS 124.875 MHz</p> <p>FDK CTAF 122.725 MHz</p> <hr/> <p>DMW AWOS 121.250 MHz</p> <p>DMW CTAF 122.700 MHz</p> <hr/> <p>FDK VOR 109.000 MHz</p> <p>EMI VOR 117.900 MHz</p> <p>BWI VOR 115.100 MHz</p> <hr/> <p>POTOMAC CLEARANCE: 121.600</p> <p>POTOMAC APP: 132.775 / 128.700</p>
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Cessna Sky Hawk 172 CHECKLIST

EMERGENCY PROCEDURES

ENGINE FAILURE IN FLIGHT

INITIAL ACTIONS:

Establish Best Glide
 Speed.....**65kts**
ASSESS WIND
SELECT FIELD
MAKE PLAN

TROUBLE CHECKS:

Carburetor
 Heat.....**ON**
 Fuel Selector Valve.....**BOTH**
 Mixture.....**RICH**
 Ignition Switch.....**BOTH**
 Primer.....**IN AND LOCKED**

Try to start engine

RADIO.....**121.5**
TRANSPONDER.....**7700**
MAYDAY CALL.....

Location, condition, intentions

SECURE AIRCRAFT:

Mixture..... **IDLE CUT-OFF**
 Fuel Selector Valve..... **OFF**
 Ignition Switch..... **OFF**

TOUCH DOWN:

Wing Flaps..... **AS REQUIRED**
 Master Switch..... **OFF**
 Doors..... **UNLATCH**
 Touch Down..... **TAIL LOW**
 Brakes..... **APPLY HEAVILY**

ENGINE FIRE IN FLIGHT

Mixture..... **IDLE CUT-OFF**
 Fuel Selector Valve..... **OFF**
 Master Switch..... **OFF**
 Cabin Heat and Air..... **OFF**
 Airspeed..... **100 KIAS**
 (If fire does not extinguish, find descent angle that will)
 Forced Landing..... **EXECUTE**

ENGINE FIRE DURING START

Starter..... **CRANK ENGINE**

If Engine Starts:

Power.....**1700 RPM**
 Engine.....**SHUT DOWN**

If Engine Does Not Start:

Throttle..... **FULL OPEN**
 Mixture..... **IDLE CUT-OFF**
 Cranking.....**CONTINUE**
 Fire Extinguisher.....**OBTAIN**
 Master Switch..... **OFF**
 Ignition Switch..... **OFF**
 Fuel Selector Valve..... **OFF**
 Fire..... **EXTINGUISH**

Inspect for Damage, repair or replace damaged components before next flight.

LOSS OF / HIGH OIL TEMPERATURE

Land as soon as possible and investigate cause.

Prepare for power off landing

ELECTRICAL FIRE IN FLIGHT

Master Switch..... **OFF**
 Avionics Power Switch..... **OFF**
 All Switches (Except Ignition)..... **OFF**
 Cabin Heat/ Air/ Vents..... **CLOSED**
 Fire Extinguisher..... **ACTIVATE**

After discharging extinguisher and fire is out, ventilate cabin

Forced Landing..... **Execute**

ELECTRICAL FIRE IN FLIGHT

Continued...

If Electrical Power is required for remainder of flight:

Master Switch..... **ON**
 Circuit Breakers. **CHECK** for faulty circuit, **DO NOT RESET**
 Radio Switches..... **OFF**
 Avionics Power Switch..... **ON**
 Radios and Electrical Switches..... **ON**
 (one at a time to find short circuit)

Washington Flying Club Cessna 172 DATA

N1377U

WEIGHT LIMITATIONS	Fluids
MTOW: 2490 Lb	Fuel Type: 100LL
Basic Empty Weight: 1478.75 Lb	Fuel Quantity: 45 GAL, 40 GAL Usable
Max Baggage: 120 Lb	Oil Type: Aviation grade 50-15
Aircraft Moment: 57666.78	Oil Quantity: Max 8 US quarts, Min 5 US quarts

N52632

WEIGHT LIMITATIONS	Fluids
MTOW: 2750 Lb	Fuel Type: 100LL
Basic Empty Weight: 1743.9 Lb	Fuel Quantity: 45 GAL, 40 GAL Usable
Max Baggage: 200 Lb	Oil Type: Aviation grade 50-15
Aircraft Moment: 59136	Oil Quantity: Max 8 US quarts, Min 5 US quarts

N249ER

WEIGHT LIMITATIONS	Fluids
MTOW / MLDGW: 2750 Lb	Fuel Type: 100LL
Basic Empty Weight: 1539.15 Lb	Fuel Quantity: 55 GAL, 50 GAL Usable
Max Baggage: 120 Lb	Oil Type: Aviation grade 50-15
Aircraft Moment: 59978.1	Oil Quantity: Max 8 US quarts, Min 5 US quarts