



C172M - NORMAL CHECKLIST (N61813)

THIS CHECKLIST IS FOR TRAINING PURPOSES IN CBA AIRCRAFT ONLY. IT IS NOT INTENDED TO REPLACE THE POH/AFM. PLEASE REFER TO POH IN AN ACTUAL EMERGENCY.

REVISED: 12/2023

In-Range / Descent / Approach (within 15 NM)
 ATIS / AWOS (as early as possible).....LISTEN
 ALTIMETERS.....SET
 PRELIMINARY APPROACH BRIEF
 - Type of approach
 - Runway length / lighting
 - Field elevation
 - Highest obstacle / terrain review
 - NAV / Course / Minimums / Missed
 - Crosswind component
 FUEL SELECTOR.....BOTH
 MIXTURE.....ENRICHEN SLIGHTLY
 LANDING LIGHT.....ON
 SEATBELTS.....FASTENED

When Direct to IAF or Vectored - IFR ONLY
 FLIGHT & NAV INSTRUMENTS.....SET / IDENT
 CDI SOFTKEY.....(as req'd for approach)
 VOR/LOC/GPS
 AIRSPEED.....90 KIAS

Before Landing
 MIXTURE.....RICH
 CARB HEAT.....ON (OUT) <2000 RPM
 LANDING LIGHT.....ON
 AIRSPEED.....WHITE ARC

Go-Around / Missed Approach
 THROTTLE.....FULL
 CARB HEAT.....OFF (IN)
 PITCH.....Vy CLIMB
 FLAPS.....(if > 20°) RETRACT TO 20°
 FLAPS.....(if > Vx) RETRACT TO 10°
 VERIFY SAFE ALTITUDE.....(if ≥ Vy) FLAPS - 0°
FLY ASSIGNED / PUBLISHED HEADING & ALTITUDE

After Landing (Stopped & Clear of Runway)
 TRIM.....TAKEOFF
 FLAPS.....0°
 MIXTURE.....LEAN FOR TAXI
 CARB HEAT.....OFF (IN)
 LANDING/STROBE LIGHTS.....OFF
 TRANSPONDER.....SBY

Pattern Work: Before Takeoff
 FUEL SELECTOR.....BOTH
 TRIM.....SET FOR TAKEOFF
 FLAPS.....0°-10°
 MIXTURE.....RICH
 CARB HEAT.....OFF (IN)
 LANDING/STROBE LIGHTS.....ON
 TRANSPONDER.....ALT (1200 or Assigned SQWK)

Shutdown / Terminate
****TURN OFF IN ORDER****
 AVIONICS.....OFF
 MIXTURE.....CUTOFF (OUT)
 MAGNETOS.....(VERIFY PROP STOPPED) OFF
 MASTERS.....OFF

Secure / Post-Flight
 SWITCHES.....OFF
 HOBBS / TACH.....RECORD
 GUST LOCK.....INSTALL
 PITOT COVER.....INSTALL
 COWL PLUGS.....INSTALL
 TIEDOWNS / CHOCKS.....SECURE
VERIFY QUIET & DARK
 WALKAROUND.....COMPLETE

Vr – 52 kts	Vso – 47 kts	Va - 97 kts	Vne - 158 kts
Vx – 59 kts	Vs – 53 kts	Vfe - 87 kts	Max X-Wind:
Vy – 72 kts	Vg – 70 kts	Vno -126 kts	15 kts

<u>Cruise Settings</u>	<u>KTS</u>	<u>Flaps</u>	<u>Lean Mixture</u> <u>>3000'</u>
Economy	99	0°	2300 RPM –
Normal	105	0°	6.4GPH – 54%
Maximum	115	0°	Power
<u>Arrival</u>	<u>KTS</u>	<u>Flaps</u>	<u>2400 RPM –</u>
Approach	65 - 61	10°-20°	6.8GPH – 60%
Short Final	61 - 57	30°-40°	Power
<u>Soft-Field Takeoff:</u>	<u>Short Field Takeoff:</u>		
10° Flaps, Climb Vx/Vy	50' Obstacle: 0° Flaps, Climb Vx No Obstacle: 10° Flaps, Climb Vx/Vy	2600 RPM – 8.1GPH – 73% Power	

Lebanon Municipal (M54) Field Elevation - 588' Runways - 01-19 5000' Asphalt, 04-22 1801' Grass CTAF - 122.725, AWOS - 118.325
Music City Executive (KXNX) Field Elevation - 583' Runways - 17-35 6300' Asphalt CTAF - 123.05, AWOS - 132.725
Smyrna (KMQY) Field Elevation - 543' Runways - 14-32 8048' Asphalt, 01-19 5546' Asphalt Tower (CTAF) - 118.5, Ground - 121.4, AWOS - 119.125
Practice Area Air-to-Air Comms: 122.750

Preflight
 WEATHER.....CHECKED
 NOTAMS.....CHECKED
 WEIGHT & BALANCE.....COMPUTED
 FUEL.....GAL. REQ'D COMPUTED
 PITOT COVER.....REMOVED

Interior
 GUST LOCK.....REMOVE
 ARROW.....VERIFY DOCUMENTS
 FUEL SELECTOR.....BOTH
 MAGNETOS.....OFF
 MASTER.....ON
 FLAPS.....EXTEND
 BEACON/STROBE/NAV/LANDING LIGHTS.....CHECK
 PITOT HEAT (if IFR).....CHECK
 FUEL GAUGES.....VERIFY
 MASTER.....OFF
 BAGGAGE / LOOSE ITEMS.....STOWED

Exterior: Empennage
 BAGGAGE DOOR.....RETRIEVE STICK/SUMP
 ELEVATOR / RUDDER.....FREE & SECURE
 TRIM TAB.....CHECK
 ANTENNAS.....CHECK
 TIEDOWNS.....VERIFY REMOVED

Right Wing Trailing Edge
 FLAP.....SECURE
 AILERON.....FREE & SECURE

Right Wing & Leading Edge
 FUEL TANK.....SUMP (Check for water and sediment)
 SUMPED FUEL.....(If uncontaminated) RETURN TO TANK
 FUEL QUANTITY.....STICK
 FUEL FILLER CAP.....VERIFY SECURED
 MAIN WHEEL TIRE, BRAKE DISC & PADS.....CHECK
Check for Wear and Proper Inflation
 CHOCKS / TIEDOWNS.....VERIFY REMOVED
 ENVIRONMENTAL OPENINGS.....UNOBSTRUCTED

Preflight Inspection (Cont'd)

Nose

WINDSHIELD.....CHECK FOR CLEANLINESS
Use Windshield Rag
OIL LEVEL.....CHECK & SECURE CAP (6-8 qt)
OIL ACCESS DOOR.....SECURE
FUEL.....SUMP
ALTERNATOR BELT.....CHECK TENSION
PROPELLER AND SPINNER.....CHECK
ENGINE AIR FILTER AND COOLING INLETS.....CHECK
NOSE WHEEL TIRE & STRUT.....CHECK; >3"

Left Wing and Leading Edge

STATIC PORT.....UNOBSTRUCTED
ENVIRONMENTAL OPENINGS.....UNOBSTRUCTED
FUEL QUALITY.....SUMP (Check for water and sediment)
SUMPED FUEL.....(If uncontaminated) RETURN TO TANK
FUEL QUANTITY.....STICK
FUEL CAPS.....VERIFY SECURED
PITOT TUBE.....UNOBSTRUCTED
STALL HORN OPENING.....UNOBSTRUCTED
FUEL TANK VENT.....CHECK

Left Wing Trailing Edge

AILERON.....FREE & SECURE
FLAP.....SECURE
MAIN WHEEL TIRE, BRAKE DISC & PADS.....CHECK
Check for Wear and Proper Inflation
CHOCKS / TIEDOWNS.....VERIFY REMOVED
BAGGAGE DOOR - LOCKED; BIG PICTURE - COMPLETE

Interior

NOSE-TIPS-TAIL-CHOCKS.....CLEAR
PREFLIGHT INSPECTION.....COMPLETE
PASSENGER BRIEF.....COMPLETE
(S)eatbelts, (A)ir vents, (F)ire extinguisher, (E)mergency exits,
(T)raffic/talking, (Y)our questions?
EMERGENCY CHECKLIST.....ACCESSIBLE
ALT STATIC.....CLOSED
BRAKES.....VERIFY PRESSURE
SEATS/SEATBELTS.....ADJUSTED/LOCKED

Engine Start

AVIONICS.....OFF
FUEL SELECTOR.....BOTH
TRIM.....SET FOR TAKEOFF
MIXTURE.....FULL RICH (IN)
THROTTLE.....OPEN ¼ INCH IN
CARB HEAT.....OFF (IN)
BEACON.....ON
BREAKERS.....VERIFY IN
MASTERS.....ON
PRIME.....1-3 PUMPS (ONLY IF FIRST START OF DAY)
.....IF ENGINE HAS RUN: 1-3 STROKES OF THROTTLE
PROP....."CLEAR"
MAGS.....START
OIL PRESSURE.....VERIFY GREEN
THROTTLE.....1000 RPM MIN
MIXTURE.....LEAN FOR TAXI

Pre-Taxi

FLAPS.....RETRACT
AVIONICS & HEADSETS.....ON & SET
TRANSPONDER.....ON/SBY
G430 DATABASE.....CHECKED / ENTER
INSTRUMENT SELF TEST.....VERIFY
MESSAGES.....CHECK
ATIS/AWOS.....LISTEN
ALTIMETERS (PFD & Standby).....SET
GPS.....ENTER WPT / FPL / APR AS REQ'D
NAVS.....SET / COURSE SET
FLIGHT INSTRUMENTS (PFD & STANDBY).....6 CHECK
RADIO.....TEST
BRAKES.....PEDAL TEST

Taxi

AIRPORT DIAGRAM.....OUT/AVAILABLE
TAXI CLEARANCE.....OBTAIN/BRIEF
LANDING/NAV LIGHTS.....AS REQ'D
TAXI AREA.....CLEAR

IFR ONLY Taxi Check

CLOCK.....TICKING
HSI/DG.....SPINNING FREELY
TURN COORDINATOR.....DIRECTION OF TURN
BALL.....OPPOSITE DIRECTION OF TURN

STERILE COCKPIT - NO NON-ESSENTIAL CONVERSATION

Runup

BRAKES.....APPLY
FLIGHT CONTROLS.....FREE & CORRECT
MIXTURE.....RICH / FULL FWD
PRIMER.....IN & LOCKED
THROTTLE.....1700 RPM
MAGNETOS.....CHECK
*Drop should not exceed 150 RPM on either magneto, or a
difference of 50 RPM between the two.*
AMPS & VOLTS.....CHECK
OIL TEMP / OIL PRESSURE.....VERIFY GREEN
CARB HEAT.....CHECK (OUT)
THROTTLE.....IDLE / CARB HT - ON
CARB HEAT.....OFF (IN)
THROTTLE.....1000 RPM MIN
MIXTURE.....LEAN FOR TAXI

PRE-TAKEOFF BRIEF - COMPLETE:

- TAKEOFF TYPE - NORMAL / SHORT / SOFT
 - RUNWAY / CLIMB AT - V_y/V_x / INTENTIONS
- Engine failure/abnormality during takeoff roll:
Close throttle, stop straight ahead, avoid obstacles.
If not enough runway to stop:
- Throttle - idle
 - Brakes - apply
 - Flaps - up
 - Mixture - cutoff (out)
 - Fuel Selector - off
 - Magnetos - off
 - Masters - off

Engine failure immediately after takeoff:
Land on remaining runway/within 30° of centerline.
Engine failure after takeoff with insufficient runway:
Avoid obstacles. DO NOT ATTEMPT 180° TURN:

- Airspeed - Vg
- Mixture - cutoff (out)
- Fuel Selector - off
- Throttle - idle (out)
- Magnetos - off
- Flaps - As req'd
- Masters - As req'd for flaps, then off
- Cabin door - unlatch
- Land - straight ahead

Before Takeoff

FUEL SELECTOR.....BOTH
TRIM.....SET FOR TAKEOFF
FLAPS.....0°-10°
MIXTURE.....RICH
CARB HEAT.....OFF (IN)
LANDING/STROBE LIGHTS.....ON
TRANSPONDER.....ALT (1200 or Assigned SQWK)

For XC Operations

GPS/NAV.....SET
TIMER.....START

Before Takeoff: Final Items

DOORS & WINDOWS.....CLOSED & LOCKED
TRAFFIC.....CHECK & CALL
WIND DIRECTION.....NOTE
X-WIND CORRECTION.....APPLY

After Takeoff

AIRSPEED..... V_y/V_x AS REQ'D
FLAPS.....UP
THROTTLE.....FULL
MIXTURE.....FULL RICH BELOW 3000' MSL

Cruise

POWER.....($\leq 75\%$ power, per POH) SET
MIXTURE.....LEAN AS REQ'D
OIL TEMP / OIL PRESSURE.....VERIFY GREEN

Icing Conditions

PITOT HEAT.....ON
 CARB HEAT.....ON
 CABIN HEAT.....ON (Maximum)
Consider 180 Turn / Climb / Descend
DO NOT REMAIN IN ICING CONDITIONS
 RPM.....INCREASE
 FLAPS.....NOT RECOMMENDED FOR LANDING
Land at higher airspeed

Spin Recovery

Remember: P.A.R.E.

POWER.....IMMEDIATELY IDLE
 AILERONS.....NEUTRALIZE
 RUDDER.....FULL, OPPOSITE ROTATION
 ELEVATOR.....BRISKLY FORWARD (past center)
Once Rotation Stops
 RUDDER.....NEUTRALIZE
 SMOOTHLY RECOVER FROM DIVE
When Straight & Level
 THROTTLE.....FULL

Cleaning Fouled Spark Plugs

CAUTION: Hold brakes securely and remain vigilant for aircraft movement; only perform runup on surfaces free from gravel/dirt.

THROTTLE.....FULL
 MIXTURE.....LEAN FOR SLIGHT RPM DROP
 MAINTAIN FOR 60 SECONDS
 MIXTURE.....FULL FORWARD
 THROTTLE.....1700 RPM
 PERFORM MAGNETO CHECK
While performing this checklist, do not allow oil temperature to reach redline, and be vigilant of oil pressure.

Vr – 52 kts	Vso – 47 kts	Va - 97 kts	Vne - 158 kts
Vx – 59 kts	Vs – 53 kts	Vfe - 87 kts	Max X-Wind:
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Economy	99	0°	2300 RPM –
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<u>Soft-Field Takeoff:</u>	<u>Short Field Takeoff:</u>		2600 RPM –
10° Flaps	(50' obstacle): 0° Flaps, Climb Vx		8.1GPH – 73%
	No Obstacle: 10° Flaps		Power

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VFR Flight Following

- Set frequency for Nashville Approach 118.4
- "Nashville Approach, Skyhawk 73477 with request"
- They will respond, "73477 go ahead"
- Provide aircraft callsign, position relative to nearest airport, altitude and your request for flight following to your destination using the ICAO identifier.
- You will be given a unique squawk code, **be prepared to write it down so you don't forget!** Input code into transponder. This allows ATC to see where you are.
- It's important at this point to monitor the frequency for what ATC needs from you, expect frequency changes and to read back all instructions
- If frequency change occurs, switch to the new frequency and introduce yourself by addressing the new controlling ATC and give them your callsign and altitude - "Memphis center, Cessna 73477 tree thousand five hundred feet"
- To cancel, call Center/Approach and request cancellation; they will tell you to **squawk VFR/1200**, please be sure to!



C172M - EMERGENCY / ABNORMAL CHECKLIST (N61813)

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REVISED: 12/2023

Engine Failure - Takeoff Roll - M*

THROTTLE.....IDLE
 BRAKES.....APPLY
 FLAPS.....UP
 MIXTURE.....CUTOFF
 FUEL SELECTOR.....OFF
 MAGNETOS.....OFF
 MASTER.....OFF

Engine Failure – Immediately After Takeoff - M*

AIRSPEED.....70 KIAS FLAPS UP
65 KIAS FLAPS 10-FULL
 MIXTURE.....CUTOFF
 FUEL SELECTOR.....OFF
 THROTTLE.....IDLE
 MAGNETOS.....OFF
 FLAPS.....AS REQ'D
 MASTER.....AS REQ'D FOR FLAPS, THEN OFF
 CABIN DOOR.....UNLATCH
 LAND.....STRAIGHT AHEAD

Engine Failure During Flight – Restart Procedures - M*

AIRSPEED.....70 KIAS
 FUEL SELECTOR.....BOTH
 CARB HEAT.....ON (OUT)
 MIXTURE (if restart has not occurred).....RICH
 PRIMER.....IN / LOCKED
 MAGNETOS.....BOTH (START if propeller is stopped)

Emergency Landing No Engine Power - M*

AIRSPEED.....70 KIAS (flaps UP)
.....65 KIAS FLAPS 10-FULL
LANDING AREA.....SELECT & INSPECT
DECLARE EMERGENCY - 121.5 / 7700
On Final Approach
MIXTURE.....CUTOFF
FUEL SELECTOR.....OFF
MAGNETOS.....OFF
FLAPS (FULL recommended).....AS REQ'D
MASTER.....(landing assured) OFF
DOORS.....UNLATCH PRIOR TO TOUCHDOWN

Precautionary Landing With Engine Power

LANDING AREA.....SELECT & INSPECT
AIRSPEED.....65 KIAS
On Final Approach
FLAPS.....FULL
MASTER.....(landing assured) OFF
DOORS.....UNLATCH
MAGNETOS.....OFF

Engine Fire – Ground Start

MAGNETOS....START(continue cranking to start engine)
If Engine Starts
THROTTLE.....1700 RPM (for a few minutes)
ENGINE.....SHUTDOWN (and inspect for damage)
If Engine FAILS to Start
THROTTLE.....FULL OPEN
MIXTURE.....CUTOFF
MAGNETOS.....START (continue cranking 2-3 minutes)
FUEL SELECTOR.....OFF
MAGNETOS.....OFF
MASTER.....OFF
FIRE EXTINGUISHER.....OBTAIN
EVACUATE AIRCRAFT / EXTINGUISH FIRE

Engine Fire In Flight

MIXTURE.....CUTOFF
FUEL SELECTOR.....OFF
MASTER.....OFF
CABIN HEAT / AIR.....OFF
AIRSPEED.....AS REQ'D TO EXTINGUISH FIRE
EXECUTE EMERGENCY LANDING CHECKLIST

Electrical Fire In Flight

MASTER.....OFF
ALL SWITCHES (except MAGS).....OFF
VENTS/CABIN AIR/HEAT.....CLOSED
CABIN.....VENTILATE
**Fire Out & Electrical Power Req'd for Flight to
Nearest Suitable Airport for Landing**
FIRE EXTINGUISHER.....IF REQ'D
When Fire Is Out
CIRCUIT BREAKERS (do NOT reset).....CHECK
AVIONICS/ELEC. SWITCHES.....ON
(one at a time, to locate short)

Cabin Fire

MASTER.....OFF
VENT/CABIN AIR/HEAT.....CLOSED
FIRE EXTINGUISHER.....IF REQ'D
*After discharging extinguisher in closed cabin, ventilate
cabin*

Wing Fire

NAV LIGHTS.....OFF
STROBES.....OFF
PITOT HEAT.....OFF
*Perform a sideslip to keep flames away from fuel tank
and cabin. Land as soon as possible using flaps only as
required for final approach and touchdown*

Static Source Blocked

ALT STATIC.....PULL ON
VENTS/CABIN AIR/HEAT.....CLOSED
AIRSPEED.....Refer to Fig. 5-1 (pg. 5-8) in POH

Overvoltage Light

If light illuminates, alternator will disengage
MASTER.....OFF, THEN ON
If overvoltage light remains off, proceed normally
IF OVERVOLTAGE LIGHT REMAINS ON:
MASTER.....OFF
BEFORE LANDING.....MASTER ON
Conserves power for flaps, radios, & essential equipment

Insufficient Rate of Charge

ALTERNATOR.....OFF
AVIONICS.....OFF
PITOT HEAT.....OFF
BEACON.....OFF
LND/TAXI LIGHTS.....OFF (use as required for landing)
STROBE.....OFF
LAND AS SOON AS PRACTICAL
*Make sure a successful landing is possible before
extending flaps. The flap motor draws a large electrical
load.*