



## C172M - NORMAL CHECKLIST (N61658)

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/TAXI LIGHTS.....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>&gt;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>		<u>2600 RPM –</u>
10° Flaps, Climb Vx/Vy	<b>50' Obstacle:</b> 0° Flaps, Climb Vx		8.1GPH – 73%
	<b>No Obstacle:</b> 10° Flaps, Climb Vx/Vy		Power

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

**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  
 BCN/STROBE/NAV/TAXI/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  
TAXI/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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Short Final	61 - 57	30°-40°	Power
<u>Soft-Field Takeoff:</u>	<u>Short Field Takeoff:</u>		2600 RPM –
10° Flaps	<b>(50' obstacle):</b> 0° Flaps, Climb Vx		8.1GPH – 73%
	<b>No Obstacle:</b> 10° Flaps		Power

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 Runways - **01-19** 5000' Asphalt, **04-22** 1801' Grass  
**CTAF - 122.725, AWOS - 118.325**

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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 (N61658)

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## 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.*