

## HOLD LINE CHECKS

1. **DOORS CLOSED—RECHECK ALL 4 LATCHES, Unintended Opening Can Occur w/ Single Latch.**
2. Fuel.....SIGHT GAGES  
[Takeoff Prohibited if Either Fuel Sight Gage Indicates Below the Min/TO (Less Than 1/4)]
3. Altimeter and Heading.....VERIFY CORRECT
4. Lights.....ALL ON
5. Trim.....SET FOR TAKEOFF
6. Radios.....VERIFY CORRECT FREQUENCIES
7. Mixture.....RICH  
(Lean for Density Altitude if Appropriate)
8. Carb Heat.....OFF
9. Transponder.....SELECT ALT & CONFIRM CODE
10. Flaps.....SET (10° Recommended)
11. Time.....NOTE
12. ANNOUNCE INTENTIONS or Read Back ATC Instruc.
13. Visually CLEAR BASE & FINAL.....

## AIRSPPEED REVIEW

**Vr:** Rotate—55 KIAS

Normal Climb—65-75 KIAS  
Short Field T.O., Flaps 10°, 50-55 KIAS

**Vy:** Best Rate of Climb—62 KIAS

**Vx:** Best Angle of Climb—57 KIAS

## AFTER TAKEOFF

*Airspeed—Heading—Engine—Instruments*

1. Flaps.....UP
2. Engine Instruments.....SCAN & VERIFY
3. Heading GPS.....CONFIRM ON COURSE
4. Landing/ Taxi/ Strobe Lights.....AS DESIRED
5. Radio: ATC (Flight Following) and/or FSS Activate Flight Plan

## TOP OF CLIMB

*Pitch—Power—Trim—Time*

1. Pitch.....LEVEL FLIGHT
2. Power/ Throttle—SET RPM for Cruise  
(Cruise Power Settings 2100-2500)
3. Trim.....
4. Time.....NOTE
5. Heading.....VERIFY ON COURSE
6. Mixture.....LEAN as Required
7. Lights .....As Required

# C162 SKYCATCHER: N60574

*Normal Procedures: In Flight*

## IN RANGE (10-20nm FROM AIRPORT)

1. Radios Set & Monitor:  
AWOS/ CTAF/ ATIS/ Approach/ ATC
2. Communicate....ATC/ CTAF Report (Posn/Intention)
3. Passenger Briefing.....COMPLETE

## PRE-LANDING/DOWNWIND (C.G.L.U.M.P.S.)

1. Carb Heat.....ON If Required
2. Gas.....CHECK
3. Lights.....ALL ON
4. Undercarriage.....GEAR/RUDDER
5. Mixture.....RICH
6. Power....AS REQUIRED (2000rpm Recommended)
7. Safety.....TRAFFIC, BELTS, RADIOS

## ABEAM RUNWAY NUMBERS

1. RPM.....1500 RPM
2. Airspeed.....100 KIAS or Less; Vfe
3. Flaps.....10°

## GO-AROUND BRIEF

Full Power  
Carb Heat....OFF  
Flaps.....25°  
Control Pitch  
Trim....AS REQUIRED  
Climb....65 to 75 KIAS  
Reduce Flaps Slowly

## AFTER LANDING/ CLEAR RUNWAY

1. Flaps.....RETRACT
2. Mixture.....LEAN 1 INCH
3. Carb Heat.....OFF
4. Transponder.....SET TO STBY & Code as Desired
5. Landing & Taxi Lights.....AS DESIRED (Except Night)
6. Radios.....SET If Required Communicate
7. Doors Open.....AS DESIRED
8. Fuel.....CHECK SIGHT GAGES  
[Takeoff is Prohibited if Either Fuel Sight Gage Indicates Below the Min/TO (Less Than 1/4 Tank)]

Please Refuel When Less Than 1/2 Fuel Remaining  
After Flight

## ENGINE SHUT DOWN

1. Throttle.....IDLE
2. Lights.....OFF
3. AVN (Avionics) Switch.....OFF
4. Mixture.....IDLE CUT OFF
5. MAGS.....OFF & KEY OUT
6. PFD Select Eng Page...NOTE TACH & HOBBS TIMES
7. Master Switch (ALT/BAT).....OFF

## HANGAR & POST-FLIGHT SECURITY

**Use caution moving the aircraft back into the hangar, and request help if needed!**

1. Record and Tally.....TACH/HOBBS in Binder
2. Remove Cowl Plugs & Pitot Heat Cover from Seats
3. Seat Belts.....FASTEN NICELY ACROSS SEATS
4. Control Lock.....REPLACE
5. Recheck Master Switch.....OFF
6. Flaps.....DOWN (40°)
7. Replace Tie-Downs & Chocks/ Cowl Plugs/ Pitot.....
8. All Doors.....LOCKED

## Post Flight Walk Around

Please Clean Windshield (If Dirty) for Next Pilot

Office: 541-895-5935

Cell: 541-510-7049

Web: takewingaviation

Creswell Municipal Airport (77S)

83501 Melton Rd. #3

Creswell, OR 97426

**CAUTION!** This checklist is intended as a memory aid only. All pilots should be familiar with the Approved Flight Manual. Any differences therein take precedence over this checklist.

©TakeWING Aviation Club

N60574 Cessna 162 Pilot's Abbreviated Checklist

Version 8/1/2019

## INTERIOR INSPECTION

1. Unlock Both Cabin Doors.....
2. Control Lock.....REMOVE
3. Wing Flaps.....RETRACT
4. Fuel.....ON
5. Documents.....A.R.O.W. (In Aircraft)
6. P.O.H. & G300 Guide.....AVAILABLE
7. Magneto (Ignition) Switch.....OFF/KEY OUT
8. AVN (Avionics) Switch.....OFF
9. Master (ALT/BAT) Switch.....UP/ON(BOTH)
10. No Red X's.....
11. Low Volts Indicator.....ON
12. Select ENG Page; Record Your Name, Date, TACH and HOBBS Times in Binder.....
13. Lights—ALL ON—Verify Working.....ALL OFF
14. AVN (Avionics) Master Switch.....ON
15. Cooling Fan.....VERIFY WORKING
16. Trim.....SET to T.O.
17. AVN (Avionics) Master Switch.....OFF
18. Master (ALT/BAT) Switch.....OFF
19. Rudder Pedals.....ADJUST (Pilot & Passenger)

## EXTERIOR INSPECTION

1. Fuel.....Sump 6 Drains
2. Vis. Confirm Wing Tank Quantities.....**SECURE CAPS**
3. Oil Check—4 to 5 Qts (5 Qts for Extended Flight [20W-50]) Cont. INSP at pilot's door.....
4. Pilot's Door & Strut.....INSPECT
5. Tire/ Wheel/ Brake & Chocks.....INSPECT (30psi)
6. Fuel Tank Vent.....CLEAR
7. Pitot Tube.....REMOVE COVER-CHECK CLEAR
8. Tie Down.....DISCONNECT
9. Wing Leading Edge.....INSPECT
10. Aileron Movement.....PUSH UP & INSPECT
11. Left Flap.....DEFLECT & INSPECT
12. COM/GPS Antennas /Temp Prob..INSPECT/SECURE
13. Empennage (Vertical Stabilizer & Elevator) INSPECT
14. Rudder (DO NOT MOVE).....INSPECT
15. Tail Tie Down.....DISCONNECT
16. ELT Antenna.....INSPECT FOR SECURITY
17. Right Flap.....DEFLECT & INSPECT
18. Aileron Movement.....PUSH UP & INSPECT
19. Tie Down.....DISCONNECT
20. Stall Warning Inlet.....INSPECT (Clear)
21. Tire/ Wheel/ Brake & Chocks.....INSPECT (30psi)
22. Passenger's Door.....INSPECT
23. Eng. Inlets & Air Filter; REMOVE COWL PLUGS & .....INPSECT
24. Prop & Spinner.....INSPECT
25. Main Wheel Tire & Strut.....INSPECT (38psi)
26. Static Port.....CLEAR

# C162 SKYCATCHER: N60574

## Normal Procedures: Ground

### ENGINE START

1. Passenger Briefing...DOORS LOCKS & SAFETY BELTS
2. Seat Belts.....ON (Verify Belts Not Caught in Doors)
3. Cabin Doors.....AS DESIRED for Taxi
4. Brakes...SET PARKING BRAKE (Pull On) & Hold Toes
5. AVN (Avionics) Master.....OFF
6. Circuit Breakers.....VERIFY ALL IN
7. Master (ALT/BAT).....ON
8. PFD.....ON
9. Low Volt Annunciator.....ON & No Red X's
10. AMPS.....NEGATIVE
11. Strokes.....AS REQUIRED
12. Mixture.....RICH (Full Forward)
13. Prime.....Cold: Throttle 3x/ Hot: No Prime
14. Throttle.....CRACK (1/8") CLEAR PROP
15. MAG Switch.....START
16. Throttle.....SET RPM to 1000
17. Oil Pressure.....'GREEN' 30-60psi (10psi in 30sec)
18. Oil Temp.....INCREASING 0-75°F (Green 75-220°F)
19. AMPS.....POSITIVE & VOLTS (12.5 to 15)
20. NAV Lights.....ON
21. Strobe Lights.....ON (As Desired)
22. AVN (Avionics) Master.....ON
23. Mixture.....LEAN 1 INCH (as required)
24. MFD.....VERIFY DATA: "ENTER" "ENTER"

### PRE-TAXI

1. Radio & Intercom.....SET FREQ & INTERCOM
2. Radio.....LISTEN (ATIS/AWOS/CTAF)
3. Transponder.....STBY CODE 1200 or ASSIGNED
4. Communicate.....TAXI, ANNOUNCE or REQUEST
5. Brakes.....RELEASE & TEST

#### Commonly Used Frequencies

Creswell CTAF.....122.7  
Creswell AWOS.....119.275  
EUG ATIS.....125.22  
Cascade Approach.....119.6  
EUG Tower.....118.9  
EUG Ground.....121.7  
FSS @ EUG..122.3 McMinnville

## BEFORE TAKEOFF "RUN-UP" CHECKS

1. Brakes.....SET & HOLD
2. Doors: **CLOSED 4 LOCKS MANDATORY VERIFY! Unintended Door Opening Can Occur w/ Single Latch. FLIGHT WITH DOORS OPEN IS PROHIBITED. STRUCTURAL DAMAGE WILL OCCUR.**
3. Controls.....FREE & CORRECT
4. Flight Instruments:
  - Set. ALTIMETER (BARO)
  - Set ALTITUDE REMINDER (if desired)
  - Verify HEADING & COMPASS/Set
5. Trim.....SET FOR TAKEOFF
6. Radio.....SET PRIMARY/STANDBY FREQ's
7. GPS.....SET UP (as desired or flight plan select).....
8. Transponder.....VERIFY CODE (VFR or Desired).....
9. Gas.....VERIFY KNOB FORWARD
10. Mixture.....RICH
11. MFD.....SELECT ENGINE PAGE
12. Throttle.....1700 RPM
13. Carb Heat.....PULL ON; VERIFY OP; OFF
14. Right MAG...SELECT & VERIFY DROP; BOTH
15. Left MAG...SELECT & VERIFY DROP; BOTH (MAG DROP  $\leq$  150RPM or not more than 50RPM Difference)
16. Amp Meter.....POSITIVE
17. Volts.....12.5v TO 15v (GREEN)
18. For High Density Altitude; LEAN FOR MAX POWER.....
19. Throttle; CHECK at IDLE; RESET TO 900-1000 RPM.....
20. Flaps.....SET (10° RECOMMENDED)
21. Review.....DEPARTURE PLAN & AIRSPEEDS
22. Visually Clear.....BASE/FINAL (360° Turn at Uncontrolled Airports)

## ENGINE FAILURE DURING FLIGHT (POH 3-7)

1. **AIRSPPEED—70 KIAS (FLAPS UP)**  
65KIAS (10° to FULL)
2. Landing Site.....SELECT
3. Throttle.....CHECK (If Open, Pull to Idle)
4. Carb Heat.....ON
5. Mixture.....RICH for Engine Restart Attempt
6. MAGS.....BOTH (Start if Prop is Stopped)
7. RADIO.....ALERT ATC OR MAYDAY 121.5
8. TRANSPONDER.....7700

## FORCED LANDINGS (POH 3-9)

9. **If Engine Unable to Restart**  
(Only When Landing is Assured)
10. SEAT BELTS .....SECURE
11. Mixture.....IDLE CUTOFF
12. Fuel Valve.....PULL OUT/OFF
13. Magnetos.....OFF
14. Wing Flaps.....AS REQUIRED
15. Master Switch and AVN Switch.....OFF
16. ELT.....ACTIVATE
17. SECONDARY DOOR LATCH.....OPEN
18. TOUCHDOWN.....SLIGHTLY TAIL LOW
19. APPLY.....BRAKES AS REQUIRED

## PRECAUTIONARY LANDING WITH ENGINE POWER (POH 3-10)

1. **AIRSPPEED.....70 KIAS**
2. **FLAPS.....10° or 25° 65 KIAS**
3. **Radio; ALERT ATC or Transmit MAYDAY on 121.5** (Give Location, Intentions, and SQUAWK 7700)
4. Selected Field.....FLY OVER  
(note terrain & obstructions)
5. Flaps.....FULL (on final approach)
6. **Airspeed.....60 KIAS**
7. **MASTER Switch (ALT/BAT) AVN Switch OFF**  
(when landing assured)
8. ELT.....ACTIVATE
9. **Seat and Seat Belts.....SECURE**
10. Secondary Interior Door Latch.....OPEN
11. Primary Interior Door Latch.....OPEN
12. Touchdown.....SLIGHTLY TAIL LOW
13. Mixture Control.....IDLE CUTOFF (pull full out)
14. MAGNETO Switch.....OFF

# C162 SKYCATCHER: N60574

## EMERGENCY PROCEDURES

### ENGINE FAILURE DURING TAKEOFF RUN (POH 3-6)

1. THROTTLE.....IDLE
2. BRAKES.....APPLY as required
3. FLAPS.....RETRACT
4. MIXTURE CONTROL.....IDLE CUT OFF
5. MAGS.....OFF
6. MASTER SWITCH (ALT/BAT).....OFF

### AIRSPEDS FOR EMERGENCY OPERATIONS

#### ENGINE FAILURE AFTER TAKEOFF

- Wing Flaps UP.....70 KIAS  
Wing Flaps 10° to Full.....65 KIAS

#### MAXIMUM OPERATING MANEUVERING SPEED

- 1320lbs.....89 KIAS  
1200lbs.....85 KIAS  
1100lbs.....80 KIAS  
**DESIGN MANEUVERING SPEED.....102 KIAS**

- BEST GLIDE.....70 KIAS**  
**Precautionary Landing w/ Power.....60 KIAS**

#### LANDING WITHOUT ENGINE POWER

- Wing Flaps UP.....70 KIAS  
Wing Flaps 10° to 40°.....55-65 KIAS

## FIRE DURING START ON GROUND (POH 3-12)

*CONTINUE CRANKING to get a start that would suck flames & accumulated fuel through the carburetor and into the engine.*

### *IF ENGINE STARTS:*

1. POWER.....1800 RPM
2. MIXTURE.....IDLE CUT OFF
3. MAGS & MASTER.....OFF
4. EXIT AIRCRAFT.....

### *IF ENGINE FAILS TO START:*

1. THROTTLE.....FULL OPEN CONT CRANKING
2. MIXTURE.....IDLE CUTOFF
3. FUEL SHUT OFF.....PULL OUT/OFF
4. MAGS & MASTER.....OFF
5. EXIT AIRCRAFT **IMMEDIATELY**.....

## ENGINE FIRE IN FLIGHT (POH 3-12)

1. MIXTURE.....IDLE CUT OFF
2. FUEL SELECTOR.....OFF
3. RADIO; MAYDAY 121.5 OR CALL NEAREST ATC FREQUENCY.....
4. HEATER VENTS.....CLOSED
5. EMERGENCY DESCENT at HIGH AIRSPEED 100KTS.....
6. EXECUTE FORCED LANDING WITHOUT POWER.....
7. ELT.....ACTIVATE

## ELECTRICAL FIRE POH (3-13)

### *IF YOU SMELL BURNING*

1. MASTER SWITCH (ALT/BAT).....OFF
2. Vents.....CLOSE (to avoid drafts)
3. Cabin Heat.....OFF
4. Fire Extinguisher.....ACTIVATE (Vent Cabin)
5. AVN Switch.....OFF
6. All Other Switches (EXCEPT MAGS).....OFF

***IF FIRE IS NOT EXTINGUISHED EXECUTE EMERGENCY DESCENT***

## CARB °F INDICATOR IN YELLOW BAND RANGE (POH 3-8)

NOTE: Carb °F indicator in yellow band range indicates temperatures that may support carb icing formation. Engine; monitor for roughness and/or RPM loss.

### **If Engine Roughness and/or RPM Loss is Detected (Carb °F in Yellow Band Range)**

1. Carb Head Control Knob.....ON (pull full out)
2. Throttle Control.....FULL (push full in)
3. Mixture Control.....LEAN (as required)
4. CARB °F Indicator.....CHECK

### **If Engine Roughness Continues**

1. CARB °F Indicator.....MONITOR
2. Altitude.....CONSIDER CHANGE (to warmer or drier air mass if terrain permits)
3. Land as Soon as Practical.....

### **If Engine Roughness and/or RPM Loss is Not Detected**

1. CARB °F Indicator.....MONITOR
2. CARB HEAT Control Knob.....AS REQUIRED
3. Continue Flight as Normal.....

## ELECTRICAL POWER MALFUNCTIONS

### **Loss of Electrical Power (Except PFD) POH 3-19**

1. MAIN CB RESET.....PRESS
2. Refer to POH 3-19 for further details.....

### **Low Volts Annunciator Comes On or Volts Below Green Band**

1. AVN Master.....OFF
2. Refer to POH 3-20 for further details.....

### **Volts Indicator Above Green or Volts More than 15**

1. MASTER Switch (ALT Only).....OFF
2. Refer to POH 3-22 for further details.....

### **Air Data, Attitude and Heading Reference Systems (ADAHRS) Failure**

1. ADAHRS CB.....CHECK IN
2. Refer to POH 3-23 for further details.....

## **C162 SKYCATCHER: N60574**

### **EMERGENCY PROCEDURES CONTINUED**

### **ELECTRICAL POWER MALFUNCTIONS CONT.**

#### **PFD/MFD Display Malfunction or Failure PFD/MFD Display Black**

1. Panel Lights.....FULL BRIGHT
2. PFD/MFD CB.....CHECK IN
3. Refer to POH 3-24 for further details.....

#### **PFD/MFD Info Not Updating**

1. Refer to POH 3-25 for further details.....

#### **Electric Pitch Trim Failure**

1. AVN MASTER.....VERIFY ON
2. TRIM/ CB.....CHECK IN
  - A. If open, reset, if CB opens again DO NOT RESET
  - B. If Closed, Pull (open), then Reset (close)
3. Refer to POH 3-26 for further details.....

#### **Door Open in Flight**

1. CABIN DOOR-LEAVE OPEN (do not attempt to close).....
2. THROTTLE Control.....REDUCE (as necessary)
3. Airspeed.....80KIAS (or less)
4. Seat Belts.....CHECK (verify secure and tight)
5. Cabin.....CHECK (stow loose materials)
6. Land as Soon as Practical.....

#### **Landing with Door Open**

1. Wing Flaps.....AS REQUIRED
  - a. 65 to 70 KIAS—Flaps Up-10°
  - b. Below 65 KIAS—Flaps 10° to Full
2. Landing Approach.....Normal (limit sideslip angle if possible)
3. Touchdown.....Normal

**CAUTION! This checklist is intended as a memory aid only. All pilots should be familiar with the Approved Flight Manual. Any differences therein take precedence over this checklist.**

Emergency procedures shown in **bold-face** type are immediate action items that should be committed to memory. **AMPLIFIED EMERGENCY PROCEDURES** can be found in the POH SECTION 3.

### Light Gun Signals

Color and Type of Signal	Aircraft on the Ground	Aircraft in Flight
Steady Green	Cleared for takeoff	Cleared to land
Flashing Green	Cleared for taxi	Return for landing
Steady Red	STOP	Give way and continue circling
Flashing Red	Taxi clear of runway in use	Airport unsafe, do not land
Flashing White	Return to starting point on airport	----
Alternating Red and Green	Exercise extreme caution	Exercise extreme caution

[Takeoff is Prohibited if Either Fuel Sight Gage Indicates Below the Min/TO (Less Than 1/4 Tank)]

### IN-TANK FUEL FILLER INDICATOR TAB

