

## INTERIOR INSPECTION

It is acceptable to sump/check fuel and oil first.

1. HOBBS/ TACH TIMES.....RECORD
2. Control Lock.....REMOVE
3. A.R.O.W. Documents.....VERIFY
4. Fuel Selector.....MOVE: LEFT/RIGHT/BOTH
5. ALT/BAT Master Switch.....BATTERY SIDE UP/ON
6. Fuel Quantity Indicators ..CHECK Working/Quantity
7. Turn Coordinator.....NO FLAG
8. Flaps.....DOWN
9. Lights.....ALL ON, VERIFY Working,  
THEN ALL SWITCHES OFF  
(Check Instrument Panel Lights Before Night Flight)
10. Pitot Heat...VERIFY WORKING PRIOR TO IFR FLIGHT
11. ALT/BAT Master Switch.....OFF

## EXTERIOR INSPECTION

It is acceptable to sump/check fuel and oil first.

1. Fuel (Pilot's Side; Left Wing).....SUMP
2. Flap (Inboard).....INSPECT
3. Baggage Area.....INSPECT
4. Fuselage.....INSPECT
5. Empennage: Elevator, Rudder, Trim.....INSPECT
6. Tail Tie Down.....REMOVE
7. Fuselage & Belly.....INSPECT
8. Fuel (Right Wing).....SUMP
9. Tire(29psi)Wheel/Brake...INSPECT/ Remove Chocks
10. Right Wing Flap, Aileron & Leading Edge....INSPECT
11. Tie Down.....REMOVE
12. Fuel Quantity (Right Wing).....VERIFY
13. Oil (6qts max, 4qts min, 100w Plus).....INSPECT
14. Engine Fuel.....SUMP (pull from inside oil access)
15. Prop & Engine.....INSPECT
16. Air Filter.....INSPECT
17. Nose Wheel, Tire (31psi) & Nose Strut.....INSPECT
18. Static Source.....CLEAR
19. Fuel Quantity (Left Wing).....VERIFY
20. Pitot Cover.....REMOVE & VERIFY CLEAR
21. Fuel Vent & Stall Horn Vent.....VERIFY CLEAR
22. Tie Down.....REMOVE
23. Wing Leading Edge, Aileron & Flap.....INSPECT
24. Tire(29psi) Wheel/Brake Inspect & Remove Chocks

# C172 SKYHAWK: N739EF

*Normal Procedures: Ground*

## ENGINE START

1. Passenger Briefing & Safety Belts.....COMPLETE
2. Brakes.....SET & HOLD
3. Beacon Light.....UP/ON
4. Mixture.....RICH (Full Fwd Position)
5. Carb Heat.....OFF (Full Fwd Position)
6. Prime.....3x (Winter 4x) 1X if recent flight & LOCK
7. Master Switch (ALT/BAT).....UP/ON
8. "CLEAR" Area & Confirm Safe to Start.....
9. Throttle.....ADVANCE 1/4"
10. Ignition/Mag Switch.....START/BOTH
11. RPM.....SET 1000rpm
12. Oil Pres & Temp...VERIFY RISING (30-60sec)-GREEN
13. Avionics Master Switch.....UP/ON
14. Lights: Nav, Taxi, & Landing (as required); UP/ON  
(for night operations interior lights on).....
15. Radios; Audio Panel—Intercom—GPS—Comm Set  
& Verify Correct Frequencies.....
16. Flaps.....RETRACT
17. Mixture.....LEAN 1" (or as required for density alt)

## PRE-TAXI CHECKS

1. DG./Heading .....SET HEADING
2. Radio....LISTEN (ATIS/AWOS) / & CALL (CTAF/ATC)
3. Wind Direction/Speed & Runway in Use-CONFIRM
4. Clear Behind You Prior to Throttling up for Taxi.
5. Brakes.....VERIFY WORKING
6. Controls.....PREPARE TO SET FOR WIND IF REQ.

## Commonly Used Frequencies

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

## BEFORE TAKEOFF "RUN-UP" CHECKS Brakes HOLD or Set

1. Controls.....FREE & CORRECT
2. Flight Instruments.....VERIFY & SET
3. Radio Set FREQS/ VOR SET/ GPS SET or FLT  
PLAN SELECT.....
4. Transponder; VERIFY STBY & CORRECT  
CODE (VFR or Desired).....
5. Gas Selector.....BOTH
6. Trim.....SET FOR TAKEOFF
7. Mixture.....RICH
8. Throttle.....1700 RPM
9. Carb Heat.....PULL ON; VERIFY OP; OFF
10. Right MAG...SELECT & VERIFY DROP; BOTH
11. Left MAG....SELECT & VERIFY DROP; BOTH  
(MAG DROP < 125RPM or not more than  
50RPM Difference)
12. Suction Gage.....GREEN
13. Oil Pres & Temp.....GREEN
14. Amp Meter.....CHECK
15. High Density Alt.....LEAN for MAX POWER
16. Throttle; CHECK AT IDLE; RESET 900-1000
17. Safety—Doors—Windows—Safety Belts
18. Review.....
  - DEPARTURE PLAN & AIRSPEEDS
  - Emergency Or Prob. *Before Rotation* –  
**Throttle IDLE Power / Brake as Required**
  - Engine Failure Immediately After Takeoff  
**Best Glide...65 KIAS**
19. Visually Clear.....BASE/FINAL  
(360° Turn at Uncontrolled Airports)

**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.**

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N739EF C172 Pilot's Abbreviated Checklist  
Version 11.28.20

### HOLD LINE CHECKS

1. Radio Select (if req).....Rescan Instruments
2. Lights.....ALL ON
3. Trim.....SET FOR TAKEOFF
4. Mixture.....RICH  
(Lean for Density Altitude if Appropriate)
5. Transponder.....CONFIRM ALT & CODE
6. Flaps.....SET (If Required)
7. Time.....NOTE
8. ANNOUNCE INTENTIONS or Read Back ATC Instruc.
9. Visually CLEAR BASE & FINAL.....

### AIRSPPEED REVIEW

**Vy**—73 KIAS (Sea Level) 68 KIAS (10,000')

**Vx**—59 KIAS (Sea Level) 61 KIAS (10,000')

**Best Glide**—65 KIAS Flaps Up

### AFTER TAKEOFF

*Airspeed—Heading—Engine—Instruments*

1. Flaps.....UP If Required
2. Engine Instruments.....SCAN & VERIFY
3. Heading/ GPS.....CONFIRM ON COURSE
4. Radio: ATC (Flight Following) and/or FSS Activate Flight Plan.....As Desired

### TOP OF CLIMB

*Pitch—Power—Trim—Time*

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

### FIVE T'S FOR CROSS-COUNTRY AND IFR

1. Turn.....Turn to the Course Heading
2. Time.....Start the Time
3. Twist.....Tune the Radio (VOR etc.) & Twist the CDI
4. Throttle.....SET RPM: Go Down or Slow Down
5. Talk.....Talk to ATC

### 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
4. Mixture.....Enrich as Req. During Descent

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

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

#### ABEAM RUNWAY NUMBERS

1. RPM.....1500 RPM
2. Airspeed.....85 KIAS; Vfe
3. Flaps.....10°

#### GO-AROUND BRIEF

Full Power  
Carb Heat....OFF  
Control Pitch  
Flaps.....20°  
Climb....55 KIAS  
60 KIAS .....Flaps 10°  
Flaps Retract

#### Normal Landing

60-70 (flaps UP)

55 to 65 KIAS (flaps DOWN)

**Short Field:** 60 KIAS (flaps FULL DOWN 40°)

#### AFTER LANDING/ CLEAR RUNWAY

1. Flaps.....RETRACT
2. Mixture.....LEAN 1 INCH
3. Carb Heat.....OFF
4. Transponder.....ENSURE STBY & Code as Desired
5. Landing & Taxi Lights.....AS DESIRED (Except Night)
6. Radios.....SET If Required Communicate

Please Refuel IF 1/2 Fuel Remaining After Flight

### ENGINE SHUT DOWN

1. Lights- NAV, LANDING, & TAXI.....OFF
2. Avionics Master Switch.....OFF
3. Mixture.....FULL LEAN for ENGINE SHUTDOWN
4. Master Switch (ALT/BAT).....OFF
5. MAGS/Ignition Switch.....OFF & KEY OUT

### 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. Seat Belts.....FASTEN NICELY ACROSS SEATS
3. Control Lock.....INSTALL
4. Recheck Master Switch.....OFF
5. Replace Tie-Downs & Chocks/ Cowl Plugs/ Pitot.....
6. All Doors.....LOCKED

#### Post Flight Walk Around

Please Clean Windshield (If Dirty) For Next Pilot



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## ENGINE FAILURE DURING FLIGHT

1. AIRSPEED—60 to 65 KIAS.....
2. Landing Site.....SELECT
3. Carb Heat.....ON
4. Fuel Selector Valve.....BOTH
5. Mixture.....RICH
6. MAGS; Check Left-Right-Both (or START)
7. Primer.....IN and LOCKED
8. Radio 121.5.....MAYDAY 3x/ Xponder 7700
9. Passenger.....SAFETY BRIEF  
Prepare for Forced Landing  
(Unlatch Doors, Brace Before Landing)
10. REFER TO FORCED LANDING CHECKLIST.....

## FORCED LANDINGS

### EMERGENCY LANDING W/O ENGINE POWER

1. Airspeed—65 KIAS (Flaps Up)  
60 KIAS (Flaps Down)
2. Mixture.....IDLE CUTOFF
3. Fuel Selector Valve.....OFF
4. Flaps....AS REQUIRED (40° Recommended)
5. Mags.....OFF
6. Fuel Selector Valve.....OFF
7. Avionics Switch.....OFF
8. Master Switch (ALT/BAT).....OFF
9. Doors.....UNLATCH
10. TOUCHDOWN MAIN WHEELS FIRST.....

### EMERGENCY LANDING WITH POWER

1. Airspeed—65 KIAS Flaps Up  
60 KIAS Flaps Down  
*As Required for Situation*
2. NOTE WIND & LANDING AREA OBSTRUCTIONS  
COMMUNICATE MAYDAY on 121.5 and  
Squawk 7700
3. PASSENGER SAFETY BRIEF.....  
*ON FINAL (Assume Off-Field Landing)*
4. Flaps.....AS REQUIRED (40° Recommended)
5. Avionics Power.....OFF
6. Master Switch (ALT/BAT).....OFF
7. Mixture.....IDLE CUTOFF
8. Doors.....UNLATCH PRIOR TO LAND
9. TOUCH DOWN MAIN WHEELS FIRST.....

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## EMERGENCY PROCEDURES

**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.

### ENGINE FAILURE DURING TAKEOFF RUN

1. Throttle.....IDLE
2. Brakes.....APPLY as required
3. Flaps.....RETRACT
4. Mixture.....IDLE CUT OFF
5. MAGS.....OFF
6. Master Switch (ALT/BAT).....OFF

### ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

1. Airspeed.....65 KIAS (flaps UP)  
60 KIAS (flaps DOWN)
2. Mixture.....IDLE CUT OFF
3. Fuel Selector Valve.....OFF
4. Ignition Switch.....OFF
5. Wing Flaps.....AS REQUIRED
6. Master Switch.....OFF

### ENGINE FAILURE DURING FLIGHT

1. AIRSPEED—60 to 65 KIAS.....
2. Landing Site.....SELECT
3. Carb Heat.....ON
4. Fuel Selector Valve.....BOTH
5. Mixture.....RICH
6. MAGS; Check Left-Right-Both (or START)
7. Primer.....IN and LOCKED
8. Radio 121.5.....MAYDAY 3x/ Xponder 7700
9. Passenger.....SAFETY BRIEF  
Prepare for Forced Landing  
(Unlatch Doors, Brace Before Landing)
10. REFER TO FORCED LANDING CHECKLIST.....

## PRECAUTIONARY LANDING WITH POWER

Wing flaps.....20°  
Airspeed.....60 KIAS

**Select Field**—Fly Over, note terrain, Obstructions, then retract flaps upon reaching a safe altitude and airspeed.

Avionics Power Switch and Electrical .....OFF  
Flaps.....40°  
Airspeed .....60 KIAS  
Master Switch..... OFF  
Doors.....UNLATCH PRIOR TO TOUCHDOWN  
Touchdown.....SLIGHTLY TAIL LOW  
Ignition Switch/MAGS .....OFF  
Brakes.....APPLY if needed

### Transponder Codes:

1200—VFR

7600—RADIO FAILURE

7700—EMERGENCY

7500—Hijacking

### 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	

## ELECTRICAL POWER MALFUNCTIONS

### OVER-VOLTAGE (RED) LIGHT ILLUMINATES IN FLIGHT (If Red Light Comes on Alternator is Not Operating)

1. AVIONICS POWER SWITCH.....OFF
2. ALT/BAT SWITCH.....OFF
3. TURN OFF OTHER UNESSENTIAL ELECTRICAL EQUIPMENT.....
4. ALT/BAT MASTER SWITCH.....ON

If Over-Voltage (RED) light illuminates again an alt malfunction has occurred and flight should be terminated as soon as practical. BAT SIDE of the switch & AVN master may be turned on. Turn off all unessential avionics. Use only essential avionics to conserve the battery.

### AMP METER DISCHARGE

Indicates battery discharge rate & either alt is not functioning or electric load exceeds output of alt.

1. ALTERNATOR (ALT side of switch).....OFF
2. NONESSENTIAL RADIO/ELECT EQUIP.....OFF
3. FLIGHT TERMINATE & LAND AS SOON AS PRACTICAL.....

## FIRES

### DURING START ON GROUND

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

#### *IF ENGINE STARTS:*

1. POWER.....1700 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 SELECTOR.....OFF
4. MAGS & MASTER.....OFF
5. EXIT AIRCRAFT IMMEDIATELY.....

### ENGINE FIRE IN FLIGHT

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 100 KIAS.....
6. EXECUTE FORCED LANDING WITHOUT ENGINE POWER.....

### CABIN

#### ELECTRICAL FIRE POH (3-13)

##### *IF YOU SMELL BURNING*

1. MASTER SWITCH (ALT/BAT).....OFF
2. AVIONICS POWER SWITCH.....OFF
3. ALL OTHER SWITCHES.....OFF
4. CLOSE VENTS
5. FIRE EXTINGUISHER-ACTIVATE
6. IF FIRE OUT VENT THE CABIN AND LAND

*IF FIRE NOT EXTINGUISHED EXECUTE EMERGENCY DESCENT*

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