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)  
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  
15. Radios; Audio Panel—Intercom—GPS—Comm Set  
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**
1. Brakes...............................HOLD or Set
2. Flight Instruments..............VERIFY & SET
3. Radio Set FREQUENCIES/ 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 TAKE OFF
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
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

**Review**
- DEPARTURE PLAN & AIRSPEEDS
- Emergency Or Prob. Before Rotation – Throttle IDLE Power / Brake as Required
- Engine Failure Immediately After Takeoff
- Best Glide...65 KIAS
- 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
**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**
2. **Gas**
3. **Lights**
4. **Undercarriage**
5. **Mixture**
6. **Power**
7. **Safety**

**ABEAM RUNWAY NUMBERS**

1. **RPM**
2. **Airspeed**
3. **Flaps**

**GO-AROUND BRIEF**

- Full Power
- Carb Heat
- Control Pitch
- Flaps
- Climb

**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**
2. **Mixture**
3. **Carb Heat**
4. **Transponder**
5. **Landing & Taxi Lights**
6. **Radios**

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**ENGINE SHUT DOWN**

1. **Lights-NAV, LANDING, & TAXI**
2. **Avionics Master Switch**
3. **Mixture**
4. **Master Switch (ALT/BAT)**
5. **MAGS/Ignition Switch**

**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...LOCKED
6. All Doors...LOCKED

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**Post Flight Walk Around**

Please Clean Windshield (If Dirty) For Next Pilot

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**TakeWING AVIATION**

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Creswell Municipal Airport (77S)
83501 North Melton Rd. #3
Creswell, OR 97426
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 LANDEDINGS

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..............

ENGINE FAILURE DURING TAKEOFF RUN
1. Throttle.................................IDLE
2. Brakes.................................APPLY as required
3. Flaps.................................RETRACT
4. Mixture.................................IDLE CUTOFF
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 CUTOFF
3. Fuel Selector Valve..........................OFF
4. Ignition Switch..........................OFF
5. Wing Flaps................................OFF
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.....
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..............................................

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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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Light Gun Signals

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

Transponder Codes:
1200——VFR
7600——RADIO FAILURE
7700——EMERGENCY
7500——Hijacking