VFR and IFR

COCKPIT CHECKLIST

AND FLIGHT PLANNING ASSISTANT

Cessna 172N Skyhawk (160 HP)

Includes:

- Normal Procedures
- Preflight Inspection
- Performance Data:
  - Takeoff - Climb
  - Landing - Cruise
- Weight and Balance
- V-Speeds
- Graphical Emergency Procedures
- FAA Flight Plan Information
- Integrated IFR Procedures
- Airport Signs and Markings
- VFR Airspace and Weather Rules
- METAR / TAF Weather Codes
- Holding Pattern Entry

and Much More!

ProPilot Checklist ™

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Fly Professionally!

Fly Safely!

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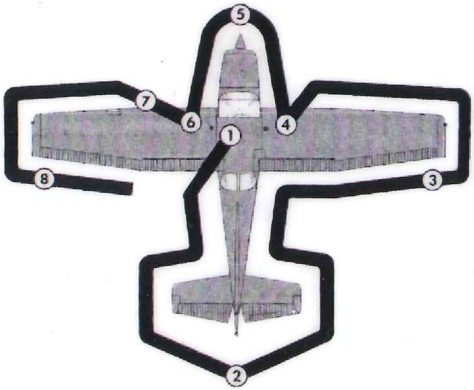
PREFLIGHT PLANNING & INSPECTION



ENGINE: LYCOMING O-320-D2J, 160 HP
OIL: 7 QTS TOTAL (4 QTS MINIMUM)
FUEL: 100 LL (BLUE) ,100 (GREEN)

FUEL CAPACITY: 43 GALLONS TOTAL
40 GALLONS USABLE

MAXIMUM TAKEOFF WEIGHT: 2300 LBS
MAXIMUM RAMP WEIGHT: 2307 LBS

ELECTRICAL SYSTEM:
28-VOLT DC SYSTEM
24-VOLT BATTERY
60-AMP ALTERNATOR

TIRE PRESS: 29 PSI (MAIN WHEELS)
31 PSI (NOSE WHEEL)

- Check the airplane thoroughly in a walk-around inspection.
- Park airplane in a level attitude for accurate fuel sampling.
- Remove all traces of snow, ice and frost from wings, tail, and control surfaces.
- Check that no internal ice or foreign objects are interfering with control surfaces.
- Pitot heat should be warm within 30 seconds with battery and pitot heat switches on.
- Check operation of all exterior lights, and bring a flashlight if night flight is anticipated.

PREFLIGHT

1. OBTAIN WEATHER, FILE FLIGHT PLAN
2. WEIGHT & BALANCE
3. PERFORMANCE CALCULATIONS (FUEL, RUNWAY LENGTH, DENSITY ALT)

1 - CABIN

1. PITOT TUBE COVER - REMOVE, CHECK FOR PITOT STOPPAGE
2. A.R.O.W. DOCUMENTS
3. POH - ACCESSIBLE TO PILOT
4. PARKING BRAKE - SET
5. CONTROL LOCK - REMOVE
6. MAGNETOS - OFF
7. AVIONICS MASTER SWITCH - OFF
8. MASTER SWITCH - ON
9. FUEL QUANTITY INDICATORS - CHECK QUANTITY
10. AVIONICS MASTER SWITCH - ON
11. AVIONICS COOLING FAN - CHECK AUDIBLY FOR OPERATION
12. AVIONICS MASTER SWITCH - OFF
13. ALT STATIC AIR - CHECK OPERATION, THEN OFF
14. FUEL SELECTOR - BOTH
15. FLAPS - DOWN
16. PITOT HEAT - ON, CHECK PITOT TUBE WARM WITHIN 30 SECONDS
17. PITOT HEAT - OFF
18. EXTERIOR LIGHTS - ON, VISUALLY CHECK
19. MASTER SWITCH & LIGHTS - OFF

PREFLIGHT INSPECTION (continued)

2 - EMPENNAGE

1. BAGGAGE DOOR - CHECK CLOSED, LOCK WITH KEY
2. RUDDER LOCK - REMOVE
3. TAIL TIE-DOWN - REMOVE
4. ELEVATOR & RUDDER - CHECK MOVEMENT, CONDITION & LINKAGE
5. ELEVATOR TRIM TAB - CHECK CONDITION & LINKAGE
6. ANTENNAS - CHECK SECURITY & CONDITION

3 - RIGHT WING TRAILING EDGE

1. FLAP - CHECK SECURITY, CONDITION & LINKAGE
2. AILERON - CHECK MOVEMENT, SECURITY & CONDITION

4 - RIGHT WING

1. WING TIE-DOWN & CHOCKS - REMOVE
2. MAIN WHEEL - CHECK BRAKES, TIRE INFLATION & CONDITION
3. FUEL TANK SUMPS - DRAIN & INSPECT FUEL
4. FUEL QUANTITY - CHECK VISUALLY
5. FUEL TANK CAP - SECURE & VENT CLEAR

5 - NOSE

1. OIL - 7 QUARTS (4 QUARTS MINIMUM), SECURE DIPSTICK & DOOR
2. FUEL STRAINERS & DRAIN VALVES - DRAIN & INSPECT FUEL
3. ENGINE COOLING AIR INLETS - CHECK FOR RESTRICTIONS
4. PROPELLER & SPINNER - INSPECT
5. CARBURETOR AIR FILTER - CHECK FOR RESTRICTIONS
6. ALTERNATOR & BELT - INSPECT
7. NOSEWHEEL STRUT & TIRE - CHECK INFLATION & CONDITION
8. STATIC SOURCE OPENING - CHECK FOR BLOCKAGE
9. LANDING & TAXI LIGHTS - INSPECT

6 - LEFT WING

1. WING TIE-DOWN & CHOCKS - REMOVE
2. MAIN WHEEL - CHECK BRAKES, TIRE INFLATION & CONDITION
3. FUEL QUANTITY - CHECK VISUALLY
4. FUEL TANK CAP - SECURE & VENT CLEAR
5. FUEL TANK SUMPS - DRAIN & INSPECT FUEL

7 - LEFT WING LEADING EDGE

1. PITOT TUBE - CHECK FOR BLOCKAGE
2. FUEL TANK VENT - CHECK FOR BLOCKAGE
3. STALL WARNING - CHECK FOR BLOCKAGE

8 - LEFT WING TRAILING EDGE

1. AILERON - CHECK SECURITY & CONDITION
2. FLAP - CHECK SECURITY & CONDITION

ENGINE START

BEFORE START

1. PREFLIGHT - COMPLETE
2. PASSENGER BRIEFING - COMPLETE
3. SEATS & SEAT BELTS - ADJUST AND LOCK
4. BRAKES - TEST & SET
5. CIRCUIT BREAKERS - IN
6. ELECTRICAL EQUIPMENT (EXCEPT BEACON) - OFF
7. AVIONICS MASTER - OFF
8. FUEL SELECTOR - BOTH

ENGINE START (WITH BATTERY)

1. PRIME - AS REQUIRED (2 TO 6 STROKES, NONE IF ENGINE IS WARM)
2. CARBURETOR HEAT - COLD
3. THROTTLE - OPEN 1/8 INCH
4. MIXTURE - RICH
5. PROPELLER AREA - CLEAR
6. MASTER SWITCH - ON
7. BEACON - ON
8. MAGNETOS - START, RELEASE WHEN ENGINE STARTS

WHEN ENGINE STARTS

9. OIL PRESSURE - CHECK (GREEN WITHIN 30-60 SEC)
10. STARTER - CHECK DISENGAGED (IF STARTER REMAINS ENGAGED, AMMETER WOULD INDICATE FULL SCALE CHARGE WITH ENGINE AT 1000 RPM)
11. LOW VOLTS WARNING LIGHT - CHECK OFF
12. NAV LIGHTS, TAXI LIGHT - AS REQUIRED
13. AVIONICS MASTER - ON
14. RADIOS - ON
15. FLAPS - UP
16. MIXTURE - LEAN FOR GROUND OPS

AFTER START

PRE-TAXI

1. ATIS / ASOS - OBTAIN IF AVAILABLE
2. GPS - CHECK SIGNAL STRENGTH

AUTOPILOT TEST (KAP-140 ONLY -- USE CORRECT PROC. FOR OTHER A/P)

3. AUTOPILOT - VERIFY SELF-TEST SUCCESSFUL
   (ALL DISPLAY ELEMENTS ILLUMINATED + DISCONNECT TONE)

4. MANUAL ELECTRIC TRIM - TEST SWITCHES INDIVIDUALLY
   a. LEFT SWITCH - PUSH FORE & AFT, VERIFY NO TRIM MOVEMENT
      (IF TEST FAILS, MANUAL ELECTRIC TRIM SYSTEM HAS FAILED)
   b. RIGHT SWITCH - PUSH FORE & AFT, VERIFY "PT" LIGHT ILLUMINATES, AND NO TRIM MOVEMENT
      (IF TEST FAILS, TRIM MONITOR SYSTEM HAS FAILED)
   c. BOTH SWITCHES - TEST NORMAL OPERATION (MOVE BOTH SWITCHES FORE & AFT, VERIFY PROPER TRIM MOVEMENT)
   d. VERIFY TRIM INTERRUPT SWITCH STOPS ELECTRIC TRIM MOTION
   e. IF FAULT DETECTED, PULL A/P CIRCUIT BREAKER BEFORE FLIGHT

5. AUTOPILOT - ON, CONFIRM MANUAL OVERRIDE OF FLIGHT CONTROLS
6. AUTOPILOT - TEST DISENGAGE WITH YOKE DISCONNECT SWITCH
7. AUTOPILOT - VERIFY OFF

8. ELEVATOR TRIM - SET FOR TAKEOFF
9. FLIGHT CONTROLS - FREE & CORRECT
10. ALTIMETERS (MAIN & A/P) - SET
11. DG / HSI - SET TO MAGNETIC COMPASS
12. HEADING BUG - SET
13. AUTOPILOT ALTITUDE PRESELECT - SET
14. FUEL QUANTITY - CHECK
15. NAV-COM RADIOS - SET
16. TRANSPONDER - SET SQUAWK CODE, SET TO STBY
17. GPS FLIGHT PLAN - SET
18 HSI - SELECT NAV SOURCE (NAV OR GPS)
19. COM 1 & COM 2 - OBTAIN RADIO CHECK
20. PARKING BRAKE - RELEASE
21. BRAKES - CHECK

TAXI CHECK

MAKE THE FOLLOWING CHECKS DURING TAXI TURNS:

1. ATTITUDE INDICATOR - STABLE
2. HEADING INDICATOR - CORRECT, VERIFY AGAINST MAG. COMPASS
3. TURN RATE INDICATOR & SLIP/SKID - CORRECT
4. MAGNETIC COMPASS - SWINGS FREELY

TAKEOFF - CLIMB - CRUISE

DEPARTURE BRIEFING
WIND • FLAPS • SIGNIF. WX • TERRAIN • MSA-MEA • PERFORMANCE • SID • ROUTE • GPS & FMS • AUTOPILOT • T.O. ALTERNATE • EMERGENCY

V-SPEEDS (KIAS)	BEST GLIDE	Va - 97 (2300 LBS)
Vso - 33	65 (MAX GROSS)	89 (1950 LBS)
Vs1 - 44		80 (1600 LBS)
Vr - 55		
Vx - 59	Vfe (10°) - 110	Vno - 127
Vy - 73	(10° to FULL) - 85	Vne - 158

BEFORE TAKEOFF

1. SEATS & SEAT BELTS - LOCKED & FASTENED
2. CABIN DOORS & WINDOWS - CLOSED & LOCKED
3. FUEL SELECTOR - BOTH
4. PRIMER - IN & LOCKED
5. ELEVATOR TRIM - SET
6. MIXTURE - RICH (AT DENSITY ALTITUDE > 3000: LEAN FOR MAX RPM)
7. THROTTLE - 1700 RPM
   - MAGNETOS - CHECK EACH (125 MAX DROP, 50 MAX DIFF)
   - CARBURETOR HEAT - CHECK FOR RPM DROP
   - SUCTION GAGE - CHECK
   - ENGINE INSTRUMENTS & AMMETER - CHECK
8. IDLE SPEED - CHECK
9. THROTTLE - 1000 RPM OR LESS
10. FLAPS - SET (0-10°)
11. TRANSPONDER - SET TO ALT
12. AIR CONDITIONER (IF INSTALLED) - OFF
13. AUTOPILOT - OFF / PITOT HEAT - AS REQUIRED
14. LANDING LIGHT & STROBES - ON
15. TAKEOFF - BRIEF V-SPEEDS, DEPARTURE PROCEDURE, ABORT PLAN
16. DEPARTURE TIME - NOTE
17. ON RUNWAY - CHECK COMPASS & DG CORRECT, **VERIFY CORRECT RWY**

NORMAL TAKEOFF

1. FLAPS - UP TO 10°
2. CARB HEAT - COLD / THROTTLE - FULL
3. MIXTURE - FULL RICH (LEAN FOR MAX RPM ABOVE 3000)
4. ELEVATOR - LIFT NOSEWHEEL AT 55 KIAS
5. CLIMB SPEED - 70 TO 80 KIAS
6. FLAPS - RETRACT AT SAFE ALTITUDE

SHORT FIELD TAKEOFF

1. FLAPS - 10°
2. BRAKES - APPLY
3. CARB HEAT - COLD / THROTTLE - FULL
4. MIXTURE - FULL RICH (LEAN FOR MAX RPM ABOVE 3000)
5. BRAKES - RELEASE
6. ELEVATOR - SLIGHTLY TAIL LOW
7. CLIMB SPEED - 53 KIAS (UNTIL CLEAR OF OBSTACLES)
8. FLAPS - RETRACT AT SAFE ALTITUDE & AIRSPEED

ENROUTE CLIMB

1. FLAPS - UP
2. AIRSPEED - 70-85 KIAS
3. THROTTLE - FULL
4. MIXTURE - FULL RICH (LEAN ABOVE 3000)

CRUISE

1. POWER - 2300 TO 2700 RPM
2. MIXTURE - LEAN

APPROACH - LANDING - SHUTDOWN

IN-RANGE

1. ATIS/ASOS - OBTAIN
2. ALTIMETERS (MAIN & A/P) - SET
3. APPROACH - BRIEF (FREQS, HEADINGS, ALTITUDES, ARPT DIAGRAM)

DESCENT

1. POWER - AS DESIRED
2. FUEL SELECTOR - BOTH
3. MIXTURE - ADJUST FOR SMOOTH ENGINE OPERATION (FULL RICH FOR IDLE POWER)
4. CARB HEAT - FULL HEAT AS REQUIRED
5. ALTIMETERS (MAIN & A/P) - SET
6. FLAPS - AS DESIRED

IFR APPROACH BRIEFING

ATIS • WIND • WX • TERRAIN • NOTAMS • APCHS IN USE • PERFORMANCE • ROUTE • TRAFFIC • AIRPORT & CITY NAME • APPCH TITLE • NAVAIDS • STRAIGHT-IN, CIRCLING • FINAL APPCH COURSE • ALT AT FAF • DH, MDA • TDZE • MISSED APPCH • MSA • NOTES • ARPT LIGHTING • REQUIRED VIZ • RUNWAY LENGTH • TURNOFF & TAXI ROUTE • COMMUNICATIONS

APPROACH

1. FUEL SELECTOR - BOTH
2. ALTIMETERS (MAIN & A/P) - SET
3. RADIOS - SET FOR APCH, IDENTIFY
4. AUDIO PANEL, MARKER BEACON - SET
5. APPROACH - BRIEF
6. MISSED APPROACH - REVIEW
7. A/P ALT PRESELECT - SET
8. HSI - SET TO NAV SOURCE (NAV OR GPS)
9. FMS/GPS - REVIEW LEG/OBS/SUSP PROCEDURES
10. LANDING LIGHT - ON

BEFORE LANDING

1. FUEL SELECTOR - BOTH
2. MIXTURE - FULL RICH (OR LEANED FOR MAX RPM)
3. CARBURETOR HEAT - ON (APPLY FULL HEAT BEFORE REDUCING POWER)
4. SEATS AND SEAT BELTS - SECURED AND LOCKED
5. LANDING LIGHT - ON
6. AUTOPILOT - OFF
7. FLAPS - SET
8. BRAKE PEDALS - CHECK FOR PRESSURE

BALKED LANDING

1. THROTTLE - FULL
2. CARBURETOR HEAT - COLD
3. FLAPS - RETRACT TO 20°
4. CLIMB SPEED - 55 KIAS
5. FLAPS - 10° UNTIL OBSTACLES CLEAR, RETRACT AT SAFE ALTITUDE & 60 KIAS

AFTER LANDING

1. CARBURETOR HEAT - COLD
2. FLAPS - UP
3. STROBES & PITOT HEAT - OFF
4. TRIM - SET FOR TAKEOFF
5. LANDING/TAXI LIGHT - AS REQ.
6. MIXTURE - LEAN FOR GROUND OPS
7. TRANSPONDER - SQUAWK STBY

SHUTDOWN

1. ELT - VERIFY SILENT
2. LIGHTS & SWITCHES - OFF
3. AVIONICS MASTER - OFF
4. MIXTURE - FULL LEAN
5. MAGS - OFF
6. MASTER - OFF
7. PARKING BRAKE - SET
8. FUEL SELECTOR - LEFT OR RIGHT
9. GUST LOCK - INSTALL
10. PITOT COVER, TIE DOWNS - INSTALL
11. DOORS - LOCK

ENGINE FAILURE

ENGINE FAILURE DURING TAKEOFF ROLL

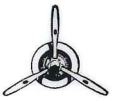
1. **THROTTLE - CLOSED**
2. **BRAKES - APPLY**
3. FLAPS - UP
4. MIXTURE - IDLE CUTOFF
5. MAGNETOS - OFF
6. MASTER - OFF

ENGINE FAILURE JUST AFTER TAKEOFF

1. **AIRSPEED - 65 (FLAPS UP), 60 (FLAPS DOWN)**
2. MIXTURE - IDLE CUTOFF
3. FUEL SELECTOR - OFF
4. MAGNETOS - OFF
5. FLAPS - AS REQUIRED (FULL PREFERRED)
6. MASTER - OFF
7. CABIN DOORS - UNLOCK
8. LAND - STRAIGHT AHEAD, MINIMIZE TURNS

ENGINE FAILURE DURING FLIGHT

1. **AIRSPEED - 65 (AT MAX GROSS)**
2. **SUITABLE LANDING AREA - LOCATE**
3. **CARB HEAT - ON**
4. **FUEL SELECTOR - BOTH**
5. **MIXTURE - RICH (IF NOT RESTARTED YET)**
6. **PRIMER - IN & LOCKED**
7. MAGNETOS - BOTH (OR START IF PROPELLER STOPPED)
8. THROTTLE & MIXTURE - TRY DIFFERENT COMBINATIONS



EMERGENCY LANDINGS

LANDING WITH A FLAT MAIN TIRE

1. APPROACH SETUP - STANDARD
2. FLAPS - 40°
3. TOUCHDOWN - ON GOOD WHEEL FIRST, HOLD BAD WHEEL OFF WITH AILERON
4. RUNWAY CENTERLINE - MAINTAIN USING RUDDER AND GOOD WHEEL'S BRAKE

LANDING WITH A FLAT NOSEWHEEL

1. APPROACH SETUP - STANDARD
2. FLAPS - AS REQUIRED
3. TOUCHDOWN - ON MAIN WHEELS (HOLD NOSEWHEEL OFF)
4. NOSEWHEEL - HOLD OFF, MAINTAIN UP ELEVATOR UNTIL STOPPED

EMERGENCY LANDINGS (cont'd)

EMERGENCY LANDING WITHOUT ENGINE POWER

1. ELT - ON
2. SEATS - UPRIGHT & LOCKED
3. SEAT BELTS - FASTENED
4. AIRSPEED - 65 (FLAPS UP), 60 (FLAPS DOWN)
5. MIXTURE - IDLE CUTOFF
6. FUEL SELECTOR - OFF
7. MAGNETOS - OFF
8. FLAPS - AS REQUIRED (40° PREFERRED)
9. MASTER - OFF
10. DOORS - UNLOCK BEFORE LANDING
11. TOUCHDOWN - SLIGHTLY NOSE HIGH
12. BRAKING - MAXIMUM

PRECAUTIONARY LANDING WITH ENGINE POWER

1. SEATS - UPRIGHT & LOCKED
2. SEAT BELTS - FASTENED
3. AIRSPEED - 60
4. FLAPS - 20°
5. LANDING AREA - OVERFLY, CHECK TERRAIN & OBSTACLES
6. FLAPS - 40° (ON FINAL)
7. AIRSPEED - 60
8. MASTER - OFF (WHEN LANDING IS ASSURED)
9. DOORS - UNLOCK BEFORE LANDING
10. TOUCHDOWN - SLIGHTLY NOSE HIGH
11. MIXTURE - IDLE CUTOFF
12. MAGNETOS - OFF
13. BRAKING - MAXIMUM

DITCHING

1. MAYDAY - TRANSMIT TO ATC OR 121.5, SQUAWK 7700
2. ELT - ON
3. HEAVY BAGGAGE - SECURE OR DISCARD
4. SEATS - UPRIGHT & LOCKED
5. SEAT BELTS - FASTENED
6. FLAPS - 20° TO 40°
7. POWER - 300 FPM DESCENT AT 55 KIAS
   IF NO POWER AVAILABLE:
   65 KIAS (FLAPS UP)
   60 KIAS (FLAPS 10°)
8. APPROACH - HIGH WINDS, LARGE WAVES - UPWIND
   LIGHT WINDS, LARGE WAVES - PARALLEL TO WAVES
9. CABIN DOORS - UNLOCK
10. TOUCHDOWN - LEVEL PITCH ATTITUDE, 300 FPM DESCENT
11. HEAD & FACE - PROTECT DURING LANDING
12. AIRCRAFT - EVACUATE
13. FLOATATION GEAR - DEPLOY AFTER EXITING AIRCRAFT

EMERGENCY - FIRES

FIRE DURING START ON GROUND

1. **MAGNETOS - START (TRY TO START ENGINE)**

IF ENGINE STARTS

2. POWER - 1700 RPM FOR SEVERAL MINUTES
3. ENGINE - SHUTDOWN AND INSPECT FOR DAMAGE

IF ENGINE DOES NOT START

2. **THROTTLE - FULL OPEN**
3. **MIXTURE - IDLE CUTOFF**
4. **MAGNETOS - START (KEEP CRANKING)**
5. FUEL SELECTOR - OFF
6. MASTER - OFF
7. MAGNETOS - OFF
8. AIRCRAFT - EVACUATE

ENGINE FIRE IN FLIGHT

1. **MIXTURE - IDLE CUTOFF**
2. **FUEL SELECTOR - OFF**
3. **MASTER - OFF**
4. CABIN HEAT & AIR - OFF (EXCEPT OVERHEAD VENTS)
5. AIRSPEED - 100 KIAS (OR HIGHER TO EXTINGUISH FIRE)
6. FORCED LANDING - EXECUTE

ELECTRICAL FIRE IN FLIGHT

1. **MASTER - OFF**
2. **VENTS, CABIN AIR & HEAT - CLOSED**
3. **FIRE EXTINGUISHER - USE IF NEEDED**
4. AVIONICS MASTER SWITCH - OFF
5. ALL SWITCHES (EXCEPT IGNITION) - OFF
6. VENTS, CABIN AIR & HEAT - OPEN WHEN FIRE EXTINGUISHED

IF FIRE IS OUT AND ELECTRICAL POWER IS NEEDED FOR FLIGHT

7. MASTER - ON
8. CIRCUIT BREAKERS - CHECK, DO NOT RESET
9. RADIO SWITCHES - OFF
10. AVIONICS MASTER SWITCH - ON
11. RADIO / ELECTRICAL SWITCHES - ON (ONE AT A TIME, WITH DELAY)

CABIN FIRE

1. **MASTER - OFF**
2. **VENTS, CABIN AIR & HEAT - CLOSED**
3. **FIRE EXTINGUISHER - USE IF NEEDED**
4. VENTS, CABIN AIR & HEAT - OPEN WHEN FIRE EXTINGUISHED
5. LAND AS SOON AS POSSIBLE

WING FIRE

1. **NAV LIGHTS & STROBES - OFF**
2. **PITOT HEAT - OFF**
3. **SIDESLIP - PERFORM TO KEEP FLAMES FROM TANK & CABIN**

EMERGENCY - MISCELLANEOUS

ICING

1. **PITOT HEAT - ON**
2. **TURN BACK OR CHANGE ALTITUDE**
3. **CABIN HEAT & DEFROSTER - OPEN**
4. THROTTLE - OPEN TO REDUCE ICE BUILD-UP ON PROPELLER
5. CARBURATOR HEAT - APPLY IF SIGNS OF CARB ICE OCCUR, AND LEAN MIXTURE FOR MAX RPM IF CARB HEAT IS LEFT ON

6. LAND AS SOON AS POSSIBLE
7. ANTICIPATE HIGHER STALL SPEED
8. FLAPS - LEAVE RETRACTED
9. OPEN LEFT WINDOW & SCRAPE ICE OFF WINDSHIELD
10. LANDING - PERFORM USING SIDESLIP FOR VISIBILITY
11. APPROACH - 65 TO 75 KIAS DEPENDING ON AMOUNT OF ICE
12. LAND IN LEVEL ATTITUDE
13. MISSED APPROACH - AVOID DUE TO REDUCED CLIMB ABILITY

STATIC SOURCE BLOCKAGE

1. **ALT STATIC AIR - PULL ON**

2. CABIN HEAT & CABIN AIR - PULL ON
3. VENTS - CLOSED
4. AIRSPEED - CORRECT WITH "AIRSPEED CALIBRATION: ALT STATIC SOURCE" IN POH CHAPTER 5 (INCREASE INDICATED AIRSPEED BY ABOUT 2 KTS)

LOW VACUUM

1. **SUCTION GAGE - CHECK**
2. IF VACUUM POINTER OUT OF LIMITS OR GYRO FLAG ON ATTITUDE INDICATOR, **DO NOT USE ATTITUDE INDICATOR OR DG/HSI**

LANDING WITHOUT ELEVATOR CONTROL

1. TRIM FOR LEVEL FLIGHT AT 65 KIAS AND 20 FLAPS
2. CONTROL GLIDE WITH POWER ONLY
3. FLARE - USE UP ELEVATOR TRIM & POWER TO RAISE NOSE

ELECTRICAL FAILURES

AMMETER SHOWS EXCESSIVE RATE OF CHARGE
(FULL SCALE DEFLECTION)

1. ALTERNATOR SIDE OF MASTER SWITCH - OFF
2. ALTERNATOR CIRCUIT BREAKER - PULL
3. NONESSENTIAL ELECTRICAL EQUIPMENT - OFF
4. LAND AS SOON AS PRACTICAL

LOW-VOLTAGE LIGHT ILLUMINATES DURING FLIGHT
(AMMETER INDICATES DISCHARGE)

1. AVIONICS MASTER - OFF
2. ALTERNATOR CIRCUIT BREAKER - CHECK IN
3. MASTER SWITCH - OFF (BOTH SIDES)
4. MASTER SWITCH - ON
5. LOW VOLTAGE LIGHT - CHECK OFF
6. AVIONICS MASTER - ON

VOLTS

IF LOW VOLTAGE LIGHT ILLUMINATES AGAIN:

7. ALTERNATOR SIDE OF MASTER SWITCH - OFF
8. NONESSENTIAL RADIO AND ELECTRICAL EQUIPMENT - OFF
9. FLIGHT - TERMINATE AS SOON AS PRACTICAL.

NOTE: WITH THE ALTERNATOR SIDE OF THE MASTER SWITCH OFF, SIGNIFICANT COMPASS DEVIATIONS MAY OCCUR.

PERFORMANCE

TIME, FUEL & DISTANCE TO CLIMB AT 2300 LBS

CONDITIONS:

- FLAPS UP
- FULL THROTTLE
- STANDARD TEMPERATURE

PRESS ALT FT	CLIMB SPEED KIAS	RATE OF CLIMB FPM	FROM SEA LEVEL		
			TIME IN MIN	FUEL USED GAL	DIST NM
S.L.	73	770	0	0.0	0
1000	73	725	1	0.3	2
2000	72	675	3	0.6	3
3000	72	630	4	0.9	5
4000	71	580	6	1.2	8
5000	71	535	8	1.6	10
6000	70	485	10	1.9	12
7000	69	440	12	2.3	15
8000	69	390	15	2.7	19
9000	68	345	17	3.2	22
10,000	68	295	21	3.7	27
11,000	67	250	24	4.2	32
12,000	67	200	29	4.9	38

NOTE

1. ADD 1.1 GALLONS OF FUEL FOR ENGINE START, TAXI AND TAKEOFF ALLOWANCE.
2. MIXTURE LEANED ABOVE 3000 FEET FOR MAXIMUM RPM.
3. INCREASE TIME, FUEL AND DISTANCE BY 10% FOR EACH 10°C ABOVE STANDARD TEMPERATURE.
4. DISTANCES SHOWN ARE BASED ON ZERO WIND.

PERFORMANCE

SHORT FIELD TAKEOFF DISTANCE (2300 LBS)

CONDITIONS:

- FLAPS 10°
- PAVED, LEVEL, DRY RUNWAY
- ZERO WIND
- FULL THROTTLE PRIOR TO BRAKE RELEASE
- LIFTOFF: 48 KIAS
- SPEED AT 50 FEET: 53 KIAS

Press Alt In Feet	0° C		10° C		20° C		30° C		40° C	
	Grnd Roll Ft	To Clear 50 Ft Obst	Grnd Roll Ft	To Clear 50 Ft Obst	Grnd Roll Ft	To Clear 50 Ft Obst	Grnd Roll Ft	To Clear 50 Ft Obst	Grnd Roll Ft	To Clear 50 Ft Obst
S.L.	695	1250	745	1340	805	1440	865	1545	925	1655
1000	760	1370	820	1475	880	1585	950	1705	1020	1830
2000	835	1510	900	1625	970	1750	1045	1885	1120	2030
3000	920	1670	990	1800	1070	1940	1150	2095	1235	2260
4000	1010	1850	1090	2000	1180	2165	1270	2340	1365	2535
5000	1115	2060	1205	2235	1300	2425	1405	2635	1510	2860
6000	1235	2310	1335	2515	1440	2740	1555	2985	1675	3265
7000	1370	2610	1480	2850	1600	3125	1730	3430	1865	3775
8000	1520	2975	1645	3270	1780	3610	1925	4000	2080	4465

1. SHORT FIELD TECHNIQUE AS SPECIFIED IN POH SECTION 4.
2. PRIOR TO TAKEOFF FROM FIELDS ABOVE 3000 FEET ELEVATION, THE MIXTURE SHOULD BE LEANED TO GIVE MAXIMUM POWER IN A FULL THROTTLE, STATIC RUNUP.
3. DECREASE DISTANCES 10% FOR EACH 9 KNOTS HEADWIND. FOR OPERATION WITH TAIL WINDS UP TO 10 KNOTS, INCREASE DISTANCES BY 10% FOR EACH 2 KNOTS.
4. FOR OPERATION ON DRY, GRASS RUNWAY, INCREASE DISTANCES BY 15% OF THE "GROUND ROLL" FIGURE.

SHORT FIELD LANDING DISTANCE (2300 LBS)

CONDITIONS:

FLAPS 40°
POWER OFF
MAXIMUM BRAKING
PAVED, LEVEL, DRY RUNWAY
ZERO WIND
SPEED AT 50 FEET: 59 KIAS

Press Alt In Feet	0° C		10° C		20° C		30° C		40° C	
	Grnd Roll Ft	Over 50 Ft Obst	Grnd Roll Ft	Over 50 Ft Obst	Grnd Roll Ft	Over 50 Ft Obst	Grnd Roll Ft	Over 50 Ft Obst	Grnd Roll Ft	Over 50 Ft Obst
S.L.	495	1205	510	1235	530	1265	545	1295	565	1330
1000	510	1235	530	1265	550	1300	565	1330	585	1365
2000	530	1265	550	1300	570	1335	590	1370	610	1405
3000	550	1300	570	1335	590	1370	610	1405	630	1440
4000	570	1335	590	1370	615	1410	635	1445	655	1480
5000	590	1370	615	1415	635	1450	655	1485	680	1525
6000	615	1415	640	1455	660	1490	685	1535	705	1570
7000	640	1455	660	1495	685	1535	710	1575	730	1615
8000	665	1500	690	1540	710	1580	735	1620	760	1665

1. SHORT FIELD TECHNIQUE AS SPECIFIED IN POH SECTION 4.
2. DECREASE DISTANCES 10% FOR EACH 9 KNOTS HEADWIND. FOR OPERATION WITH TAIL WINDS UP TO 10 KNOTS, INCREASE DISTANCES BY 10% FOR EACH 2 KNOTS.
3. FOR OPERATION ON DRY, GRASS RUNWAY, INCREASE DISTANCES BY 45% OF THE "GROUND ROLL" FIGURE.

PERFORMANCE

CRUISE PERFORMANCE

CONDITIONS:

- 2300 POUNDS
- RECOMMENDED LEAN MIXTURE AT ALL ALTITUDES

PRESSURE ALTITUDE	RPM	20° C BELOW STANDARD TEMP			STANDARD TEMPERATURE			20° C ABOVE STANDARD TEMP		
		% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2000	2500	- - -	- - -	- - -	75	116	8.4	71	115	7.9
	2400	72	111	8.0	67	111	7.5	63	110	7.1
	2300	64	106	7.1	60	105	6.7	56	105	6.3
	2200	56	101	6.3	53	100	6.1	50	99	5.8
	2100	50	95	5.8	47	94	5.6	45	93	5.4
4000	2550	- - -	- - -	- - -	75	118	8.4	71	118	7.9
	2500	76	116	8.5	71	115	8.0	67	115	7.5
	2400	68	111	7.6	64	110	7.1	60	109	6.7
	2300	60	105	6.8	57	105	6.4	54	104	6.1
	2200	54	100	6.1	51	99	5.9	48	98	5.7
	2100	48	94	5.6	46	93	5.5	44	92	5.3
6000	2600	- - -	- - -	- - -	75	120	8.4	71	120	7.9
	2500	72	116	8.1	67	115	7.6	64	114	7.1
	2400	64	110	7.2	60	109	6.8	57	109	6.4
	2300	57	105	6.5	54	104	6.2	52	103	5.9
	2200	51	99	5.9	49	98	5.7	47	97	5.5
	2100	46	93	5.5	44	92	5.4	42	91	5.2
8000	2650	- - -	- - -	- - -	75	122	8.4	71	122	7.9
	2600	76	120	8.6	71	120	8.0	67	119	7.5
	2500	68	115	7.7	64	114	7.2	60	113	6.8
	2400	61	110	6.9	58	109	6.5	55	108	6.2
	2300	55	104	6.2	52	103	6.0	50	102	5.8
	2200	49	98	5.7	47	97	5.5	45	96	5.4
10,000	2650	76	122	8.5	71	122	8.0	67	121	7.5
	2600	72	120	8.1	68	119	7.6	64	118	7.1
	2500	65	114	7.3	61	114	6.8	58	112	6.5
	2400	58	109	6.5	55	108	6.2	52	107	6.0
	2300	52	103	6.0	50	102	5.8	48	101	5.6
	2200	47	97	5.6	45	96	5.4	44	95	5.3
12,000	2600	68	119	7.7	64	118	7.2	61	117	6.8
	2500	62	114	6.9	58	113	6.5	55	111	6.2
	2400	56	108	6.3	53	107	6.0	51	106	5.8
	2300	50	102	5.8	48	101	5.6	46	100	5.5
	2200	46	96	5.5	44	95	5.4	43	94	5.3

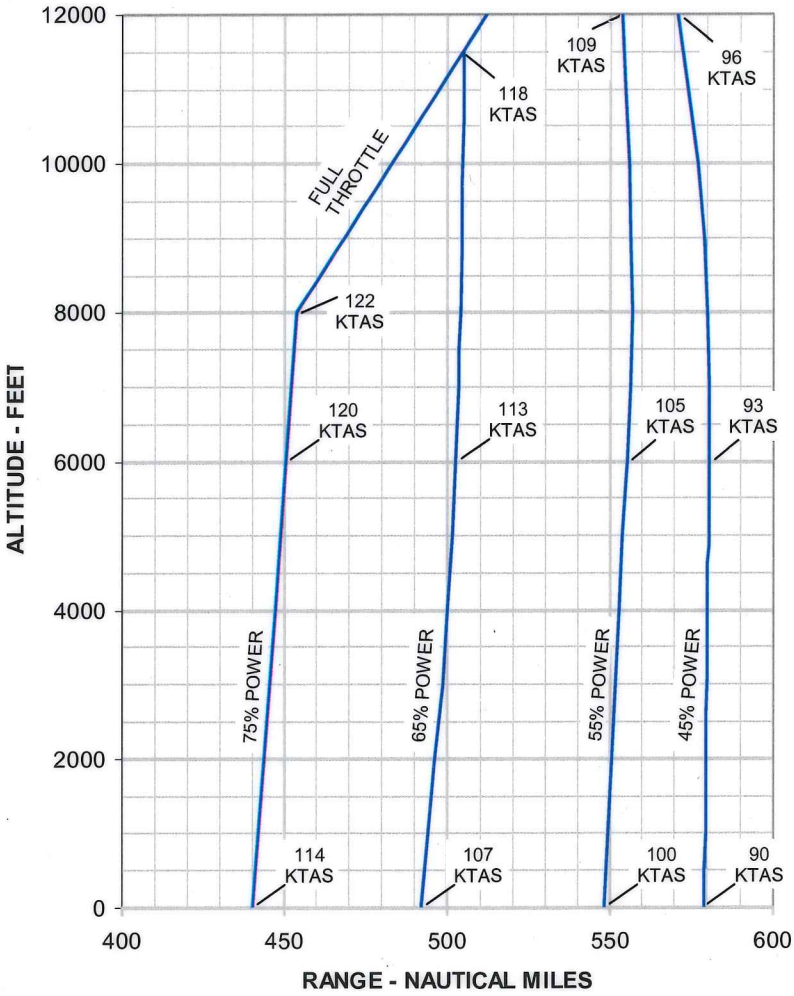
PERFORMANCE

RANGE PROFILE

45 MINUTES RESERVE 40 GALLONS USABLE FUEL

CONDITIONS:

- 2300 POUNDS
- STANDARD TEMPERATURE
- ZERO WIND
- RECOMMENDED LEAN MIXTURE FOR CRUISE AT ALL ALTITUDES



GRAPH IS AN APPROXIMATION. ALWAYS VERIFY WITH YOUR P.O.H.

NOTE

1. THIS CHART ALLOWS FOR THE FUEL USED FOR ENGINE START, TAXI, TAKE OFF AND CLIMB, AND THE DISTANCE DURING CLIMB.

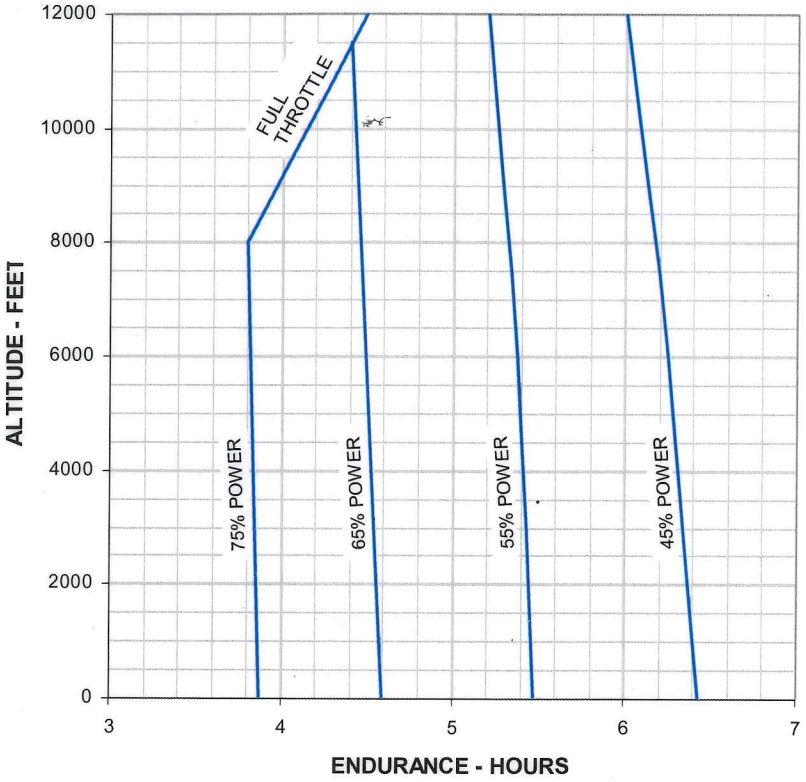
PERFORMANCE

ENDURANCE PROFILE

45 MINUTES RESERVE 40 GALLONS USABLE FUEL

CONDITIONS:

- 2300 POUNDS
- STANDARD TEMPERATURE
- RECOMMENDED LEAN MIXTURE FOR CRUISE AT ALL ALTITUDES



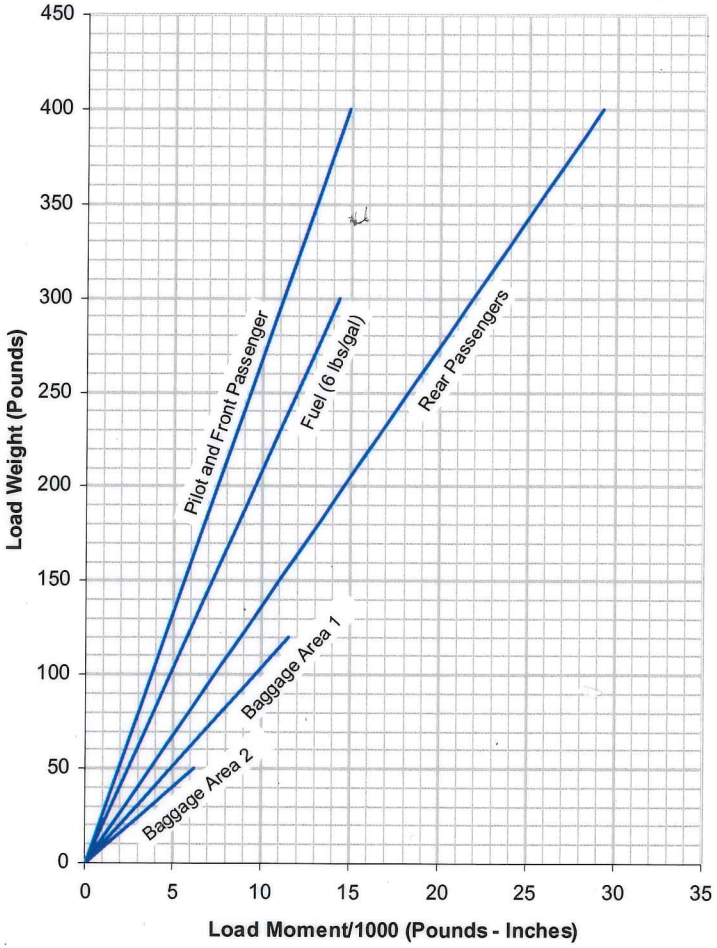
GRAPH IS AN APPROXIMATION. ALWAYS VERIFY WITH YOUR P.O.H.

NOTE

THIS CHART ALLOWS FOR THE FUEL USED FOR ENGINE START, TAXI, TAKEOFF AND CLIMB, AND THE TIME DURING CLIMB.

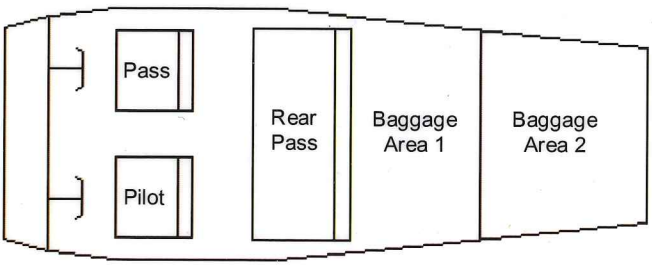
WEIGHT AND BALANCE

LOADING GRAPH



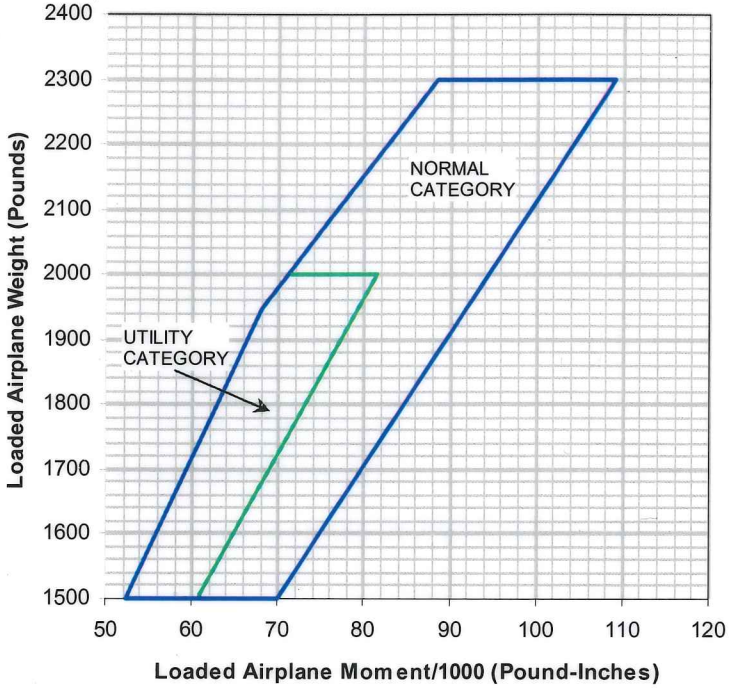
GRAPH IS AN APPROXIMATION. ALWAYS VERIFY WITH YOUR P.O.H.

LOADING ARRANGEMENTS



WEIGHT AND BALANCE

CENTER-OF-GRAVITY MOMENT ENVELOPE



GRAPH IS AN APPROXIMATION. ALWAYS VERIFY WITH YOUR P.O.H.

SAMPLE LOADING SCENARIO

ITEM DESCRIPTION	WEIGHT & MOMENT TABULATION			
	SAMPLE AIRPLANE		YOUR AIRPLANE	
	Weight (lbs)	Moment (lb-in/1000)	Weight (lbs)	Moment (lb-in/1000)
1. Basic Empty Weight	1454	57.6		
2. Usable Fuel (6 lbs/gal)	240	11.5		
3. Pilot & Front Passenger	340	12.6		
4. Rear Passengers	170	12.4		
5.* Baggage Area 1 120 Pounds Maximum	103	9.8		
6.* Baggage Area 2 50 Pounds Maximum	0	0		
7. **RAMP WEIGHT AND MOMENT**	**2307**	**103.9**		
8. Fuel Allowance for Engine Start, Taxi & Runup	-7	-0.3		
9. **TAKEOFF WEIGHT AND MOMENT** (# 7 - # 8)	**2300**	**103.6**		

** Maximum allowable combined weight for baggage in areas A and B is 120 pounds.*

EVERY AIRPLANE HAS A DIFFERENT EMPTY WEIGHT. ALWAYS CHECK YOUR P.O.H.

GENERAL INFORMATION

FAA FLIGHT PLAN

1. TYPE (VFR, IFR, DVFR)
2. AIRCRAFT IDENTIFICATION
3. AIRCRAFT TYPE / SPECIAL EQUIPMENT
4. TRUE AIRSPEED
5. DEPARTURE POINT
6. DEPARTURE TIME (PROPOSED AND ACTUAL, UTC)
7. CRUISING ALTITUDE
8. ROUTE OF FLIGHT
9. DESTINATION
10. ESTIMATED TIME ENROUTE (HOURS/MINUTES)
11. REMARKS
12. FUEL ON BOARD (HOURS/MINUTES)
13. ALTERNATE AIRPORT(S)
14. PILOT'S NAME, ADDRESS, PHONE NUMBER, HOME BASE
15. NUMBER ABOARD
16. COLOR OF AIRCRAFT
17. DESTINATION CONTACT / TELEPHONE (OPTIONAL)

SPECIAL EQUIPMENT SUFFIXES

/X - NO XPNDR	/G - IFR GNSS (GPS), XPNDR (MODE C)
/T - XPNDR (NO MODE C)	/A - DME, XPNDR (MODE C)
/U - XPNDR (MODE C)	/ I - RNAV, XPNDR (MODE C)

IFR REQUIRED REPORTS

AT ALL TIMES

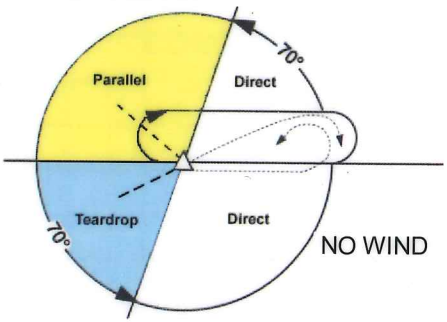
1. VACATING PREVIOUSLY ASSIGNED ALTITUDE
2. ALTITUDE CHANGE IF OPERATING VFR ON TOP
3. INABILITY TO CLIMB / DESCEND AT LEAST 500 FPM
4. MISSED APPROACH
5. CHANGE IN AVERAGE TAS BY 5% OR 10 KTS FROM FILED TAS
6. TIME & ALTITUDE UPON REACHING CLEARANCE LIMIT OR HOLDING FIX
7. LEAVING ANY ASSIGNED HOLDING FIX OR POINT
8. ANY LOSS OF NAV OR COM CAPABILITY (IN CONTROLLED AIRSPACE)
9. ANY INFORMATION RELATING TO SAFETY, INCLUDING UNFORECAST OR HAZARDOUS WEATHER

WHEN NOT IN RADAR CONTACT

1. COMPULSORY REPORTING POINTS, OR FIXES THAT DEFINE ROUTE
2. FAF OR OUTER MARKER INBOUND
3. CORRECTED ETA IF IN ERROR BY MORE THAN 3 MINUTES

HOLDING PATTERN ENTRY

STANDARD PATTERN



MAX HOLDING SPEEDS

MHA - 6001 FT	200 KIAS
6001 - 14,000 FT	230 KIAS
14,001 & UP	265 KIAS

INBOUND LEG TIME

1 MINUTE (AT & BELOW 14,000)
1.5 MINUTES (ABOVE 14,000)

WIND CORRECTION

TRIPLE THE AMOUNT OF INBOUND CORRECTION ON THE OUTBOUND LEG
(5° INBOUND = 15° OUTBOUND)

GENERAL INFORMATION

LOST COMMUNICATIONS

SQUAWK 7600

IF IN VFR CONDITIONS
CONTINUE UNDER VFR AND LAND AS SOON AS PRACTICAL

IF IN IFR CONDITIONS

ROUTE
1. LAST ASSIGNED BY ATC
2. IF BEING VECTORED, DIRECT TO THE NEXT FIX OR ROUTE
3. ROUTE ATC HAS ADVISED TO EXPECT
4. ROUTE FILED IN FLIGHT PLAN

ALTITUDE - HIGHEST OF THE FOLLOWING
1. ALTITUDE LAST ASSIGNED BY ATC
2. MINIMUM ALTITUDE FOR IFR OPERATIONS
3. ALTITUDE ADVISED BY ATC TO EXPECT

WHEN TO LEAVE A CLEARANCE LIMIT
1. **FIX FROM WHICH APPROACH BEGINS:**
   AT EFC TIME. IN ABSENCE OF EFC, AT YOUR FILED ETA.
2. **NOT A FIX FROM WHICH APPROACH BEGINS:**
   AT EFC TIME. IN ABSENCE OF EFC, PROCEED TO FIX FROM WHICH APPROACH BEGINS AND BEGIN APPROACH AT ETA.

AIRSPACE - VFR COMM. & CLOUD CLEARANCE

BELOW 10,000 MSL AND ABOVE 1200 AGL

AIRSPACE CLASS	COMM REQUIRED	VISIBILITY	DISTANCE FROM CLOUDS
B	CLEARANCE	3 SM	CLEAR OF CLOUDS
C	COMM	3 SM	500' BLO, 1000' ABV, 2000' HORIZ
D	COMM	3 SM	500' BLO, 1000' ABV, 2000' HORIZ
E	NONE	3 SM	500' BLO, 1000' ABV, 2000' HORIZ
G	NONE	1 SM (DAY)	500' BLO, 1000' ABV, 2000' HORIZ
		3 SM (NIGHT)	500' BLO, 1000' ABV, 2000' HORIZ

METAR / TAF WEATHER CODES

FG - FOG	TS - THUNDERSTORM	RA - RAIN
BR - MIST	DR - LOW DRIFTING	DZ - DRIZZLE
FU - SMOKE	SH - SHOWERS	SN - SNOW
DU - DUST	FZ - FREEZING	PL - ICE PELLETS
SA - SAND	MI - SHALLOW	SG - SNOW GRAIN
HZ - HAZE	BC - PATCHES	IC - ICE CRYSTALS
PY - SPRAY	BL - BLOWING	
VA - VOLCANIC ASH	PR - PARTIAL	

PIREP
1. ROUTINE / URGENT
2. LOCATION
3. TIME
4. ALTITUDE
5. AIRCRAFT TYPE
6. FLIGHT VISIBILITY & WEATHER
7. TEMP °C
8. TURBULENCE
9. ICING
10. REMARKS

VOR CHECKS (WITHIN 30 DAYS)

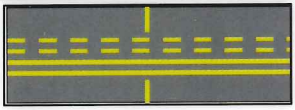
VOT (180° RAD, "TO" FLAG)	±4°	AIRWAY OVER LANDMARK	±6°
SURFACE CHECKPOINT	±4°	DUAL VOR SYSTEM	±4°
AIRBORNE CHECKPOINT	±6°		

GENERAL INFORMATION

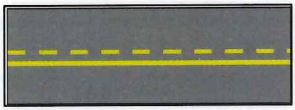
AIRPORT SIGNS

ILS	ILS HOLD POSITION: Hold Short of ILS Critical Area		RUNWAY BOUNDARY: Exit Boundary of Rwy Protected Areas
9-APCH	RWY APCH HOLD POSITION: Hold Short for Acft on Approach		ILS CRITICAL AREA: Exit Boundary of ILS Critical Area
15-33	TWY/RWY or RWY/RWY HOLD: Hold Short of Runway	B→	RUNWAY EXIT: Defines Direction & Designation of Exit Twy from Rwy
	NO ENTRY: Paved Area Where Aircraft Entry Prohibited	27-33↑	OUTBOUND DESTINATION: Defines Directions to Takeoff Runways
A	TAXIWAY LOCATION: Taxiway on Which Aircraft is Located	TERM→	INBOUND DESTINATION: Defines Directions for Arriving Aircraft
22	RUNWAY LOCATION: Runway on Which Aircraft is Located		TAXIWAY ENDING MARKER: Identifies Twy Does Not Continue
4	RUNWAY DISTANCE REMAINING: In Thousands of Ft.	←L A C↗	DIRECTION SIGN ARRAY: Location in Conjunction with Multiple Intersecting Taxiways

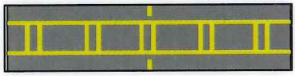
AIRPORT MARKINGS



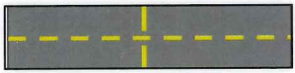
HOLDING POSITION:
Hold Short of Intersecting Rwy
Also Land and Hold Short Marking
ATC Permission Required to Cross from Solid Side to Dashed Side



MOVEMENT AREA BOUNDARY:
Hold Short of Intersecting Rwy
Also Land and Hold Short Marking
ATC Permission Required to Cross from Solid Side to Dashed Side

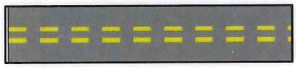


ILS CRITICAL AREA:
Hold Short During IMC Conditions

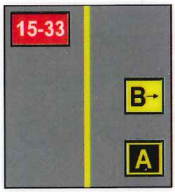


TAXIWAY / TAXIWAY HOLDING POSITION:
Hold Short of Intersecting Taxiway When Directed By ATC

TAXIWAY EDGE: Defines Edge of Usable Full Strength Taxiway Pavement. Adjoining Pavement NOT Usable



DASHED TAXIWAY EDGE: Defines Edge Taxiway Where Adjoining Pavement or Apron IS Available for Taxi



SURFACE PAINTED HOLDING POSITION:
Hold Short of Intersecting Runway on Taxiway

SURFACE PAINTED TAXIWAY DIRECTION:
Direction & Designation of Intersecting Taxiway

SURFACE PAINTED TAXIWAY LOCATION:
Identifies Taxiway on Which Aircraft is Located

ELEVATED & IN-PAVEMENT GUARD LIGHTS
Hold Short

GENERAL INFORMATION

FREQUENCIES	
EMERGENCY	121.5
FLIGHT WATCH	122.0
FLIGHT SERVICE	122.2

TRANSPONDER CODES
7700 - EMERGENCY
7600 - LOST COMMUNICATIONS
7500 - HIJACK

LIGHT GUN SIGNALS

COLOR	ON GROUND	IN FLIGHT
STEADY GREEN	CLEARED FOR TAKEOFF	CLEARED TO LAND
FLASHING GREEN	CLEARED FOR TAXI	RETURN FOR LANDING
STEADY RED	STOP	YIELD TO OTHER A/C, CONTINUE CIRCLING
FLASHING RED	TAXI CLEAR OF RUNWAY	AIRPORT UNSAFE, DO NOT LAND
FLASHING WHITE	RETURN TO STARTING POINT ON AIRPORT	N/A
ALT RED & GREEN	USE EXTREME CAUTION	USE EXTREME CAUTION

INTERCEPT PROCEDURES

1. FOLLOW THE VISUAL SIGNALS OF THE INTERCEPTING AIRCRAFT (SEE TABLE BELOW)
2. NOTIFY ATC, IF POSSIBLE
3. ATTEMPT TO ESTABLISH COMMUNICATIONS WITH INTERCEPTING AIRCRAFT ON 121.5
4. SET TRANSPONDER TO 7700, UNLESS OTHERWISE INSTRUCTED BY ATC

SIGNALS INITIATED BY INTERCEPTING AIRCRAFT

Series	Intercepting Aircraft Signals	Meaning	Intercepted Aircraft Responds	Meaning
1	**Day:** Rocking wings from above and ahead **Night:** Same, plus flashing nave lights at irregular intervals	You have been intercepted. Follow me.	**Day:** Rock wings and follow. **Night:** Same, plus flash nave lights at regular intervals.	Understood, will comply.
2	**Day or Night:** Abrupt break-away maneuver	You may proceed.	**Day or Night:** Rock wings.	Understood, will comply.
3	**Day:** Circling airport, lowering gear, overflying runway.	Land at this airport.	**Day or Night:** Rock wings.	Understood, will comply.

SIGNALS INITIATED BY INTERCEPTED AIRCRAFT

Series	Intercepted Aircraft Signals	Meaning	Intercepting Aircraft Responds	Meaning
4	**Day or Night:** Raising landing gear (if equipped) and flashing landing lights while overflying runway.	Airport you have requested is inadequate.	**Day or Night:** If intercepting aircraft desires landing at other airport, then Series 1. If intercepting aircraft decides to release you, then Series 2.	Understood, follow me. OR Understood, you may proceed.
5	**Day or Night:** Regular flashing of all available lights.	Cannot comply.	**Day or Night:** Same, plus flash nave lights at regular intervals.	Understood.
6	**Day or Night:** Irregular flashing of all available lights.	In distress.	**Day or Night:** Rock wings.	Understood.

ProPilot Checklist ☑™

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