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# Cessna Skyhawk SP

C172S NAVIII

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## Checklist

Normal  
Emergency  
Briefings

# Normal Checklist

**Cabin**

Pitot Tube Cover ..... Remove  
 Control Lock ..... Remove  
 Papers ..... AROW  
 Master Switch ..... On  
 Avionics Fans ..... Check  
 Flaps ..... Extend  
 Lights ..... Check  
 Fuel ..... Check Gauges  
 Hobbs/Tach Time ..... Verify  
 Volts ..... Check (22V Minimum)  
 Master Switch ..... Off  
 Maintenance Status ..... Check  
 Fire Extinguisher ..... Check

**Exterior**

Fuel ..... Sump  
 Oil ..... Check  
 Stall Indicator ..... Test

**Empennage**

Baggage Door ..... Locked  
 Autopilot Static Source ..... Check  
 Airframe ..... Check  
 Control Surfaces ..... Check  
 Elevator Trim Tab ..... Check  
 Antennas ..... Check

**Right Wing**

Door ..... Check  
 Main Gear/Brake/Wheel ..... Check  
 Flap ..... Check  
 Aileron ..... Check  
 Wingtip ..... Check  
 Leading Edge/Strut ..... Check

**Nose**

- Cowl ..... Check
- Exhaust ..... Check
- Engine Cooling Air Inlets ..... Clear
- Propeller/Spinner ..... Check
- Air Filter ..... Check
- Nose Wheel/Strut/Tire ..... Check
- Static Source Opening ..... Check

**Left Wing**

- Pitot Tube ..... Check
- Fuel Tank Vent ..... Check
- Landing/Taxi Lights Enclosure ..... Check
- Leading Edge/Strut ..... Check
- Wingtip ..... Check
- Aileron ..... Check
- Flap ..... Check
- Main Gear/Brake/Wheel ..... Check
- Door ..... Check

**Final Check**

- Aircraft ..... Roll Forward
- Fuel Quantity & Quality/Caps/Drains/Vents ..... Confirm
- Stall Indicator - Test ..... Confirm
- Baggage Door ..... Confirm
- Engine/Oil/Belt/Prop/Air Intake/Exhaust ..... Confirm
- Fuselage & Wing Surfaces & Controls ..... Confirm
- Pitot & Static Ports ..... Confirm
- Gear/Tires/Brakes ..... Confirm
- Antennas ..... Confirm
- Ties/Chock ..... Confirm

**Before Start**

Passenger Brief .....	Read
Seat Belts .....	Fastened
Fuel Selector .....	Both
Fuel Shutoff Valve .....	On
Alternate Static .....	Checked/Off
Avionics Master .....	Off
Circuit Breakers.....	In
Beacon .....	On
Brakes .....	Pedal Check
Seat Track/Back .....	Lock

**----- Passenger Briefing -----**

Seat belts must be worn during the entire flight. To fasten your seatbelt, pull the belt across your body and insert metal tab into the receiver. To release your seatbelt, press the red button or lift the tab.

In the event of a fire, the fire extinguisher is located between the front two seats. To use, pull the pin, aim at the base of the fire, and using a sweeping motion, pull the trigger. Do not use unless Pilot In Command orders it.

In the event of an emergency, the emergency exits are the doors and windows. To close your door, pull it toward you, and push down on the handle. To open it, lift up on the handle and push out.

To open your window, lift the lever and push out. To close it, pull in and push down on the lever.

The rear windows may be kicked out for an emergency exit.

This is a non-smoking flight.

Please help watch for other air traffic. If you see another aircraft, please call it out.

**Engine Starting**

Engine Fire During Start Checklist..... Brief  
 Stby Batt Switch..... Test (10 Sec)/Arm  
 Engine Indicating System..... Verify (No Red X)  
 E Bus Volts/M Bus Volts..... Verify (24)/Verify (<1.5)  
 Batt S Amps/Stby Batt Annunciator..... Verify (Discharge)/Check  
 Brakes ..... Hold  
 Master Switch ..... On  
 Prime..... Complete  
 Throttle ..... 1/4"  
 Prop ..... Clear  
 Magnetos ..... Start  
 Mixture ..... Rich (After Positive Start)  
 Throttle ..... 1000 RPM  
 Oil Pressure/Vacuum/Amps/Volts..... Check  
 Circuit Breakers..... Check  
 Avionics Master ..... On  
 Mixture ..... Ground Lean  
 Flaps/Fuel Quantity ..... Up/Set

**Line Out**

Transponder..... Check Code  
 Controls..... Check  
 Stby Attitude Indicator ..... Check  
 Heading Indicator ..... Check  
 Autopilot ..... Check  
 Annunciators..... Check  
 Radios ..... Set  
 ATIS..... Obtain  
 Flight Plan ..... Program (GPS)  
 Lights..... As Required  
 Oil Temperature..... Green Arc  
 Transponder..... Alt  
 Taxi Clearance..... Obtain (Towered)/CTAF Call (Non-Towered)  
 Brakes ..... Test

**Runup**

Radio ..... Tower/CTAF (If Completed at End of Runway)  
 Throttle ..... 1800 RPM  
 Mags Check ..... 175 Max/50 Diff  
 Vacuum ..... Check  
 Amps/Volts ..... Check  
 Oil Pressure & Temperature ..... Check  
 Mixture ..... Rich  
 Throttle Idle ..... Check (600-800)  
 Mixture (Density Altitude >3000 MSL) ..... 2200 RPM/Lean for Best Power  
 Throttle ..... 1000 RPM

**Pre-Takeoff**

Radios ..... Check  
 Trim ..... Set  
 Flaps ..... As Required  
 Lights ..... As Required  
 Doors/Windows ..... Close  
 Abort Plan ..... Brief  
 Final ..... Clear

**----- Abort Briefing -----**

Below 1000 ft AGL (specify MSL altitude), land straight ahead making small turns to avoid obstacles.

Above 1000 ft AGL (specify MSL altitude) or after turning crosswind, pitch for best glide, maneuver for best field which may be the airport and execute engine failure during flight checklist.

**Climb**

Airspeed ..... 85 KIAS (1000 Ft AGL)  
Mixture ..... Top of Green (3000 Ft MSL)

**Cruise**

Power ..... Set  
Heading Indicator ..... Check  
Landing Light ..... Off

----- *If On Cross-Country* -----

Mixture ..... Lean as Required

**Descent**

Fuel ..... Both  
Landing Light ..... On  
Seat Belts ..... On

**Pre-Landing**

Mixture ..... Best Power  
Flaps ..... As Required

**After Landing**

Flaps ..... Retract  
Mixture ..... Ground Lean  
Lights ..... As Required



**Shutdown**

Transponder..... Company Code  
 Throttle ..... 1800 RPM (20 Seconds)  
 Avionics Master ..... Off  
 All Electrical ..... Off (Except Beacon/Master/Stby Batt)  
 Throttle/Mixture..... 1000 RPM/Full Lean  
 ----- *After Propeller Stops* -----

Magnetos ..... Off  
 Master Switch ..... Off  
 Hobbs/Tach Time ..... Record  
 Stby Batt ..... Off

**Line In**

Push Back..... Parking Spot  
 Propeller ..... Inspect  
 Tie Downs ..... Install  
 Fuel Selector ..... Left  
 Control Lock..... Install  
 Pitot Cover ..... Install

# Emergency Checklist

Items in a Dashed Box are immediate action items which should be committed to memory.

Review the Cessna 172S NAVIII Skyhawk SP information manual, section 3, to fully understand how and why to use the checklist.

**Engine Failure During Takeoff Roll**

Throttle ..... Idle  
 Brakes ..... Apply  
 Flaps ..... Retract  
 Mixture ..... Idle Cutoff  
 Magnetos ..... Off  
 Stby Batt Switch ..... Off  
 Master Switch ..... Off

**Engine Failure Immediate After Takeoff**

Airspeed ..... 70 KIAS (Flaps Up)  
 ..... 65 KIAS (Flaps Down)  
 Mixture Control ..... Idle Cutoff  
 Fuel Shutoff Valve ..... Off  
 Magnetos ..... Off  
 Wing Flaps ..... As Required  
 Stby Batt ..... Off  
 Master Switch ..... Off  
 Cabin Door ..... Unlatch  
 Land ..... Straight Ahead

**Engine Failure In Flight**

Airspeed ..... 68 KIAS  
 Fuel Shutoff Valve ..... On  
 Fuel Selector ..... Both  
 Fuel Pump ..... On  
 Mixture ..... Rich  
 Magnetos ..... Both (Start If Propeller Is Stopped)  
 Fuel Pump ..... Off

**Emergency Landing Without Power**

Pilot/Passenger Seat Backs ..... Most Upright Position  
 Seats/Seat Belts ..... Secure  
 Airspeed ..... 70 KIAS (Flaps Up)  
 ..... 65 KIAS (Flaps Down)  
 Mixture ..... Idle Cutoff  
 Fuel Shutoff Valve ..... Off  
 Magnetos ..... Off  
 Wing Flaps ..... As Required  
 Stby Batt ..... Off  
 Master Switch ..... Off  
 Doors ..... Unlatch before Touchdown  
 Touchdown ..... Slightly Tail Low  
 Brakes ..... Apply Heavily

**Precautionary Landing**

Seat Backs ..... Upright  
 Seat Belts ..... Secure  
 Flaps ..... As required- Full Before T/D  
 Airspeed ..... 60-65 KIAS  
 Doors ..... Unlatch Before Touchdown  
 Master Switch ..... Off  
 Magnetos ..... Off

**Engine Fire During Start**

Cranking .....	Continue
<i>----- If Engine Starts -----</i>	
Power .....	1800 RPM (2 Minutes)
Engine .....	Shutdown
<i>----- If Engine Does Not Start -----</i>	
Throttle .....	Full
Mixture .....	Idle Cutoff
Magnetos .....	Start (Continue Cranking)
Fuel Shutoff Valve .....	Off
Fuel Pump .....	Off
Magnetos .....	Off
Stby Batt .....	Off
Master Switch .....	Off
Engine .....	Secure
Parking Brake .....	Release
Fire Extinguisher .....	Obtain
Airplane.....	Evacuate
Fire .....	Extinguish
Fire Damage .....	Inspect

**Engine Fire In Flight**

Mixture .....	Idle Cutoff
Fuel Shutoff Valve .....	Off
Fuel Pump .....	Off
Master Switch .....	Off
Cabin Vents .....	Open
Cabin Heat/Cabin Air Control Knobs.....	Off
Airspeed .....	100 KIAS
Forced Landing.....	Execute

**Electrical Fire In Flight**

Stby Batt .....	Off
Master Switch .....	Off
Cabin Vents .....	Closed
Cabin Heat/Cabin Air Control Knobs.....	Off
Fire Extinguisher .....	Activate
Avionics Switch .....	Off
All Other Switches.....	Off

**Warning**

After the fire extinguisher has been used, make sure that the fire is extinguished before exterior air is used to remove smoke from the cabin.

Cabin Vents.....	Open
Cabin Heat/Cabin Air Control Knobs.....	On

**Note**

If fire has been extinguished and electrical power is necessary for continued flight to nearest suitable airport or landing area.

Circuit Breakers.....	Check (Do Not Reset)
Master Switch .....	On
Stby Batt .....	Arm
Avionics Master .....	On (1 Bus at A Time)

**Cabin Fire**

Stby Batt .....	Off
Master Switch .....	Off
Cabin Vents .....	Closed/Off
Cabin Heat/Cabin Air Control Knobs.....	Off
Fire Extinguisher .....	Activate

**Warning**

After the fire extinguisher has been used, make sure that the fire is extinguished before exterior air is used to remove smoke from the cabin

Cabin Vents.....	Open
Cabin Heat/Cabin Air Control Knobs.....	On

**Note**

Land the airplane as soon as possible to inspect for damage

**Wing Fire**

Land/Taxi Light Switches.....	Off
Nav Light Switch.....	Off
Strobe Light Switch.....	Off
Pitot Heat Switch.....	Off

**Note**

Perform a sideslip to keep the flames away from the fuel tank and cabin. Land as soon as possible using flaps only as required for final approach and touchdown.

**High Voltage**

Master Switch.....	Off
Electrical Load.....	Reduce Immediately
Land.....	As Soon as Practical

**Low Voltage**

Master Switch.....	Off
ALT FIELD Circuit Breaker.....	Check In
Master Switch.....	On
Low Volts Annunciator.....	Check
M Bus Volts.....	Check (27.5V minimum)
M Batt Amps.....	Check Charging
<i>----- If Low Volts Annunciator Remains On or Comes On Again -----</i>	
Master Switch.....	Off
Electrical Load.....	Reduce
Land.....	As Soon as Practical

**WNC Aviation Emergency Contact  
828-687-7540 Ext 7700**

**WNC Aviation After-Hours Duty Line  
828-687-7540 Ext 55**

**KAVL ATC Operations  
828-684-0421**