

GROUND

Cessna
1978 C-172N
SN 172-70815

Skyhawk
N739UK

Skyhawk
N739UK

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CABIN INSPECTION

- (1) "A•R•(R)•O•W•S," Annual, 100-hour, transponder, altimeter, static system, VOR test, fire extinguisher charge. CHECKED¹
- (2) Control wheel lock REMOVE
- (3) Mags / key OFF
- (4) Logged Hobbs and Tach time CHECK FOR ACCURACY
- (5) Clock CHECK RUNNING & ACCURATE¹
- (6) Magnetic compass FLUID & FREE SWINGING¹
- (7) Altimeter SET TO FIELD ELEVATION
- (8) Transponder SBY & 1200
- (9) Circuit breakers CHECK IN
- (10) Electrical (except BEACON) & Avionics power switch ... OFF²
- (11) Master switch ON
 - [-a] Fuel quantity indicators CHECK QUANTITY BOTH TANKS
 - [-b] Flaps EXTEND

[Night Flight and IFR -c thru -e]

- [-c] Nav, beacon, strobes, taxi & landing light, pitot heat³ ON
- [-d] CHECK LIGHTS & HEAT AROUND AIRCRAFT
- [-e] All lights (except BEACON) & pitot heat OFF

- (12) Master switch OFF
- (13) Static pressure alternate source valve ON, then OFF¹
- (14) Elevator trim SET for takeoff
- (15) Fuel selector valve BOTH
- (16) Pilot's seat height ADJUST
- (17) Seat rails VISUALLY INSPECT

¹ Instrument Flying Handbook (FAA-H-8083-15) page 3-23.

² Cessna 1978 Skyhawk 172N Pilot's Operating Handbook page 7-25.

³ Cessna 1978 Skyhawk 172N Pilot's Operating Handbook page 4-4 - 30 seconds to heat.

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FOR TRAINING PURPOSES ONLY. NO LIABILITY ASSUMED FOR ACCURACY OR OMISSIONS. ALL FLIGHTS MUST BE CONDUCTED IN ACCORDANCE WITH THE PILOT OPERATING HANDBOOK (POH) FOR THIS AIRCRAFT. P.O.H. SHALL BE FINAL AUTHORITY FOR ALL OPERATIONS.



For Training Purposes Only.
Memorize **BOXED** items.

EXTERIOR INSPECTION

- (1) Left side under wing CHECK
 - [-a] Left wing tie down DISCONNECT
 - [-b] Fuel tank quick drain valve SUMP
 - [-c] Flap and track CHECK
 - [-d] Main wheel tire, brakes .. CHECK (tread, wear, flat spots, inflation)
- (2) Empennage CHECK
 - [-a] Left horizontal stabilizer and elevator CHECK
 - [-b] Tail tie down DISCONNECT
 - [-c] Vertical stabilizer and rudder CHECK
 - [-d] Right horizontal stabilizer, elevator and trim tab CHECK
- (3) Right wing CHECK
 - [-a] Flap and track CHECK
 - [-b] Right wing tie down DISCONNECT
 - [-c] Main wheel tire, brakes .. CHECK (tread, wear, flat spots, inflation)
(Roll aircraft to expose underside of tires.)
 - [-d] Fuel tank quick drain valve SUMP
 - [-e] Aileron CHECK
 - [-f] Wing tip CHECK
 - [-g] Leading edge CHECK
 - [-h] Right wing fuel CHECK QUANTITY, CAP SEAL, SECURITY
- (4) Nose CHECK
 - [-a] Fuel Strainer quick drain SUMP
 - [-b] Engine oil CHECK (6 to 7 quarts), SECURE
 - [-c] Exhaust stack CHECK SECURE
 - [-d] Nose wheel strut and tire CHECK and STRUT INFLATED
 - [-e] Engine cooling air inlets UNOBSTRUCTED
 - [-f] Propeller and spinner **CONFIRM MAGS OFF!**, CHECK
 - [-g] Alternator belt SECURE
 - [-h] Air filter CHECK
 - [-i] Roll aircraft, check underside of tire **CAUTION MAGS / PROP!**
 - [-j] Windshield CLEAN
 - [-k] Left static source opening CHECK
- (5) Left wing CHECK
 - [-a] Left wing fuel CHECK QUANTITY, CAP SEAL, VENT, SECURITY
 - [-b] Pitot tube CHECK
 - [-c] Stall warning opening CHECK
 - [-d] Main wheel tire Roll aircraft, CHECK underside
 - [-e] Leading edge CHECK
 - [-f] Wing tip CHECK
 - [-g] Aileron CHECK
 - [-h] Baggage door CLOSED

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STARTING ENGINE (cold start)

(with no changes from CABIN INSPECTION)

- (1) Seats, belts, harnesses ADJUST & LOCK
- (2) Passengers SECURE & BRIEFED
- (3) Key IN
- (4) Master ON
- (5) Intercom and headset volume ON, ADJUST
- (6) Mixture RICH
- (7) Throttle SET at 1/8 INCH
- (8) Carb heat OFF
- (9) Beacon & lights BEACON ON
..... & LIGHTS AS APPROPRIATE¹
- (10) Prime AS NEEDED, confirm LOCKED
- (11) Brakes SET
- (12) **CLEAR PROP!** **START**
..... **(PUMP THROTTLE AS NECESSARY)²**
- (13) Throttle ... IDLE (smooth operations, about 800 - 1,000 RPM)
- (14) Oil pressure CHECK³
- (15) Avionics power switch ON
- [-a] Portable GPS (if available ON)
- (16) Flaps UP
- (17) Communications AS REQUIRED
..... (BZN ATIS 135.425 / BZN Ground 121.80)

INSTRUMENTS AND RADIOS

- (1) Audio selector panel TEST and SET as appropriate
 - [-a] MKR LIGHTS VOL ON, BRT, TEST
..... then HI or LO & SPKR or PHN
 - [-b] TRANSMITTER SELECT 1 or 2
 - [-c] AUDIO SELECT AUTO OUTPUT Speaker or Phones
- (2) Com 1 & 2 Active & Standby .. TEST and SET as appropriate
 - [-a] Frequencies SET
 - [-b] Volume TEST with SQ button
 - [-c] Transmit Switch AS REQUIRED
- (3) Nav 1 & 2 Active & Standby ... TEST and SET as appropriate
 - [-a] Frequencies SET
 - [-b] Audio CONFIRM ID
 - [-c] CDI 1 & 2 TEST (V/T button) (*If IFR, record test*)
 - [-d] OBS 1 & 2 SET as desired for departure
- (4) ADF SET FREQ & CARD, CHECK AUDIO, TEST, then ADF
- (5) Portable GPS (if available PROGRAMMED)
- (6) Airspeed Indicator ZERO
- (7) Attitude Indicator SET to wings level
- (8) HI (heading indicator) SET to magnetic compass
- (9) Altimeter SET, accuracy ± 75'¹
- (10) VSI (vertical speed indicator) ZERO¹

ON TAXI

- (1) Brakes TEST²
- (2) Turn coordinator Airplane banks WITH TURN,
..... Ball swings OPPOSITE¹
- (3) Attitude Indicator TIP 5° MAX.¹

¹ 14 CFR 91.209(b) & Airplane Flying Handbook (FAA-H-8083-3A) page 2-7.

² Cessna 1978 Skyhawk 172N Pilot's Operating Handbook page 4-21.

³ Cessna 1978 Skyhawk 172N Pilot's Operating Handbook page 4-11.

Instrument Flying Handbook (FAA-H-8083-15) pg. 3-24.

² Airplane Flying Handbook (FAA-H-8083-3A) page 2-9.



BEFORE TAKEOFF

- (1) Parking brake (or toe brakes) SET
 - (2) **RUNUP** THROTTLE 1,700 (lean for smoothness)
 - [-a] CARB HEAT Check for RPM drop then COLD
 - [-b] MAGS 125 on either; no more than 50 difference
 - [-c] AMMETER & OVER-VOLTAGE WARNING LIGHT
..... Check (ALT side of MASTER Off, then ON)¹
 - [-d] OIL TEMP Check
 - [-e] OIL PRESSURE Check
 - [-f] FUEL QUANTITY GAUGES Check
 - [-g] SUCTION Check (4.6" to 5.4" Hg)²
 - [-h] INTERCOM: Adjust SQ & VOL, balance headset volume
 - [-i] MIXTURE Rich or As Required
 - [-j] THROTTLE IDLE (800-1,000 RPM)
 - (3) Throttle friction lock ADJUST
 - (4) Wing flaps AS APPROPRIATE (Normal 0°, max 10°)³
 - (5) Elevator trim SET FOR TAKEOFF (visually inspect)
 - (6) Flight controls FREE and CORRECT
 - (7) Fuel select valve RECHECK BOTH
 - (8) Seats, belts, harnesses, passengers . UP, SECURE, BRIEFED
 - (9) Radio AS REQUIRED (BZN Tower 118.20)
 - (10) Parking brake RELEASE
- FINAL ACTION ITEMS -----
- (11) Cabin doors (& window) CLOSED and LOCKED⁴
 - (12) Time off NOTE
 - (13) Strobes, nav, taxi/landing lights, pitot heat AS NEEDED⁵
 - (14) Transponder MODE C⁶
 - (15) Heading Indicator SET (for departure runway)

¹ Cessna 1978 Skyhawk 172N Pilot's Operating Handbook page 7-26.

² Instrument Flying Handbook (FAA-H-8083-15) pages 3-16 & 3-24.

³ Cessna 1978 Skyhawk 172N Pilot's Operating Handbook page 4-14.

⁴ Cessna 1978 Skyhawk 172N Pilot's Operating Handbook page 2-4.

⁵ CFR 91.209(b) & Airplane Flying Handbook (FAA-H-8083-3A) page 2-7.

⁶ CFR 91.215(c) & AIM para. 4-1-19.

Memorize **BOXED** items. • For Training Purposes Only.



TAKEOFF & CLIMBOUT

- (1) Mixture LEAN as appropriate
 - [-a] Normal / **V_y** Flaps 0°, climb @ 75-85 KIAS
 - [-b] Max Perf. / **V_x** Flaps 10°, climb @ 57 KIAS to 50', then **V_y**
- (2) Instrument Departure LEAN as appropriate
 - [-a] Pitot Heat ON (if IMC)
 - [-b] Departure time NOTE
 - [-c] Climb Flaps 0°, climb @ 75 KIAS

CRUISE

(PITCH • POWER • TRIM • FUEL • HI • LIGHTS)

- (1) Throttle AS APPROPRIATE¹
- (2) Trim —
- (3) Mixture LEAN
- (4) Heading Indicator SET to magnetic compass
- (5) A/S Indicator .. TAS calculated as needed (set OAT °C to PA)
- (6) Transponder CONFIRM squawking Mode C
- (7) Lights CONFIRM OFF or As Appropriate

¹ Maximum continuous 2540 RPM (STC page 3 of 10).

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DESCENT & BEFORE LANDING

- (1) Seats, belts, harnesses BACKS UP, SECURED, LOCK
- (2) Heading indicator SET to magnetic compass
- (3) Landing/Taxi/other lights AS NEEDED
- (4) Carb Heat ON as appropriate
- (5) Mixture RICH or ENRICHEN
- (6) Fuel selector valve BOTH
- (7) Communications AS REQUIRED
..... (BZN ATIS 135.425 / BZN TOWER 118.2)

Normal landings = Flaps 30° & 60 – 70 KIAS

Short Field landings = Flaps 30° & 62 KIAS

INSTRUMENT APPROACH

TIME • TURN • THROTTLE • TWIST • TUNE • TALK

- (1) Approach / Holding 2200 RPM, flaps 0° (about 100 KIAS)
- (2) Approach Descent / On GS capture
..... 1700 to 1900 RPM, flaps 10°
(*Power & flaps appropriate for descent profile.*)
(*Use flaps 20° if needed for slow [80 KIAS] steep arrival.*)
- (3) Non-precision descent 1300 to 1700 RPM, then flaps 10°
- (4) Missed Approach TOGA, Flaps 0°, climb 75 KIAS



AFTER LANDING

- (1) Radios FREQS and TRANSMIT COM 1 or 2 as desired.
- (2) Transponder STANDBY & 1200¹
- (3) Wing flaps UP
- (4) Elevator trim SET for takeoff
- (5) Carb heat OFF
- (6) Strobe and/or other lights, pitot heat AS APPROPRIATE
- (7) *TIME DOWN* *CLOSE FLIGHT PLAN*
..... *OR CANCEL IFR CLEARANCE*

SHUT DOWN & SECURING

(SLIM: Switches • Lean • Ignition • Master)

- (1) Avionics power switch OFF
- (2) All other electrical (except LIGHTS as required) OFF
- (3) Mags ground test OFF, then ON²
- (4) Shut down MIXTURE — MAGS — MASTER
- (5) Beacon & lights ... **BEACON ON**³, ALL OTHER LIGHTS OFF
- (6) Fuel selector valve LEFT or RIGHT⁴
- (7) *COMPLETE LOG BOOKS, CONTROL LOCK,*
..... *PITOT COVER, CHAIN DOWN*

**CONFIRM MASTER SWITCH OFF.
SHOP CHARGE WILL BE APPLIED IF
BATTERY REQUIRES SERVICING.**

¹ AIM para. 4-1-19a.3.

² Airplane Flying Handbook (FAA-H-8083-3A) page 2-12.

³ Leave beacon ON after shutdown to signal if MASTER switch has not been secured.

⁴ Cessna 1978 Skyhawk 172N Pilot's Operating Handbook page 7-21.

EMERGENCIES

C-172N

MAYDAY 121.5 mHz
XPONDER 7700
LOST COMM 7600

N739UK

ENGINE PWR LOSS IN FLIGHT¹

- (1) **AVIATE:** Airspeed CLEAN, TRIM FOR Vg (65-70 KIAS)
 - (2) Mixture and Throttle FULL FORWARD
 - (3) Carburetor heat ON
 - (4) Fuel selector valve CHECK ON
 - (5) Primer CHECK (IN and LOCKED)
 - (6) Ignition Switch ... L then R, then BOTH (START if necessary)
 - (7) Engine gauges CHECK FOR INDICATION OF CAUSE
 - (8) Mixture and Throttle TRY DIFFERENT SETTINGS
 - (9) **NAVIGATE:** TO LANDING FIELD (F•L•O•W•S)
 - (10) **COMMUNICATE:** RADIOS & 7700
- — — COMMITTING TO EMERGENCY LANDING — — —
- (11) Mixture and Throttle FULL BACK (IDLE & LEAN)
 - (12) Fuel selector valve OFF
 - (13) Ignition Switch OFF
 - (14) Wing flaps AS REQUIRED
 - (15) Master switch (*First complete communications*) OFF
 - (16) Seat belts and harnesses TIGHT
 - (17) Passengers BRIEFED
 - (18) Door UNLATCH PRIOR TO TOUCHDOWN

LOSS OF OIL PRESSURE²

- (1) NOTE OFF-AIRPORT LANDING SITES (F•L•O•W•S)
- (2) Oil temperature CHECK
- (3) **If oil temperature is rapidly increasing:**
 - [-a] LAND AS SOON AS **POSSIBLE** AND INVESTIGATE
 - [-b] PREPARE FOR POWER OFF LANDING
- (4) **If oil temp is stable:** LAND AS SOON AS **PRACTICAL**
- (5) ANTICIPATE POSSIBLE POWER OFF LANDING

¹ Airplane Flying Handbook [AFH] (FAA-H-8083-3A) pages 16-1 thru -6.

² Cessna 1978 Skyhawk 172N Pilot's Operating Handbook page 3-16 & AFH pages 16-11 thru -13.

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121.5 mHz — 7700 — 7600

ENGINE FIRE DURING START¹

- (1) Starter CONTINUE CRANKING ENGINE
- (2) Mixture IDLE CUT-OFF
- (3) Throttle OPEN
- (4) **If Engine STARTS KEEP ENGINE RUNNING**
 - [-a] Mixture RICH
 - [-b] Aircraft TAXI CLEAR OF TIE-DOWN
 - [-c] Throttle 1,700 RPM for a few minutes, then
 - [-d] SHUT DOWN INSPECT for damage
- (5) **If Engine DOES NOT START PREPARE TO ABANDON**
 - [-a] Passengers EXIT VIA OPPOSITE DOOR**(CAUTION! REMAIN BEHIND WING; AWAY FROM PROP!)**
 - [-b] Fire extinguisher ... RETRIEVE from between front seats
 - [-c] Fuel selector valve OFF
 - [-d] Ignition switch OFF
 - [-e] Master switch OFF
 - [-f] **ABANDON AIRCRAFT FIGHT FIRE EXTERNALLY**

ENGINE FIRE IN FLIGHT²

- (1) Throttle CLOSED
- (2) Mixture IDLE CUT-OFF
- (3) Fuel selector OFF
- (4) Master switch OFF
- (5) Cabin Heat and Air OFF
- (6) **DIVE TO EXTINGUISH (Try 100 KIAS, more if needed)**
- (7) **PREPARE FOR POWER OFF LANDING**

¹ Cessna 1978 Skyhawk 172N Pilot's Operating Handbook page 3-5

² Cessna 1978 Skyhawk 172N Pilot's Operating Handbook page 3-6 & Airplane Flying Handbook [AFH] (FAA-H-8083-3A) page 16-7.

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OPERATING

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SPEEDS & LIMITS

X-wind	15 KNOTS (Demonstrated) [POH 4-3]
Vr	55 KIAS [4-7]
Vs0	40 KIAS [STC 4/10 for POH 2-5]
Vs1	50 KIAS [STC 4/10 for POH 2-5]
Vx	62 KIAS @ SLw/0° & 67/10K' [65 @ 5K'] ... [7/10 for 4-3]
Vy	73 KIAS @ SL & 72 KIAS @ 10,000' [7/10 for 4-3]
Vfe	85 KIAS (10° @ 110 KIAS) [STC 8/10 for POH 4-9]
Va	105 KIAS @ 2550#, 95/2150#, 85/1750# [4/10 for 2-4]
Vno	127 KIAS [STC 4/10 for POH 2-5]
Vne	158 KIAS [STC 4/10 for POH 2-5]

(1.15 Vs0 w/150 fpm = 46) (1.2 Vs0=48) (1.3 Vs0=52¹) (1.4 Vs0=56¹)

PATTERN PROCEDURES

Go-Around	20° & 60 kts, then 10° & climb, 0°@65 kts ... [ref 2]
Normal T.O.	0° (norm.)-10°, rotate 55 kts, climb 75-85 kts ... [ref 3]
Short T.O.	10°, climb 57 kts, then Vx or Vy & 0° [ref 3]
Soft T.O.	[w/flaps 10° can use 5 knots slower speeds] [ref 4]
Best Glide	0° & 70 (-75) (68/2250, 62/2150, 56/1750) [ref 5]
Normal Ldg	30° flaps & 60-70 KIAS [ref 6]
Short Ldg	30° & 62 KIAS [ref 6]
Soft Ldg	[20° & 62 KIAS] [ref 7]

GENERAL SPECIFICATIONS

POWERPLANT	MAX LVL TAS & ALTITUDE
..... Lycoming O-360-A4M 125+ kts @ SL
HP PER ENG. 180	CRUISE TAS @ % PWR & ALT.
OIL SUMP QTS. 8	108+ 59% @ 10,000'
FUEL 100/130	GPH 8.1
GALS. Tot/Usbl 43 / 20.0 x 2	SERVICE CEILING 14,200'+
GALS. OPT. Tot/Usbl — — —	FLAP SETTINGS .. 10, 20 & 30°

— FOR WEIGHTS & LOADING SEE W&B TABLE NEXT PAGE. —

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WEIGHT & BALANCE TABLE

BASIC EMPTY AIRCRAFT (w/unusable fuel and full oil)	MOMENT	WEIGHT	ARM
	56,754.1	= 1,474.9	x 38.5
Fuel; Gallons: _____ x 6 lbs.:			48.0
Pilot			37.0
Front Passenger			37.0
Rear Passenger #1			73.0
Rear Passenger #2			73.0
Baggage Area #1 (max 120#)			95.0
Baggage Area #2 (max 50#)			123.0
GROSS (or ramp) WEIGHT: 2,550# normal / 2,000# utility MAXIMUM USEFUL LOAD: 1,075# normal / 525# utility FORE C.G.: 35.0" to 1,950#, then straight line variation to 41.0" at 2,550# max GW. AFT C.G.: 47.3" all weights. [STC 4 of 10] (From W&B papers, SBA 26 Feb. '97.)	TOT. MOM	TOT. WGT	C.G. ARM
	÷	=	
			Max baggage Area 1 & 2: 120# [POH 6-9]

EQUIPMENT LIST & NOTES

- Equipment Code: File as **C172/U** (AIM table 5-1-2)
- Max window open: 160 KIAS (POH 2-4, 7-15)
- Avoid "steep slips" with flaps greater than 20°. (POH 4-19)
- Door open: slow to about 75 KIAS (POH 7-15)













— REFERENCES —

- 1 Airplane Flying Handbook 2004 (FAA-H-8083-3A) pg. 8-2 & -18.
- 2 STC pg. 7 of 10 & 8 of 10.
- 3 STC pg. 7 of 10 & POH 4-14.
- 4 POH 4-14 & Airplane Flying Handbook (2004) pg. 5-10.
- 5 STC pg. 5 of 10 & 6 of 10.
- 6 STC pg. 7 of 10 & 8 of 10.
- 7 POH 4-14 & AFH (2004) pgs. 8-19 & 16-3.

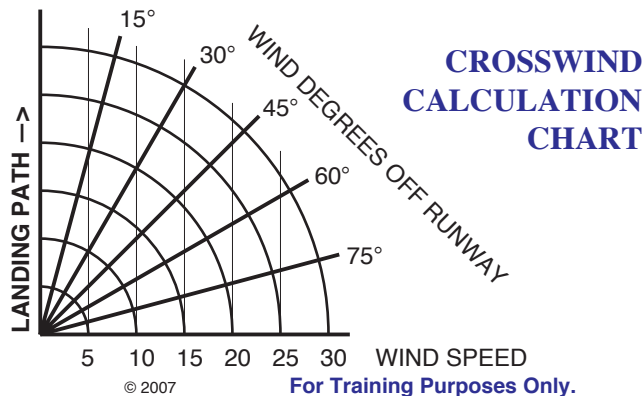
ATC LIGHT GUN SIGNALS

(re: 14 CFR 91.125)



ON THE GROUND	COLOR AND TYPE OF SIGNAL	IN FLIGHT
Cleared for Takeoff	 STEADY GREEN 	Cleared to Land
Cleared to Taxi	 Flashing GREEN 	Return for Landing
STOP	 STEADY RED 	Give way to other A/C
Taxi Clear of Landing Area	 Flashing RED 	Airport Unsafe DO NOT LAND
Return to Starting Point on Airport	 Flashing WHITE 	(N/A)
General Warning CAUTION!	 Alternating RED and GREEN 	General Warning CAUTION!

AIM 4-2-13. Communications with Tower when Transmitter/Receiver Inoperative. Remain outside or above the Class D surface area until the direction and flow of traffic has been determined; then join the airport traffic pattern. Look for a light signal which may be addressed to your aircraft. During hours of daylight, acknowledge tower light signals by rocking your wings. At night, acknowledge by blinking the landing or navigation lights.



GENERAL PASSENGER BRIEFING



- (1) NO SMOKING IN OR AROUND AIRCRAFT.
- (2) BELTS & HARNESSES FOR TAKEOFFS & LANDINGS, AND ENCOURAGED DURING ENTIRE FLIGHT. **(Explain operation)**
- (3) SEAT BACKS IN FULL UPRIGHT POSITION DURING TAKEOFF & LANDING. **(Explain proper operation)**
- (4) OXYGEN (If Applicable – **Explain operation and usage**)
- (5) EMERGENCY:
 - (a) EXITS: Windows and baggage door may also be available. **(Explain operation. May include secondary seat stops.)**
 - (b) FIRE EXTINGUISHER: **(Location & operation)**
 - (c) FIRST AID KIT: **(Location)**
 - (d) ELT: **(General location & operation)**
 - (e) MISC.: Survival Kit? Flares? Cell phone? Handheld Radio?
- (6) OTHER: HEADSET-INTERCOM VOLUME / AIR VENTS / HEAT / EAR PLUGS / SICK SACKS / INNER EAR PRESSURE / TRAFFIC REPORTS.
- (7) CAUTION: CAMERAS / CAMCORDERS / BINOCULARS (Airsickness and scratched windows.)
- (8) STERILE COCKPIT AND DISTRACTIONS.
- (9) ADVISE IF DISCOMFORT, PROBLEMS, CONCERNS.

14 CFR REFERENCES:

- 91.11 Prohibition against interference with crewmembers.
- 91.15 Dropping objects.
- 91.17(b) [Passengers under the influence of] Alcohol or drugs.
- 91.21 Portable electronic devices.
- 91.105 Flight crewmembers at stations.
- 91.107(a) Use of safety belts, shoulder harnesses, and child restraint systems.
- 91.519 [Large & Turbine-Powered Multiengine Airplanes] Passenger briefing.
- 91.1035 [Fractional Operations] Passenger awareness [briefing].
- 135.117(a) Briefing of passengers before flight.