

Cessna 162 Skycatcher – N30263

Vista Aviation – (800) 828-6756 – (818) 896-5224
10000 Airpark Way
Pacoima, CA 91331-7393

Whiteman – WHP

ATIS – 132.10
TWER – 135.00
GRND – 125.00
TPA – 2000'

Burbank – BUR

ATIS – 134.50
TWER – 118.70
GRND – 123.90
TPA – 1800'

Van Nuys – VNY

ATIS – 118.45
TWER – 119.30
GRND – 121.70
TPA – 1800'(L) 2000'(R)

COCKPIT (Key - Out)

POH – Onboard
G300 Manual – Onboard
Documents – Onboard
Controls Lock – Remove
Master ALT/BAT – On
Hobbs/Tach – Verify
AVN Master – On
Elevator Trim Set – T/O
Avionics Fan – Listen
AVN Master – Off
Annunciator – Check
PFD(ADAHRS) – No X'S
Lights – Check
Master ALT/BAT – Off
Fuel gauges – Check
Flaps – Down Full

LEFT SIDE/WING

Hatch/Door – Check
Left Gear – Check Tire
Brake Line – No Leaks
Strut/Fairing – Secure
Static Port – Clear
Air Vent – Clear
Fuel – Check Visual
Fuel Cap – Secure
Fuel Quality – 2 Drains
Fuel Tank Vent – Clear
Wing Strut – Secure
Tie-Down – Remove
Pitot Tube – Clear, Secure

LEFT SIDE/WING cont.

Lead Edge – Undamaged
Strobe Light – Secure
Aileron – Free, Correct
Flap – Secure, (✓ Screw)
COM's Ant. – Secure
Temperature Pin – Secure
Skin – Any Bad Rivets

EMPENNAGE

Horiz. Stabilizer – Secure
Vert. Stabilizer – Secure
Elevator – Free, Correct
Tie-Down – Remove
Rudder – Free Motion
Trim Tab – Secure

RIGHT SIDE/WING

ELT/GPS Ant. – Secure
Skin – Any Bad Rivets
Flap – Secure, (✓ Screw)
Aileron – Free, Correct
Strobe Light – Secure
Lead Edge – Undamaged
Tie-Down – Remove
Stall Warning Port – Clear
Wing Strut – Secure
Fuel – Check Visual
Fuel Cap – Secure
Fuel Quality – 2 Drains
Air Vent – Clear

Pre-Flight Checklists

RIGHT SIDE cont.

Hatch/Door – Check
*Close/Latch if Soloing
Right Gear – Check Tire
Brake Line – No Leaks
Strut/Fairing – Secure

NOSE/COWLING

Cowling – Secure
Exhaust – Clear, Secure
Prop – No Nicks/Cracks
Spinner/Prop – Secure
Air Intakes – Clear
Air Filter – Clean, Clear
Nose Gear – Check Tire
Strut/Fairing – Secure
Oil – Min. 3.5 Qts.
Oil Cover – Secure
Fuel Quality – 2 Drains
Static Port – Clear
*Pull Aircraft to Safe
Area for Engine Start

COCKPIT (Key – Out)

Passenger – Briefed
Rudder Pedals – Adjust
Rudder – Correct
Seatbelts – On & Secure
Brakes – Test and Hold
Weight/Balance – Verify
Hatch/Door – as Desired

ENGINE STARTUP

Pedals/Seatbelts – Secure
All Switches – Off
All Circuit Breakers – In
Fuel Shutoff Valve – On
Master ALT/BAT – On
Strobes – On
PFD – On & No X'S
Volts – Check ENG Page
Amps – Verify Discharge
Carburetor Heat – Off
Mixture – Full Rich
Prime Throttle – # Pumps
Cold – 3, Warm – 1
Throttle – Cold: 1/4" Open
Warm: Closed
Propeller Area – Clear
Brakes – Hold
Magnetos Switch – Start
Throttle – Idle
Oil Pressure – Check
Amps – Verify Charging
AVN Master – On
Lights – As required
Strobes – Off
Mixture – Lean

BEFORE TAXI

Brakes – Check & Hold
ATIS/AWOS – Copy
Altimeter – Set, Verify
XPDR – STBY
Contact Ground to Taxi

RUN-UP

Brakes – Hold
Pedals/Seatbelts – Secure
Flight Stoke – Box Check
Elevator Trim Set – T/O
Fuel gauges – Check
*Hatch/Doors – Closed
*Latched and Secure
Instruments – Check
Oil Temp. $\geq 75^{\circ}$ F
Throttle – 1700 RPM
-MAG's – L/R Check
rpm drop ≤ 150 rpm
Diff. L/R ≤ 50 rpm
-Carburetor Heat – On/Off
 Δ rpm – Verified
-Amps/Volts – Check
Throttle – Idle
*Hatch/Doors – Closed
*Latched and Secure

HOLDING SHORT

XPDR – ALT
Flaps – 10° (Normal)
Strobes – On
Lights – As Required
Pedals/Seatbelts – Secure
*Ensure Emergency
Checklists are Accessible
*Hatch/Doors – Closed
*Latched and Secure
Contact Tower to Takeoff

Whiteman – WHP

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Santa Monica – SMO

ATIS – 119.15
 TWER – 120.10
 GRND – 121.90
 TPA – 1400'

Aqua Dulce

CTAF – 122.8
 TPA – 3700'
Santa Clarita Area
 CTAF – 122.77

TAKEOFF

Flaps – 0° or 10°
 Carburetor Heat – Off
 Mixture – Full Rich
 Throttle – Full Open
 Rotate – 45 to 50 kTS
 Climb out at:
 Normal 70 kts
 Short Field 55 kts
 Flaps – Up ≥ 200' AGL

CRUISE

Throttle – 2200-2750 rpm
 Elevator Trim – Adjust
 Mixture – Lean
 *≥ 3000' Density Altitude

ENROUTE CLIMB

Airspeed – 65 to 75 kts
 Throttle – Full Open
 Mixture – Full Rich

DESCENT/RETURN

Check Air Traffic
 ATIS/AWOS – Copy
 Altimeter – Set, Verify
 Contact Tower to Land
 Throttle – As Desired
 Carburetor Heat – On
 Mixture – Adjust
 Lights – As Required
 Flaps – As Desired

BEFORE LANDING

Pedals/Seatbelts – Secure
 Carburetor Heat – On
 Mixture – Full Rich
 Landing Light – On

FINAL APPROACH

Airspeed – 50 to 70 kts
 Flaps – 10° KIAS ≤ 100 kts
 25° KIAS ≤ 85 kts
 40° KIAS ≤ 70 kts
 Approach Airspeed –
 Normal 60 to 70 kts
 Short Field 50 kts
 Land – 55 to 65 kts

GO-AROUND

Throttle – Full
 Carburetor Heat – Off
 Flaps – Up ≥ 200' AGL
 Climb -50 kts (Obstacle)
 70 kts (Clear)

AFTER LANDING

Carburetor Heat – Off
 Flaps – Up
 Strobes – Off
 Landing Light - Off
 XPDR – STBY
 Mixture – Lean
 Hatch/Door – as Desired
 Contact Ground to Taxi

In-Flight Checklists**SHUTDOWN**

Brakes – Hold
 Throttle – Idle
 AVN Master – Off
 Mixture – Idle Cutoff
 Magnetos Switch - Off
 Key – Out
 Hobbs/Tach – Record
 Master ALT/BAT – Off
 Controls Lock – Install
 Tie-Downs – Secure
 Trash – Remove
 *Hatch/Doors – Closed
 *Locked and Secure

In-Flight Emergencies**ENGINE FAILURE
RESTART
IN-FLIGHT**

Pitch for Best Glide –
 70 kts No Flaps
 65 kts W/Flaps
 Throttle – Idle
 Carburetor Heat – On
 Fuel Shutoff Valve – On
 Mixture – Full Rich
 Magnetos Switch – Both
 * Magneto Switch Start
 if Prop is Stopped
Land ASAP
 If No Restart – **Execute
Forced Landing**

**ENGINE FAILURE
AFTER LIFTOFF**

Pitch for Best Glide –
 70 kts No Flaps
 65 kts W/Flaps
 Throttle – Idle
 Mixture – Idle Cutoff
 Fuel Shutoff Valve – Off
 Magnetos Switch - Off
 Full Flaps Recommended
 *Master ALT/BAT – Off
 *When Landing Assured
 Land Straight Ahead
 Unlatch Door before Land

**FORCED LANDING
NO ENGINE**

Seatbelts – On & Secure
 Pitch for Best Glide –
 70 kts No Flaps
 65 kts W/Flaps
 Mixture – Idle Cutoff
 Fuel Shutoff Valve – Off
 Call Mayday on **121.50**
 *Unless already on Tower
 Squawk **7700**
 Magnetos Switch - Off
 Flaps – As Needed or Full
 Master ALT/BAT – Off
 ELT – Activate
 Unlatch Door before Land
 *Land Slightly Tail Low

**ENGINE FIRE
IN-FLIGHT**

Mixture – Idle Cutoff
 Fuel Shutoff Valve – Off
 Master ALT only – Off
 Cabin Vents – Open
 Cabin Heat – Off
 Airspeed – 85 kts
 *If fire not extinguished
 increase airspeed to create
 incombustible mixture
Execute Forced Landing

ELECT/CABIN FIRE

Master ALT/BAT – Off
 Cabin Vents/Heat – Close
 AVN Master – Off
 All Switches – Off
 *Except Magnetos Switch
If Fire Not Extinguished
 Master ALT/BAT – On
 Rapid Descent – Execute
 Slideslip to limit Exposure
 AVN Master – On
 Call Mayday on **121.50**
 *Unless already on Tower
 Squawk **7700**
Execute Forced Landing
If Fire is Extinguished
 Cabin Vents/Heat – Open
 *Do Not Reset Tripped
 Circuit Breakers
Land ASAP