

## ***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  $\leq 150$  rpm  
Diff. L/R  $\leq 50$  rpm  
-Carburetor Heat - On/Off  
 $\Delta$ rpm - Verified  
-Amps/Volts – Check  
Throttle – Idle  
\*Hatch/Doors – Closed  
\*Latched and Secure

### **HOLDING SHORT**

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



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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**