

# PREFLIGHT CHECKLIST



CHECK-OUT..... COMPLETE

PREFLIGHT ACTION ..... COMPLETE

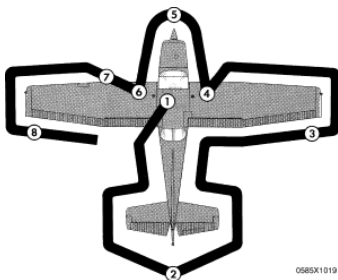
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### Interior

- Fire Extinguisher ..... CHECK
- POH/AFM..... CHECK
- Aircraft Documents..... CHECK
- Control Lock..... REMOVE
- Alternate Static Source..... OFF
- Circuit Breakers..... CHECK IN
- Ignition Switch ..... OFF
- Mixture ..... CUTOFF
- Avionics Switch..... OFF
- Pitot Tube Cover..... Remove
- Master Switch ..... ON
- Fuel Quantity ..... CHECK
- Exterior Lights ..... CHECK
- Pitot Heat..... ON 30sec. & CHECK
- Flaps.....FULLY EXTEND
- Master Switch ..... OFF
- Trim ..... SET TAKEOFF
- Fuel Selector ..... BOTH
- Baggage, Loose Items..... STOW

### EMPENNAGE

- Baggage Door ..... CLOSE/LOCK
- Tail Tiedown .....DISCONNECT
- Fuselage..... CHECK
- Control Surfaces..... CHECK
- Horizontal Stabilizer..... CHECK
- Trim Tab..... CHECK
- Vertical Stabilizer ..... CHECK
- Antennae..... CHECK



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### RIGHT WING

- Fuel Quantity.....VISUALLY CHECK
- Fuel Tanks Sumps.....DRAIN
- Flap ..... CHECK
- Aileron..... CHECK
- Wing Tie-Down ..... DISCONNECT
- Leading Edge..... CHECK
- Main Wheel  
Tire, Brake Pads, Disk ..... CHECK

### NOSE

- Fuel Sumps .....DRAIN
- Engine Compartment ..... CHECK
- Engine Oil Level ..... CHECK
- Oil Access Door ..... SECURE
- Propeller and Spinner..... CHECK
- Alternator Belt..... CHECK
- Landing/Taxi Light ..... SECURED
- Air Intake Filter ..... CHECK
- Nose Wheel..... GOOD CONDITION
- Nose Wheel Strut..... CHECK
- Static Source..... CHECK
- Windshield ..... CLEAN

### LEFT WING

- Fuel Quantity.....VISUALLY CHECK
- Fuel Tanks Sumps.....DRAIN
- Pitot Tube.....UNOBSTRUCTED
- Fuel Tank Vent Opening ..... CHECK
- Stall Warning Opening ..... CHECK
- Wing Tiedown ..... DISCONNECT
- Aileron..... CHECK
- Flap ..... CHECK
- Wing Tie-Down ..... DISCONNECT
- Main Wheel  
Tire, Brake Pads, Disk ..... CHECK
- Chocks / Tiedown / Towbar  
.....CHECK REMOVED

# C172M/N/P

# CLUB PROCEDURES

## BEFORE EACH FLIGHT

- AIRCRAFT DISPATCH
- AIRCRAFT DISCREPANCIES CHECK
- COMPLETE AIRCRAFT INSPECTION

## AFTER EACH FLIGHT

- REFUEL PER CLUB POLICY
- EXTERIOR BUG REMOVAL
- TANIS HEATER AND BLANKET
- AIRCRAFT CLOSEOUT
  - CHECKLIST AND KEYS IN AIRCRAFT
  - AIRCRAFT DOCUMENTS REMAIN IN AIRCRAFT
  - PITOT COVER ON
  - WHEEL CHOCKS IN PLACE IF NEEDED
  - FUEL SUMP SAMPLER IN AIRCRAFT
  - FUEL STICK IN AIRCRAFT
  - GUST LOCK INSTALLED IF NEEDED
- PERSONAL ITEMS/WASTE REMOVED
- COMPLETE AIRCRAFT ACTIVITY LOG
- AIRCRAFT CHECK-IN

## GENERAL PRACTICES

- USE TANIS HEATER WHEN TEMPERATURE IS LESS THAN 40°F OVERNIGHT
- COVER THE COWLING WITH BLANKET IN WINTER TO CONSERVE HEAT
- REFUEL IF LAST FLIGHT OF THE NIGHT, OR IF MORE THAN 1.3 HOBBS IS RECORDED IN THE ACTIVITY LOG
- PITOT COVERS USED IN HANGER AND ON THE RAMP WHEN AIRCRAFT NOT IN USE
- REMOVE ALL PERSONAL MATERIALS AND WASTE AFTER EVERY FLIGHT
- DO NOT USE LESS THAN ONE QUART OF OIL WHEN ADDING OIL TO AIRCRAFT
- HANGAR DOORS SHOULD BE CLOSED IF DISPATCHING FOR MORE THAN 1 HOUR

## CLUB OPERATING RULES



## ONLINE SCHEDULE SKYMANAGER



## MEMBERSHIP RESOURCES



## MICHIGAN FLYERS DIGITAL CHECKLISTS



**CHECKLIST TO REMAIN  
IN THE AIRCRAFT**