

Isla Grande Flying School  
& Service Corp.  
787-722-1160

CESSNA 162 CHECKOUT SYLLABUS

Checkout appointment date: \_\_\_\_\_

Instructor \_\_\_\_\_

MR./MS \_\_\_\_\_ HAS  
SATISFACTORILY COMPLETED A CESSNA 162 CHECKOUT.  
DATE: \_\_\_\_\_

REVIEWED BY AND CORRECTED TO 100% BY IGFS FLIGHT INSTRUCTOR

(print) \_\_\_\_\_ (sign) \_\_\_\_\_

A REVIEW OF THE FOLLOWING MANEUVERS & OPERATIONS ARE REQUIRED FOR AN AIRCRAFT CHECKOUT. AN INSTRUCTOR'S DECISION TO MODIFY THE LIST WILL BE BASED ON THE PILOT'S ATTITUDE, PREPAREDNESS, EXPERIENCE, CURRENCY AND PERFORMANCE.

PREFLIGHT PREPARATION

- CERTIFICATES & DOCUMENTS
- PERFORMANCE AND LIMITATIONS
- AIRCRAFT SYSTEMS

USE OF CHECKLISTS

- WRITTEN & MENTAL

GROUND OPERATIONS

- PRE-FLIGHT
- COCKPIT MANAGEMENT
- STARTING AND TAXING
- PRETAKEOFF CHECK

TAKEOFF & LANDINGS

- NORMAL, SHORT & SOFT
- GO-AROUNDS

SLOW FLIGHT AND STALLS

- SLOW FLIGHT
- POWER ON & OFF STALLS

EMERGENCY OPERATIONS

- APPROACH & LANDINGS
- AIRCRAFT MALFUNCTIONS

G300 & AVIONICS OPERATIONS

- LOGIC AND USE
- NAVIGATION

## CESSNA 162 CHECKOUT EXAMINATION

CARBURETOR ICING – (23) Describe indications of carburetor icing and use of carburetor heat: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

PITOT AND STATIC SYSTEM – (24) Location of pitot tube, is it heated and location of static vent: \_\_\_\_\_

BRAKE SYSTEM – (25) Describe system, including location of reservoir: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

G300 system (26) Can the G300 be used for pilotage navigation or terrain/ obstacle avoidance: \_\_\_\_\_

### COMPUTATIONS

1. (27) 1,320 pounds, 50 foot obstacle, 4,000 foot pressure altitude, 40 degrees C
  - a. Take off distance \_\_\_\_\_
  - b. Landing distance \_\_\_\_\_
  - c. Best rate of climb \_\_\_\_\_

## CESSNA 162 CHECKOUT EXAMINATION

### **WEIGHTS (use information manual values, actual aircraft weight, moment and cg will vary)**

(15) Maximum taxi: \_\_\_\_\_ lbs. Maximum gross take off & landing: \_\_\_\_\_ lbs.

Empty: \_\_\_\_\_ lbs. Useful load: \_\_\_\_\_ lbs.

(16) Full fuel pay load: \_\_\_\_\_ Half fuel pay load: \_\_\_\_\_ Baggage limit \_\_\_\_\_

**AIRSPEEDS (KIAS) (17)**  $V_x$  \_\_\_\_\_ Kts.  $V_y$  \_\_\_\_\_ kts. Cruise climb \_\_\_\_\_ kts.

$V_a$  \_\_\_\_\_ kts. Design Maneuvering Speed – No abrupt control movements above this speed.

Does  $V_a$  provide protection from possibly overstressing the airplane: \_\_\_\_\_

$V_o$  1320 lbs \_\_\_\_\_ 1200 lbs \_\_\_\_\_ 1100 lbs \_\_\_\_\_ Maximum Operating  
Maneuvering Speed- Speed at which the airplane may be stalled with out exceeding structural  
limitations.

$V_o$  \_\_\_\_\_ kts.  $V_{ne}$  \_\_\_\_\_ kts.  $V_y$  \_\_\_\_\_ kts. Cruise climb \_\_\_\_\_ kts.

Best glide \_\_\_\_\_ kts  $V_{fe}$  10 degree \_\_\_\_\_ 25 degree \_\_\_\_\_ Full \_\_\_\_\_ kts.

(18) Final approach: Flaps up: \_\_\_\_\_ kts. Flaps full down \_\_\_\_\_ kts.  
Short/Soft field \_\_\_\_\_ kts.

**SERVICE CEILING (19)** \_\_\_\_\_ FT.

**ELECTRICAL SYSTEM (20)** Battery voltage \_\_\_\_\_ Bus voltaje range \_\_\_\_\_

Use of MAIN CB RESET button \_\_\_\_\_  
\_\_\_\_\_

**ELT – (21)** Location of unit and remote switch: \_\_\_\_\_  
\_\_\_\_\_

**DOORS (22)** Can the doors be open for start and taxi: \_\_\_\_\_ For run-up \_\_\_\_\_  
In flight: \_\_\_\_\_

CESSNA 162 CHECKOUT EXAMINATION

**THIS IS A LIGHT SPORT AIRCRAFT- DAY, NIGHT, VFR OPERATIONS ONLY**

PILOT'S NAME: \_\_\_\_\_ DATE \_\_\_\_/\_\_\_\_/\_\_\_\_

**ENGINE** (1) Manufacturer and type: \_\_\_\_\_ Horsepower: \_\_\_\_\_

(2) If the optional fuel primer control is not installed, how is engine priming accomplished?  
\_\_\_\_\_

**ENGINE POWER SETTINGS** (3) Run-up: \_\_\_\_\_ Takeoff: \_\_\_\_\_

Maximum% continuous power: \_\_\_\_\_ Climb: \_\_\_\_\_

Cruise, 75% power (4), 4,000 feet, standard temperature: RPM \_\_\_\_\_ GPH \_\_\_\_\_ KTAS \_\_\_\_\_

Cruise, 55% POWER (5), 6,000 feet, standard temperature: RPM \_\_\_\_\_ GPH \_\_\_\_\_ KTAS \_\_\_\_\_

**OIL** (6) Grade: \_\_\_\_\_ wt. Max. Indicated quantity: \_\_\_\_\_ qts. Min. Indicated quantity: \_\_\_\_\_ qts.

**FUEL** (7) Grade: \_\_\_\_\_ Color: \_\_\_\_\_ Number of fuel tanks: \_\_\_\_\_

Total capacity : \_\_\_\_\_ gal. Usable: \_\_\_\_\_ gal. (8) Tank tab indications: \_\_\_\_\_; \_\_\_\_\_; \_\_\_\_\_; \_\_\_\_\_

(9) Take off prohibited with less than \_\_\_\_\_ fuel.

(10) Location & number of all fuel drains: \_\_\_\_\_  
\_\_\_\_\_

(11) How are the fuel tanks vented: \_\_\_\_\_  
\_\_\_\_\_

(12) How does fuel get to the carburetor: \_\_\_\_\_

(13) Describe the cockpit fuel indicating system: \_\_\_\_\_  
\_\_\_\_\_

(14) Does the cockpit indicator accurately show full fuel: \_\_\_\_\_ What does : \_\_\_\_\_