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<b>Cessna 172M – 160HP V1.2</b>	
<b>BEFORE TAKEOFF</b> - Clearing circle for Pattern Traffic <ul style="list-style-type: none"> <li>• What is your <b>ABORT</b> Plan?</li> <li>• Flaps <b>UP</b> • Carb Heat <b>OFF</b> • Transponder <b>ALT</b></li> <li>• Lights/Strobes <b>ON</b> • Headset <b>ON</b></li> </ul>	
<b>TAKEOFF</b> Normal: Rotate 60 mph <b>Vy 91 mph</b> (80 mph @ 10,000' DA) Short/Soft: Flaps 0 /10° <b>Vx 68 mph</b> (73 mph @ 10,000' DA)	
<b>CRUISE CLIMB</b> <b>90 mph RPM</b> <b>Do Not exceed 2500 RPM for more than 5 min during climb out</b>	
<b>BEST GLIDE</b> <b>80 mph (flaps up)</b>	
<b>&gt;1000' AGL</b> • Oil Pres/Temp • Ammeter • Vacuum • Lights	
<b>CRUISE</b> <b>Do Not exceed 2500 RPM for more than 5 min during Cruse</b> <ul style="list-style-type: none"> <li>• Landing Light <b>OFF</b> • Mixture <b>LEAN</b> for max RPM</li> <li>• Heading Indicator <b>SET</b> • Routinely Check Gauges:</li> <li>• Oil Press/Temp • Ammeter • Vacuum • Fuel • Carb Temp (64R)</li> </ul>	
<b>LANDING</b> <ul style="list-style-type: none"> <li>• Carb Heat <b>ON</b> • Fuel <b>BOTH</b> • Mixture <b>ENRICH</b></li> <li>• Approach at <b>65-75 mph</b></li> </ul>	
<b>GO AROUND</b> <ul style="list-style-type: none"> <li>• Full Throttle • Pitch up • Carb Heat <b>OFF</b></li> <li>• Flaps retract to <b>20°</b> • <i>Climbing &amp; above 65 mph</i> retract flaps</li> </ul>	
<b>AFTER LANDING</b> <ul style="list-style-type: none"> <li>• Carb Heat <b>OFF</b> • Transponder <b>SBY</b> • Flaps <b>UP</b></li> <li>• Mixture <b>LEAN</b> for taxi</li> </ul>	
<b>SHUTDOWN</b> • Avionics/Lights <b>OFF</b> • Mixture <b>OFF</b> • Master <b>OFF</b> • <ul style="list-style-type: none"> <li>• Mags <b>OFF</b> • Headset <b>OFF</b> • Parking Brake <b>SET</b></li> <li>• Control Lock <b>Installed</b> • Flight Plan <b>Closed</b></li> </ul>	
<b>POSTFLIGHT</b> <ul style="list-style-type: none"> <li>• Hobbs Time <b>RECORD</b> • Windows &amp; Leading Edges <b>CLEAN</b></li> <li>• Wheel Chocks <b>SET</b> • Seat Belts <b>SECURE</b> • Interior <b>CLEAN</b></li> <li>• Airplane <b>LOCKED</b> • Flight Log <b>ENTERED</b> • Flight Plan <b>CLOSED</b></li> <li>• Hangar <b>SECURE</b> • Padlock Set <b>0000</b> • Lights <b>OFF</b></li> </ul>	
<b>CAS MPH</b> <b>Vso 54</b> <b>Vs1 61</b> <b>Vfe 100</b> <b>Va 2300 112</b> <b>Va 1950 103</b> <b>Va 1600 93</b> <b>Vno 145</b> <b>Vne 182</b>	Recommended Pattern Speeds/ Approx Pwr Settings Downwind: 90 - 95 mph / 2000 RPM Abeam: 80 - 85 mph / 1500 RPM Base: 75 - 80 mph / 1500 RPM Final: 65 - 70 mph / 1500 RPM  (Full Flaps – No Flaps)

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<b>PREFLIGHT</b> Gust Lock - REMOVED Hobbs – Recorded. Enter flight into Flight Log System Master – ON Flaps – 20° Fuel Gauges – CHECK Exterior Lights - CHECK Interior Lights - CHECK Master – OFF Baggage Door – LOCKED Tires/Brakes – Press/Leaks (Main 29 psi - Nose 31 psi) Fuel Caps & Quantity Fuel Vents Oil level: 6 MIN / 7 MAX Qts. Nose strut Static Port Wing Fuel Drains Engine Fuel Strainer	<b>AFTER START</b> Throttle – 1000 RPM Oil Pressure– in green < 30 seconds Flaps – UP Mixture – LEAN FOR TAXI Avionics – ON Beacon – ON Nav Lights – As Required Transponder – STBY
<b>START</b> Seats – LOCKED Selt Belts – FASTEN Parking Brake – SET Passenger Briefing Fuel – BOTH Circuit Breakers – IN Avionics – OFF Mixture – RICH Carb Heat – COLD Prime – As Required Throttle – OPEN ½ Inch Clear Prop Master – ON Engage Starter (max 20 sec crank if no start) Release when engine starts.	<b>RUNUP</b> Doors & Windows – LATCHED Controls – Free & Correct Flaps – UP Trim – TAKEOFF Fuel – BOTH Throttle – 1700 RPM Mixture – BEST POWER Vacuum – Check (4.6"-5.4") Mags (drop< 125, difference ea <50) Carb Heat – TEST Alternator – TEST Throttle – 1000 RPM Instruments – CHECK Seat Belts – CHECK COM – First Freqs 122.7 KMAN NAV – First Freqs OBS – SET Charts & Log – READY Headset – ON
<b>SEE OTHER SIDE FOR BEFORE TAKEOFF CHECK</b>	
Emergency: Com 121.5 / Squawk 7700 Loss Com. Squawk 7600 Flight Watch: 122.0 FSS BOI: 122.2 / 122.6 KMAN ASOS:118.325 KEUL ASOS :135.07 KBOI ATIS:123.9 BOI App/Dep: North 126.9 / South 119.6 BOI Twr 118.1 / Gnd 121.7	