

Use at your own risk. The pilot must refer to the FAA approved documents for the correct information, and is responsible for safe operation of aircraft.

<b>Cessna 172M – 160HP V1.3 11/15/2017</b>	
<b>BEFORE TAKEOFF</b>	
<ul style="list-style-type: none"> <li>• Flaps <b>UP</b> OR 10° • Carb Heat <b>OFF</b> • Transponder <b>ALT</b></li> <li>• Landing Lights/Strobes <b>ON</b> • Headset <b>ON</b></li> <li>- Clearing circle for Pattern Traffic</li> <li>• What is your <b>ABORT</b> Plan?</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 90 mph RPM</b>	
<b>Do Not exceed 2500 RPM for more than 5 min during climb out</b>	
<b>BEST GLIDE 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>• 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>70-80 mph (flaps up) 65-75 mph (flaps down)</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> • 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> • Parking Brake <b>SET</b> • Pitot Tube Cover <b>Installed</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>	Recommended Pattern Speeds/ Approx Pwr Settings
<b>Vso 54</b>	
<b>Vs1 61</b>	Downwind: 90 - 95 mph / 2000 RPM
<b>Vfe 100</b>	
<b>Va 2300 112</b>	Abeam: 80 - 85 mph / 1500 RPM
<b>Va 1950 103</b>	Base: 75 - 80 mph / 1500 RPM
<b>Va 1600 93</b>	
<b>Vno 145</b>	Final: 65 - 70 mph / 1500 RPM
<b>Vne 182</b>	(Flaps – No Flaps)

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<b>PREFLIGHT</b>	<b>AFTER START</b>
Pitot Tube Cover - REMOVED	Throttle – 1000 RPM
Gust Lock - REMOVED	Oil Pressure– in green < 30 seconds
Hobbs – Recorded. Enter flight into Flight Log System	Flaps – UP
Master – ON	Mixture – LEAN FOR TAXI
Flaps – 20°	Avionics Master – ON
Fuel Gauges – CHECK	Beacon – ON
Exterior Lights - CHECK	Taxi Lights - ON
Interior Lights - CHECK	Transponder – ALT
Master – OFF	
Baggage Door – LOCKED	<b>RUNUP</b>
Tires/Brakes – Press/Leaks (Main 29 psi - Nose 31 psi)	Doors & Windows – LATCHED
Fuel Caps & Quantity	Controls – FREE & CORRECT
Oil level: 6 MIN / 7 MAX Qts.	Flaps – UP
Nose strut - Correct travel	Trim – TAKEOFF
Prop/Spinner - Inspect	Fuel – BOTH
Static Port	Throttle – 1700 RPM
Wing Fuel Drains	Mixture – BEST POWER
Engine Fuel Strainer	Vacuum – Check (4.6"-5.4")
Final Walk / Look Around	Mags (drop< 125, difference ea <50)
	Carb Heat – TEST
	Ammeter - Charging
	Low Voltage Light - Out
<b>START</b>	Throttle – 1000 RPM
Seats – LOCKED	Instruments – CHECK/SET
Seat Belts – FASTENED	Seat Belts – SECURE
Parking Brake – SET	COM – First Freq. 122.7 KMAN
Passenger Briefing	NAV – First Freq. - 113.3 BOI VOR
Fuel – ON BOTH	OBS – SET
Circuit Breakers – IN	Charts & Log – READY
Avionics – OFF	Headset – ON
Mixture – RICH	
Carb Heat – COLD	
Prime – As Required (max 3)	
Throttle – OPEN ½ Inch	
Clear Prop	
Master – ON	
Engage Starter (max 20 sec crank if no start)	<b>SEE OTHER SIDE FOR BEFORE TAKEOFF CHECK</b>
Emergency: Com 121.5 / Squawk 7700 Loss Com. Squawk 7600 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	