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.

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| **Cessna 172M – 160HP V1.3 11/15/2017** |
| **BEFORE TAKEOFF** • Flaps **UP** OR 10°• Carb Heat **OFF** • Transponder **ALT**• Landing Lights/Strobes **ON** • Headset **ON****-** Clearing circle for Pattern Traffic• What is your **ABORT** Plan? |
| **TAKEOFF** Normal: Rotate 60 mph **Vy 91 mph** (80 mph @ 10,000’ DA)Short/Soft: Flaps 0 /10° **Vx 68 mph** (73 mph @ 10,000’ DA) |
| **CRUISE CLIMB 90 mph RPM**  **Do Not exceed 2500 RPM for more than 5 min during climb out****BEST GLIDE 80 mph (flaps up)** |
| **>1000’ AGL** • Oil Pres/Temp • Ammeter • Vacuum • Lights  |
| **CRUISE Do Not exceed 2500 RPM for more than 5 min during Cruse** • Mixture **LEAN** for max RPM• Heading Indicator **SET** • Routinely Check Gauges:• Oil Press/Temp • Ammeter • Vacuum • Fuel • Carb Temp (64R) |
| **LANDING**• Carb Heat **ON** • Fuel **BOTH** • Mixture **ENRICH**• Approach at **70-80 mph (flaps up)** **65-75 mph (flaps down)** |
| **GO AROUND** • Full Throttle • Pitch up • Carb Heat **OFF**• Flaps retract to **20°** • *Climbing & above* ***65 mph*** retract flaps |
| **AFTER LANDING**• Carb Heat **OFF** • Flaps **UP**• Mixture **LEAN** for taxi |
| **SHUTDOWN** • Avionics/Lights **OFF** • Mixture **OFF** • Master **OFF** •• Mags **OFF** • Parking Brake **SET** • Pitot Tube Cover **Installed**• Control Lock **Installed** • Flight Plan **Closed** |
| **POSTFLIGHT** • Hobbs Time **RECORD** • Windows & Leading Edges **CLEAN** • Wheel Chocks **SET** • Seat Belts **SECURE** • Interior **CLEAN**• Airplane **LOCKED** • Flight Log **ENTERED** • Flight Plan **CLOSED**• Hangar **SECURE** • Padlock Set **0000** • Lights **OFF** |
| *CAS MPH***Vso 54****Vs1 61****Vfe 100****Va 2300 112****Va 1950 103****Va 1600 93****Vno 145****Vne 182** | Recommended Pattern Speeds/ Approx Pwr SettingsDownwind: 90 - 95 mph / 2000 RPMAbeam: 80 - 85 mph / 1500 RPM Base: 75 - 80 mph / 1500 RPM Final: 65 - 70 mph / 1500 RPM (Flaps – No Flaps) |

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| **Cessna 172M – 160HP V1.3 11/15/2017** |
| PREFLIGHTPitot Tube Cover - REMOVEDGust Lock - REMOVEDHobbs – Recorded. Enter flight into Flight Log SystemMaster – ONFlaps – 20°Fuel Gauges – CHECKExterior Lights - CHECKInterior Lights - CHECKMaster – OFFBaggage Door – LOCKEDTires/Brakes – Press/Leaks(Main 29 psi - Nose 31 psi)Fuel Caps & QuantityOil level: 6 MIN / 7 MAX Qts. Nose strut - Correct travelProp/Spinner - InspectStatic PortWing Fuel DrainsEngine Fuel StrainerFinal Walk / Look AroundSTARTSeats – LOCKEDSeat Belts – FASTENEDParking Brake – SETPassenger BriefingFuel – ON BOTHCircuit Breakers – INAvionics – OFFMixture – RICHCarb Heat – COLDPrime – As Required (max 3)Throttle – OPEN ½ InchClear PropMaster – ONEngage Starter (max 20 sec crank if no start) | AFTER STARTThrottle – 1000 RPMOil Pressure– in green < 30 secondsFlaps – UPMixture – LEAN FOR TAXIAvionics Master – ONBeacon – ONTaxi Lights - ONTransponder – ALTRUNUPDoors & Windows – LATCHEDControls – FREE & CORRECTFlaps – UPTrim – TAKEOFFFuel – BOTHThrottle – 1700 RPMMixture – BEST POWERVacuum – Check (4.6”-5.4”)Mags (drop< 125, difference ea <50)Carb Heat – TESTAmmeter - ChargingLow Voltage Light - Out Throttle – 1000 RPMInstruments – CHECK/SETSeat Belts – SECURECOM – First Freq. 122.7 KMANNAV – First Freq. - 113.3 BOI VOR OBS – SETCharts & Log – READYHeadset – ON**SEE OTHER SIDE FOR****BEFORE TAKEOFF CHECK** |
| Emergency: Com 121.5 / Squawk 7700Loss Com. Squawk 7600FSS BOI: 122.2 / 122.6KMAN ASOS:118.325 KEUL ASOS :135.07 KBOI ATIS:123.9BOI App/Dep: North 126.9 / South 119.6BOI Twr 118.1 / Gnd 121.7 |