

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 V1.1</b>	
<b>BEFORE TAKEOFF - Clearing circle for Pattern Traffic</b> Flaps <b>UP</b> • Carb Heat <b>OFF</b> • Transponder <b>ALT</b> Lights/Strobes <b>ON</b> • Headset <b>ON</b>	
<b>TAKEOFF</b> <b>Do Not exceed 2500 RPM for more than 5 min during take-off</b> Normal: Rotate 60 mph <b>Vy 91 mph</b> (85 mph @ 5,000' DA) Short/Soft: Flaps 0 /10° <b>Vx 68 mph</b>	
<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> Landing Light <b>OFF</b> • Mixture <b>LEAN</b> for max RPM Heading Indicator <b>SET</b> • Routinely Check Gauges Oil Press/Temp • Ammeter • Vacuum • Fuel • Carb Temp (64R)	
<b>LANDING</b> Carb Heat <b>ON</b> Fuel <b>BOTH</b> • Mixture <b>ENRICH</b> Approach at <b>65-75 mph</b>	
<b>GO AROUND</b> Full Throttle • Pitch up • Carb Heat <b>OFF</b> Flaps retract to <b>20°</b> • <i>Climbing &amp; above 65 mph</i> retract flaps	
<b>AFTER LANDING</b> Carb Heat <b>OFF</b> • Transponder <b>SBY</b> • Flaps <b>UP</b> Mixture <b>LEAN</b> for taxi	
<b>SHUTDOWN</b> Avionics/Lights <b>OFF</b> • Mixture <b>OFF</b> • Master <b>OFF</b> • Mags <b>OFF</b> • Headset <b>OFF</b> • Parking Brake <b>SET</b> Control Lock <b>Installed</b> • Flight Plan <b>Closed</b>	
<b>POSTFLIGHT</b> Hobbs Time <b>RECORD</b> • Windows & Leading Edges <b>CLEAN</b> Wheel Chocks <b>SET</b> • Airplane <b>LOCKED</b> • Hangar <b>SECURE</b> Padlock Set <b>0000</b> • Lights <b>OFF</b>	
<b>CAS MPH</b>	<b>Recommended Pattern Speeds / Approximate Power settings.</b>
<b>Vso 54</b>	Downwind: 90 mph / 2000 RPM
<b>Vs1 61</b>	Abeam: 85 mph / 1500 RPM / 10 flaps
<b>Vfe 100</b>	Base: 80 mph / 1500 RPM / 20 flaps
<b>Va 112</b>	Final: 70 mph / 1500 RPM / 30 – 40 flaps
<b>Vno 145</b>	
<b>Vne 182</b>	

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<b>PREFLIGHT</b> Hobbs Master – ON Flaps – 20° Fuel Gauges – Check Exterior Lights - CHECK Interior Lights - CHECK Master – OFF Baggage Door – LOCKED Tires Fuel Caps & Quantity Fuel Vents Oil level – 6 qts min Nose strut Static Port Wing Fuel Drains Engine Fuel Strainer	<b>AFTER START</b> Throttle – 1000 RPM Oil Pressure – CHECK 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 Fuel – BOTH Circuit Breakers – IN Avionics – OFF Mixture – RICH Carb Heat – COLD Prime – As Required Throttle – OPEN ½" Clear Prop Master – ON Engage Starter (max 30 sec crank if no start)	<b>RUNUP</b> Doors & Windows – LATCHED Controls – Free & Correct Flaps – UP Trim – TAKEOFF Fuel – BOTH Mixture – FULL RICH Throttle – 1700 RPM Mixture – BEST POWER Vacuum – Check (4.6" -5.4") Mags ( drop < 125, diff <50) Carb Heat – TEST Alternator – TEST Throttle – 1000 RPM Instruments – CHECK Seat Belts – CHECK COM – First Freqs 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 EUL ASOS : 135.07 BOI ATIS: 123.9 BOI App/Dep: North 126.9 / South 119.6 BOI Twr 118.1 / Gnd 121.7	