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 172N – 180HP V1.1 12/06/2017** | |
| **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 55 KIAS **Vy 73 KIAS** (72 KIAS @ 10,000’ DA)  Short/Soft: Flaps 0 /10° **Vx 62 KIAS** (67 KIAS @ 10,000’ DA) | |
| **CRUISE CLIMB 75-85 KIAS**  **BEST GLIDE 70 KIAS (flaps up@ GW)**  62 KIAS @ 2150# / 56 KIAS @ 1750 # | |
| **>1000’ AGL** • Oil Pres/Temp • Ammeter • Vacuum • Lights On | |
| **CRUISE**  • Mixture **LEAN** for cruise RPM setting  • Heading Indicator **SET** • Routinely Check Gauges:  • Oil Press/Temp • Ammeter • Vacuum • Fuel | |
| **LANDING** • Landing Light **ON**  • Carb Heat **ON** • Fuel **BOTH** • Mixture **ENRICH**  • Approach at **65-75 KIAS (flaps up) 60-70 KIAS (30**° **flaps)** | |
| **GO AROUND**  • Full Throttle • Pitch up • Carb Heat **OFF**  • Flaps retract to **20°** • Climbing & above **65 KIAS** 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 KIAS*  **Vso 40**  **Vs1 50**  **Vfe 85**  **Va 2550 105**  **Va 2150 95**  **Va 1750 85**  **Vno 127**  **Vne 158** | Recommended Pattern Speeds/ Approx Pwr Settings  Downwind: 85 - 95 KIAS / 2000 RPM  Abeam: 80 - 85 KIAS / 1500 RPM  Base: 70 - 80 KIAS / 1500 RPM  Final: 60 - 70 KIAS / 1500 RPM  (Flaps – No Flaps) |

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| **Cessna 172N – 180HP V1.1 12/06/2017** | |
| PREFLIGHT Pitot Tube Cover - REMOVED  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 38 psi - Nose 45 psi)  Fuel Caps & Quantity  Oil level: 6 MIN / 7 MAX Qts. Nose strut - Correct travel  Prop/Spinner - Inspect  Static Port  Check Fuel/Caps/Drain  Engine Fuel Strainer-Drain  Final Walk / Look Around START Seats – LOCKED  Seat Belts – FASTENED  Parking Brake – SET  Passenger Briefing  Fuel – ON BOTH  Circuit Breakers – IN  Avionics – OFF  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) | AFTER START Throttle – 1000 RPM  Oil Pressure– in green < 30 seconds  Flaps – UP  Mixture – LEAN FOR TAXI  Avionics Master – ON  Beacon – ON  Taxi Lights - ON  Transponder – ALT RUNUP Doors & Windows – LATCHED  Controls – FREE & CORRECT  Flaps – UP  Trim – TAKEOFF  Throttle – 1700 RPM  Mixture – BEST POWER Vacuum – Check (4.6”-5.4”)  Mags (drop< 125, difference ea <50)  Carb Heat – TEST  Ammeter - Charging  Low Voltage Light - Out  Throttle – 1000 RPM  Instruments – CHECK/SET  Seat Belts – SECURE  COM – First Freq. 122.7 KMAN  NAV – First Freq. - 113.3 BOI VOR  OBS – SET  Charts & Log – READY  Headset – ON  **SEE OTHER SIDE FOR**  **BEFORE TAKEOFF CHECK** |
| 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  Big Sky App/Dep: North 126.9 / South 119.6  BOI Twr 118.1 / Gnd 121.7 | |