

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.

| Cessna 172M – 160HP V1.8 12/3/2025 | |
|---|---|
| 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 80-90 mph @ Max 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 • Lights | |
| CRUISE Do Not exceed 2500 RPM for more than 5 min during Cruise • Mixture LEAN for max RPM • Heading Indicator SET • Routinely Check Gauges: • Oil Press/Temp • Ammeter • Fuel • Carb Temp (64R) | |
| LANDING • Landing Light ON • 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° • <i>Climbing & above 65 mph</i> 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 & Tach Time RECORD • Windows & Leading Edges CLEAN • Wheel Chocks SET • Seat Belts SECURE • Interior CLEANED • Airplane LOCKED • Flight Log ENTERED • Flight Plan CLOSED • Hangar SECURE • Lights OFF • Doors LOCKED | |
| IAS MPH | Recommended Pattern Speeds/ Approx Pwr Settings |
| Vso 54 | |
| Vs1 61 | Downwind: 90 - 95 mph / 2000 RPM |
| Vfe 100 | |
| Va 2300 112 | Abeam: 80 - 85 mph / 1500 RPM |
| Va 1950 103 | Base: 75 - 80 mph / 1500 RPM |
| Va 1600 93 | |
| Vno 145 | Final: 65 - 70 mph / 1500 RPM |
| Vne 182 | (Flaps – No Flaps) |
| Emergency: Com 121.5 / Squawk 7700 Loss Com. Squawk 7600 KMAN ASOS:118.325 KEUL ASOS :135.07 KBOI ATIS:123.9 BOI App/Dep:119.6 unless directed to 126.9 BOI Twr 118.1 / Gnd 121.7 FSS BOI: 122.6 | |

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| PREFLIGHT Pitot/AOA Tube Covers-REMOVED Gust Lock - REMOVED Avionics Master-OFF AOA Pitot Heat/Pitot Heat - OFF Master – ON (Right side only) Hobbs – Check with Flight Log Tach Time Check < Oil Change Flaps – 20° Smooth Operation 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 Quantity & Caps Secure. Oil level: 6 MIN / 7 MAX Qts. Nose Strut - Correct travel Prop/Spinner - Inspect Static Ports - Clear Check Fuel Wing Drains - Quality Engine Fuel Strainer-Drain Final Walk/Look Around/Tow Bar | AFTER START Master – ON (Left and Right) Throttle – 1000 RPM Oil Pressure– in green < 30 seconds Flaps – UP Mixture – LEAN FOR TAXI Avionics Master – ON GTN750Xi – Set Fuel Qty/Fuel Burn Taxi Lights - ON Transponder – ALT |
| START Seats – LOCKED Seat/Shoulder Belts– FASTENED Parking Brake – SET Passenger Briefing Fuel – ON BOTH Circuit Breakers – IN Mixture – RICH Carb Heat – COLD Prime – As Required (max 3) Throttle – OPEN ½ Inch Beacon – ON Prop Area - Clear (Yell) Master – ON (Right side only) Engage Starter (max 20 sec crank if no start) | RUNUP Doors & Windows – LATCHED Controls – FREE & CORRECT Flaps – UP Trim – TAKEOFF Fuel – BOTH Throttle – 1700 RPM Mixture – FULL RICH (Lean for Best Power above 3,000' DA) Mags (drop< 125, difference ea <50) Carb Heat – TEST Ammeter - Charging Low Voltage Light - Out Throttle – back to 1000 RPM Instruments – CHECK/SET Garmin G5 baro pressure set/referenced same as conventional Altimeter Seat Belts/Harness – SECURE COM – First Freq. 122.7 KMAN KMAN ASOS:118.325 Headsets Check–Noise Canceling ON Check Intercom/Com volumes/operation GTN750Xi/Avionics – Set Up |
| BEFORE TAKEOFF Flaps UP OR 10° • Carb Heat OFF • • Landing Lights/Strobes ON • Headset ON • Transponder - ALT - Clearing circle for Pattern Traffic • What is your ABORT Plan? | |