

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 V1.5 7/31/2020	
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 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	
CAS 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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REFLIGHT	AFTER START
Pitot Tube Cover - REMOVED	Throttle – 1000 RPM
Gust Lock - REMOVED	Oil Pressure– in green < 30 seconds
Hobbs–Record into Flight Log	Flaps – UP
Tach Check < Oil Change Time	Mixture – LEAN FOR TAXI
Master – ON	Avionics Master – ON
Flaps–Ck for Smooth Operation	Beacon – ON
Fuel Gauges – CHECK	Taxi Lights - ON
Exterior Lights - CHECK	Transponder – ALT
Interior Lights - CHECK	
Master – OFF	RUNUP
Baggage Door – LOCKED	Doors & Windows – LATCHED
Tires/Brakes – Press/Leaks	Controls – FREE & CORRECT
(Main 29 psi - Nose 31 psi)	Flaps – UP
Fuel Caps & Quantity	Trim – TAKEOFF
Oil level: 6 MIN / 7 MAX Qts.	Fuel – BOTH
Nose strut - Correct travel	Throttle – 1700 RPM
Prop/Spinner - Inspect	Mixture – FULL RICH (Lean for Best
Static Port - Clear	Power above 3,000' DA)
Wing Fuel Drains	Mags (drop< 125, difference ea
Engine Fuel Strainer	<50)
Final Walk / Look Around	Carb Heat – TEST
	Ammeter - Charging
START	Low Voltage Light - Out
Seats – LOCKED	Throttle – 1000 RPM
Seat Belts – FASTENED	Instruments – CHECK/SET
Parking Brake – SET	Garmin G5 baro pressure
Passenger Briefing	set/referenced to conventional
Fuel – ON BOTH	Altimeter
Circuit Breakers – IN	Seat Belts – SECURE
Avionics Master – OFF	COM – First Freq. 122.7 KMAN
Mixture – RICH	NAV – First Freq. - 113.3 BOI VOR
Carb Heat – COLD	OBS – SET
Prime – As Required (max 3)	Charts & Log – READY
Throttle – OPEN ½ Inch	
Yell -Clear Prop	
Master – ON	
Engage Starter (max 20 sec	
crank if no start)	
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?	