

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 172N – 180HP V1.3 7/31/2020	
TAKEOFF Normal: Rotate 55 KIAS Vy 73 KIAS (72 KIAS @ 10,000' DA) Short/Soft: Flaps 10°/10° Vx 62 KIAS (67 KIAS @ 10,000' DA)	
CRUISE CLIMB 75-85 KIAS MAXIMUM GLIDE SPEED 68 KIAS (flaps up@ GW) 62 KIAS @ 2150# / 56 KIAS @ 1750 #	
>1000' AGL • Oil Pres/Temp • Ammeter • Vacuum • Lights On	
CRUISE • Mixture LEAN to peak EGT , then ENRICH 50°F rich of peak for Best power. • 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)	
CAS KIAS	
Vso 40	Recommended Pattern Speeds/ Approx Pwr Settings
Vs1 50	
Vfe 85	
Va 2550 105	Downwind: 85 - 95 KIAS / 2000 RPM
Va 2150 95	Abeam: 80 - 85 KIAS / 1500 RPM
Va 1750 85	
Vno 127	Base: 70 - 80 KIAS / 1500 RPM
Vne 158	Final: 60 - 70 KIAS / 1500 RPM
(Flaps – No 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 & Tach Time RECORD • Windows & Leading Edges CLEAN • Wheel Chocks SET • Seat Belts SECURE • Interior CLEAN • Airplane LOCKED • Flight Log ENTERED • Flight Plan CLOSED • Hangar SECURE • Lights OFF • Doors LOCKED	
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 FSS BOI: 122.6	

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PREFLIGHT Pitot Tube Cover - REMOVED Gust Lock - REMOVED Hobbs – Record into Flight Log Tach Check < Oil Change Time 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 - Clear Check Fuel/Caps/Drain Engine Fuel Strainer-Drain Final Walk / Look Around	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
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 Yell - Clear Prop Master – ON Engage Starter (max 20 sec crank if no start)	RUNUP Doors & Windows – LATCHED Controls – FREE & CORRECT Flaps – UP Trim – TAKEOFF 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 – 1000 RPM Instruments – CHECK/SET Garmin G5 baro pressure set/referenced to conventional Altimeter Seat Belts – SECURE COM – First Freq. 122.7 KMAN NAV – First Freq. - 113.3 BOI VOR OBS – SET Charts & Log – READY Headset – Noise Canceling ON
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?	