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****Vs1 50****Vfe 85****Va 2550 105****Va 2150 95****Va 1750 85****Vno 127****Vne 158** | Recommended Pattern Speeds/ Approx Pwr SettingsDownwind: 85 - 95 KIAS / 2000 RPMAbeam: 80 - 85 KIAS / 1500 RPM Base: 70 - 80 KIAS / 1500 RPM 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 7700Loss Com. Squawk 7600KMAN ASOS:118.325 KEUL ASOS :135.07 KBOI ATIS:123.9BOI App/Dep:119.6 unless directed to 126.9 FSS BOI: 122.6 |

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** |
| PREFLIGHTPitot Tube Cover - REMOVEDGust Lock - REMOVEDHobbs – Record into Flight Log Tach Check < Oil Change TimeMaster – ONFlaps – 20°Fuel Gauges – CHECKExterior Lights - CHECKInterior Lights - CHECKMaster – OFFBaggage Door – LOCKEDTires/Brakes – Press/Leaks(Main 38 psi - Nose 45 psi)Fuel Caps & QuantityOil level: 6 MIN / 7 MAX Qts. Nose strut - Correct travelProp/Spinner - InspectStatic Port - ClearCheck Fuel/Caps/DrainEngine Fuel Strainer-DrainFinal Walk / Look AroundSTARTSeats – LOCKEDSeat Belts – FASTENEDParking Brake – SETPassenger BriefingFuel – ON BOTHCircuit Breakers – INAvionics – OFFMixture – RICHCarb Heat – COLDPrime – As Required (max 3)Throttle – OPEN ½ InchYell - Clear PropMaster – ONEngage Starter (max 20 sec crank if no start) | AFTER STARTThrottle – 1000 RPMOil Pressure– in green < 30 secondsFlaps – UPMixture – LEAN FOR TAXIAvionics Master – ONBeacon – ONTaxi Lights - ONTransponder – ALTRUNUPDoors & Windows – LATCHEDControls – FREE & CORRECTFlaps – UPTrim – TAKEOFFThrottle – 1700 RPMMixture – FULL RICH (Lean for Best Power above 3,000’ DA)Mags (drop< 125, difference ea <50)Carb Heat – TESTAmmeter - ChargingLow Voltage Light - Out Throttle – 1000 RPMInstruments – CHECK/SETGarmin G5 baro pressure set/referenced to conventional Altimeter Seat Belts – SECURECOM – First Freq. 122.7 KMANNAV – First Freq. - 113.3 BOI VOR OBS – SETCharts & Log – READYHeadset – 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? |